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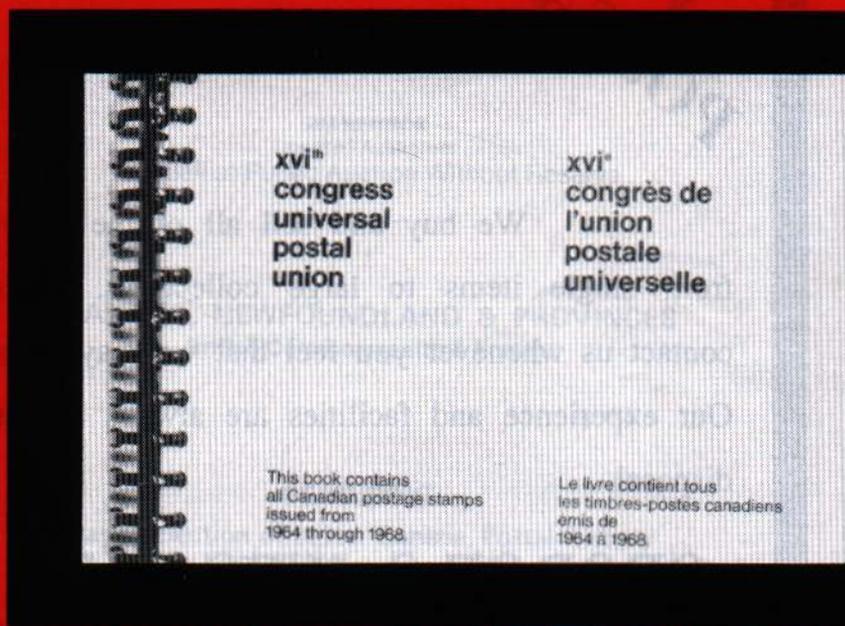
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VOL 54

NO 3

WHOLE NO 472



FEATURING:

**PRESENTATION BOOKLETS FOR THE POSTAL UNION
CONGRESSES 1969-1971**

BY JEROME C. JARNICK AND ANDREW CHUNG

THE OFFICIAL JOURNAL OF BNAPS -

"The Society for Canadian Philately"

**STAMPS
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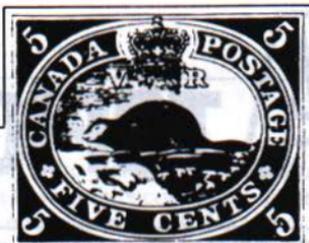
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BNA TOPICS



 OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY LTD.

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(continued on page 88)

I attended the "opening" of the Canadian Postal Museum (CPM) on June 11, and visited again on June 14 when the exhibits could be examined in a more leisurely fashion. Despite this being a time of government restraint, the money and effort of the Museum staff to prepare the new areas has been substantial. However, it must be recognized that this is very much a part of the "Canadian Museum of Civilization" and not a "Postal Museum" for philatelists. As museums of natural history have devolved from being a repository for specimens (and a working environment for scientists, amateur and professional, who wish to study those specimens), and become instead places designed to entertain and (occasionally) inform the general public, so too this Postal Museum is not a place for philatelic study. It has become one of the major tasks of a museum coordinator to put on "displays" that will "be of interest to the general public" and increase attendance (and gift shop revenue) to justify the existence of the museum as a "tourist attraction." The "new" Postal Museum has been set up with this in mind. That does not mean collectors will find nothing of interest.

There are several major exhibits. From my perspective the most interesting by far (not coincidentally "adapted from a similar exhibition in 1993 at the Musée de la Poste de France in Paris") is "The Value of Error in Philately." This includes a spectacular array of philatelic material and will only be on view until October 13. Even in this, the lack of philatelic finesse by the Canadian museum staff is seen. An display of design errors in some fairly common Canadian stamps is presented (obviously a CPM add on), but several of these stamps are poor copies.

"Winged Messenger" shows a variety of items related to the development of air mail. The international component is well served by a number of interesting pieces, mostly on loan from the Musée de la Poste de France in Paris, Musée de l'Aire et de l'Espace (Le Bourget, France), and the Smithsonian in Washington. The Canadian section is more problematic. There certainly are some wonderful covers, but fewer non-philatelic pieces than I would have expected. Few, if any, of the covers are from the Postal Museum's own collection or from the much more extensive holdings of the National Archives. Furthermore, the biplane contributed by the National Aviation Museum takes up an fair bit of the exhibition space – and I wonder of this is the best use of this space in a *postal* museum. Perhaps the aircraft could have been suspended high from the ceiling (as is done with several planes in the Smithsonian) and more of the floor space left for other displays.

Another exhibit "The Fast Track – Moving the Mail the Mechanized Way" is well conceived but poorly executed. The display about the SEFCAN machine shows a (poor) *photograph* of the first day cover of the Wilding issue "Winnipeg" tagged stamps. Why the photograph? Apparently the Postal Museum has no copy of this common cover in its collection, could not borrow one from the National Archives for the appropriate period, and didn't feel it was worth the \$25 to buy a copy (but how much did the photograph cost?). Uncancelled covers are shown bearing untagged stamps that could not have been sorted

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properly with that machine. When asked why proper covers were not shown, one of the curators said the stamps were only intended to show stamps of that period, not necessarily those appropriate for use!! This was an opportunity to properly show an important (and poorly recorded) facet of Canadian postal history. It could have been done with a minimum of expensive material, albeit only if the museum personnel understood the subject matter (and they do not). This was definitely a missed opportunity.

Even the reconstruction of the Cavendish P.E.I. post office (where author Lucy Montgomery Ward served for a number of years as assistant "postmistress") lacks the proper philatelic thought. There are no covers postmarked from the period she served in the office, nor are the artifacts from that office (nor reconstructed for that office), but are simply hammers etc. of approximately the appropriate period from various places.

There is also, for reasons that are not clear, a small art gallery to be sponsored by Pitney Bowes for the next five years. Now one might expect to find such a gallery in a postal museum would be used for display of original art related to stamp production. Not in this case. What is currently on display is a set of works by Canadian artist Edna Myers. There is a postal theme, but I really wonder if the works would be able to stand on their own across the river at the National Gallery.

Then there is the "Mail without Boundaries" exhibit that certainly falls outside the boundaries of what I feel belongs in a postal museum. The best description I can come up with is that it is a set of brightly coloured padpost want-to-bes. If I doodle in colour on an envelope and send it through the mail does it belong in a museum? Even if the works were done by Lawren Harris I would have a problem with this concept. If the exhibit were part of a larger display of advertising, commemorative and patriotic covers or philatelic cachets it probably would be acceptable, but it is not suitable as a stand-alone display.

Even the commercial aspects of the museum appear to need rethinking. A new book "Letter Writing and the Mails in the Canada's 1640-1830" was launched, but apparently the French version was not yet ready. A recently-released set of Postal Museum post cards was not actively promoted, although the cards were available at the Museum of Civilization shop - if you looked hard.

It also remains to be seen if the "make it of interest to the general public" approach is counterproductive. There are many artifacts (but very few from pre-Confederation times). The real problem is the great weakness in Canadian and (especially) Newfoundland stamps and covers. Will even the casual collector be attracted, or visit more than once? I know one collector who has a general collection of Newfoundland and who asked me about the CPM. His comment was "If none of the scarce stamps are on display, I wouldn't bother to travel the 200 km or be prepared to pay the admission fee to the Museum."

So what we have is a "B+" for effort and "C-" for results. The lack of philatelic expertise is apparent at every turn. Part of the problem seems to be the divide between the CPM and the National Archives. This is not the postal museum Canadian philatelists have hoped for (indeed, it might well be argued it should not be). It certainly looks pale in comparison with the French or Swedish museums. Nevertheless, if the curators are willing to take the advice of the philatelic community, the CPM can be improved substantially at minimal cost, even if the thrust of every exhibit remains the same. One curator indicated that a group "Friends of the Canadian Postal Museum", parallel to the "Friends of the National Archives", will be established. I strongly support the formation of such a group, but this must be separate from the "Friends of the Museum of Civilization" - early indications are that it is not planned as a separate entity. Despite its weaknesses the CPM must have our support - we still could lose it. We can only hope we will be allowed to help.



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DISASTER COVERS
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Stories Behind My Covers

30. The Postage from Montreal and Quebec City to the Lines

Jack Arnell

Prior to the American Revolution, the British Post Office in North America had only established a single mail route to the new colony of Canada, namely the Hudson River route north from New York to Montreal. During the war period, all regular postal service was disrupted and not re-established until after the Treaty of Peace in 1783. At that time, the monthly Falmouth-New York mail packet service was reinstated, and Hugh Finlay, who had been appointed the Deputy Postmaster General for Canada, attempted to work out an arrangement with his new American counterpart for his own couriers to carry the Mails between Montreal and New York, as there was no U.S. service beyond Albany, and it was not regular even to there. Failing in this, he was forced to send Canadian Mails *via* Halifax, where the Falmouth packets began calling during the eight summer months on their way to and from New York in 1787. This problem was overcome when Finlay negotiated an agreement with Thomas Pickering, the United States Postmaster General (USPMG). This agreement was formally signed in 1792.

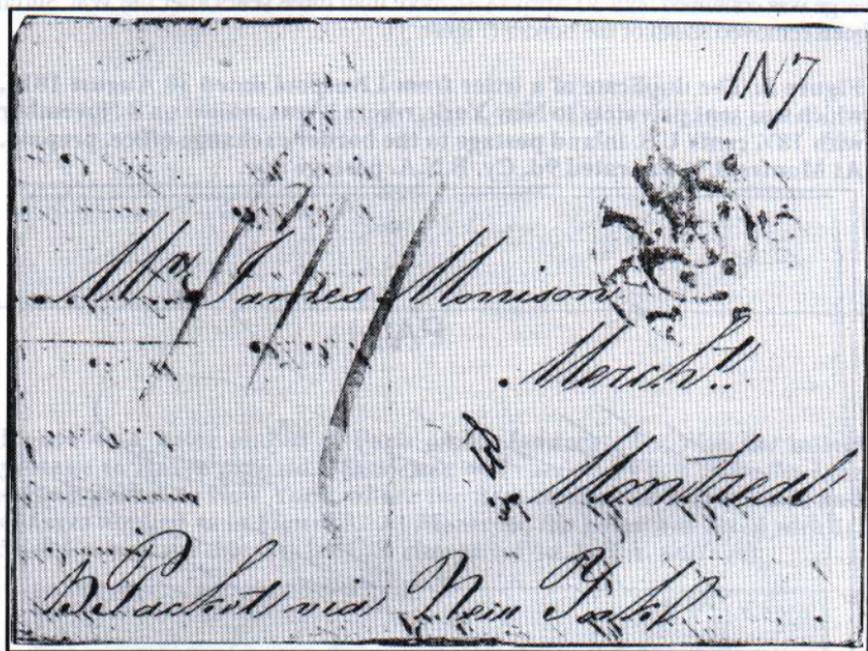
In brief, this agreement provided that a British courier would convey the British Mails in sealed bags between New York and Montreal in both directions, with the U.S. Post Office collecting the equivalent postage for the distance from New York to Burlington, Vermont, which had become the northern end of the Hudson River route – 20 cents or 1s. 0d. Cy. for a single letter. As Burlington lay in the 60-100 mile zone from Montreal, the postage between these two points was 6d. Stg. or 7d. Currency (Cy.), with 20 cents or 1s. 0d. Cy. U.S. postage, making the total postage between Montreal and New York 1s. 7d. Cy. As a result, letters arriving at Montreal during this period, were charged 1s. 7d. Cy. (Figure 1). This arrangement continued until it was disrupted by the War of 1812.

Unlike the Lower Canada border with the United States, that in Upper Canada to the west was marked by water barriers – the Great Lakes and St. Lawrence River. Such a barrier had to be crossed if mails were to be exchanged between the two countries, and thus required boats of some kind. Before the War of 1812, it appears that letters were carried across the water without any added charge. However, soon after a cross-border postal service was re-established with the coming of peace, probably in 1817, several postmasters, who had to “ferry” letters between the two countries, began to make a charge for the service, generally 2d. Cy. This was done without any authorization, and it was only in 1829 that “ferriage” was officially established. The agreement authorized three post offices – Niagara (subsequently changed to Queenston), Kingston and Prescott in Upper Canada – to be exchange offices and to collect ferriage. It also named Montreal and Stanstead as the exchange offices in Lower Canada, with no mention of ferriage, as there was no water crossing at the border.

In April 1815, following the War of 1812, the USPMG, realizing that he could generate more revenue from the Canadian Mails by extending the U.S. postal service to the border, moved the exchange office some thirty-five miles north to Swanton, Vermont. At the same time, the U.S. Post Office undertook to carry the Canadian Mails to Swanton in its own system. As Swanton was about fifty miles from Montreal, this should have reduced the

postage from the border to Montreal to 4½d. Cy. However the Montreal postmaster, apparently without official approval, took the opportunity to extract extra revenue from a public only too pleased to be able to speed their overseas correspondence through New York once again. As no record is known relating to what actually transpired at this time, the interpretation of the resultant postal charges is an educated guess, based on an examination of many contemporary letters and the consideration of parallel developments elsewhere.

Figure 1: A letter mailed at London on 7 February 1793 with 1s. 0d. Stg. postage to New York prepaid. It was carried by the Roebuck packet from Falmouth on 16 February in a closed bag for Montreal. At Montreal, it was rated 1s. 7d. Cy. postage due, representing 20 cents (1s. 0d. Cy.) U.S. inland postage to Burlington and 6d Stg. (7d. Cy.) B.N.A. postage to Montreal.



As noted above, several Upper Canada exchange offices with a water barrier marking the border began adding a local ferry charge. Although there was no river to be crossed at the Lower Canada border, the Richelieu River lay between St. John's, L.C. and Montreal, so perhaps this was the excuse for charging an extra 1½ d. Cy. to bring the Swanton-Montreal postage to 6d. Cy. For the lack of a better term, I have called it a "border" or "transfer fee."

Also at this time, the USPO introduced a surcharge of all U.S. inland postage to help pay off the war debt. By an Act of Congress dated 23 December 1814, all rates were increased by fifty percent from 1 February 1815. Thus the less-than-40 mile postage was raised from 8 cents to 12 cents, while at the upper end, the over-500 mile postage was increased from 25 cents to 37½ cents. This surcharge was removed on 1 April 1816, after the USPMG reported to the House of Representatives that the increase had not produced as much revenue as anticipated, and that "the rates are considered too high, generally; and, from the information which I have received, much pains are taken to avoid postage, by

seeking private conveyances." Thus, the rates were returned to those established by the Act of 2 March 1799. However, in abolishing this surcharge, Congress increased the rates marginally by shortening the distances eligible for a given postage.

While there does not appear to have been any similar official action taken in British North America, when the postal service to New York was re-established after the war, the Montreal postmaster added fifty percent to his already inflated postage on letters between the city and the border exchange office. From 17 May 1815 the Canadian postage between the Lines (as the border was known) and Montreal was 9d. Cy., which was made up of the inland postage, the border transfer fee, and a fifty percent surcharge (Figure 2). The Canadians were prepared to pay this exorbitant charge, probably because it was still cheaper and faster to send a letter via New York than to connect with the packet at Halifax. The surcharge was continued until 30 April 1819, more than three years after the War Surcharge had been removed south of the border (Figure 3).

Figure 2: The duplicate of a letter from Liverpool dated 30 August 1817, which was sent privately to New York, where it was mailed on 8 November with 18½ cents U.S. inland postage to the border exchange office, prepaid. At Montreal, it was rated 9d. Cy. B.N.A. postage due.



The Lines-Montreal postage was then reduced to 6d. Cy. and continued at this amount until 28 February 1837, when the unofficial border transfer fee was dropped, concurrently with the official discontinuance of ferriage in Upper Canada. After this, the postage remained at 4½d. Cy. until 5 April 1851 (Figure 4).

There is another anomaly in these Lower Canadian postage rates on cross-border letters, as these rates partially paralleled those of Montreal. At the same time as the Montreal rates were increased after the War of 1812, the single letter rate to Quebec City was increased by 1d. Cy. from 11d. Cy. – the official rate – to 1s. 0d. Cy. However, there was no additional surcharge similar to that at Montreal. That this 1d. Cy. was also an unofficial border transfer fee is suggested by the fact that it was discontinued on 1 March 1837, concurrently with ferriage and the Montreal charge (Figures 5, 6).

Figure 3: A letter from Liverpool dated 7 March 1819, which was carried by the private trader *Carolina Ann* from there to New York. There it was entered as a ship letter and rated 20¢ cents U.S. postage due (2 cents ship letter fee + 18¢ cents inland postage). At Montreal, this was converted to 1s. 1d. Cy. and 6d. Cy. B.N.A. postage added for a total postage due of 1s. 7d. Cy.



Figure 4: A letter mailed at Paris on 15 January 1837 with the inland postage to Havre prepaid. The letter was carried by a U.S. Union Line sailing packet to New York, where the item entered as a ship letter and charges applied as in Figure 3. At Montreal, the letter was rated with 1s. 5½d. Cy. postage due (1s. 1d. U.S. charge + 4½d. B.N.A. postage).



Figure 5: A letter mailed at Quebec on 8 May 1817 with 1s. 0d. Cy. B.N.A. postage to the border and 18½ cents U.S. postage to New York, prepaid. The letter was delivered to Thomas Moore, the British packet agent, who rated it 2s. 2d. Stg. postage due as a packet letter to London. It was carried by the *Princess Elizabeth* packet from New York on 6 June, and arrived at Falmouth on 3 July. It was backstamped at London on 7 July.

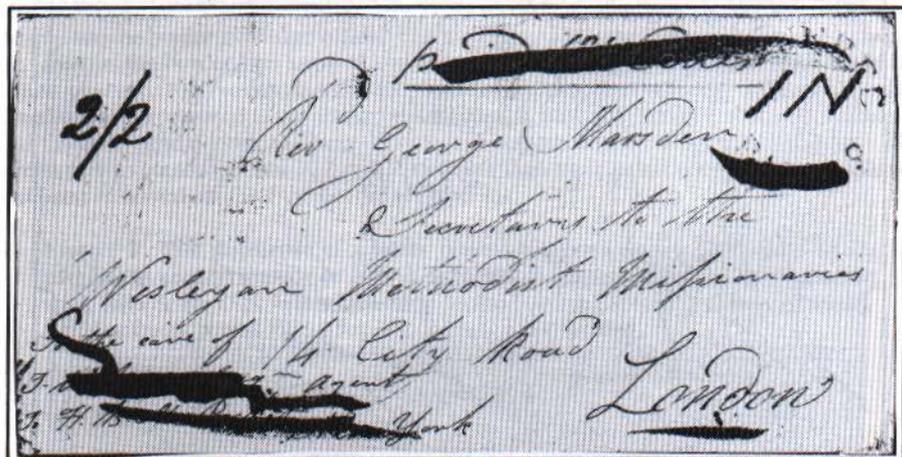


Figure 6: A letter mailed at Quebec on 1 March 1837 with 11d. Cy. B.N.A. postage to the border and 18½ cents U.S. postage to New York, prepaid. The letter was carried to Liverpool by a U.S. sailing packet, where the item was rated 1s. 7d. Stg. postage due as a ship letter (8d. ship letter fee + 11d. inland postage to London).



The final question with respect to these extra charges relates to the Deputy Postmaster's position during the more than twenty years they were in effect. Having his office in Quebec City, it is inconceivable that he could have remained unaware of them, so he must have condoned them, even though he could not officially sanction them. Perhaps someone will find the actual situation among the correspondence of the period.

OUR VENDORS SPEAK

April 25, 1997

R. Maresch & Son
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Dear Bill,

Although this letter is overdue, I wish to express my sincere appreciation for the manner in which you handled the sale, last October, of my postal history material and Nova Scotia proofs. Everything went smoothly and without problems right from the time we first spoke about the possibility of the sale over two years ago. You and your staff made it all very easy.

I was most impressed by the wonderful catalogue and the advance publicity. But most of all you produced a wonderful 'floor' where the bidding was spirited and many lots exceeded even my best hopes. I don't believe even one lot was left unsold. Your lotting also showed a sensitivity to my collecting themes and kept much material in groups that will allow buyers to build on what was started. Finally, your computer system worked like a charm. I was amazed to receive, just 30 minutes after the auction, both the complete record by lot with prices realized and a good cognac. Bravo!

I am slowly gathering the rest of my material and look forward to its sale sometime soon. You know, it gets harder and harder to sell your 'children' of the post. As more of them go, I seem to be working more slowly than previously.

Thank all the staff and I look forward to our next joint venture.

Best regards, and thanks again.

Sincerely,

J. J. MacDonald

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Newfoundland's 1918-1920 Postal Shortages

Norris R. Dyer

As in 1897, it was the absence of low postal values that threatened to hinder the smooth flow of the Newfoundland mails, first in late 1918, and then, to a greater degree, in September of 1920, when four provisional issues were required. In a 1996 article [1], I detailed the varieties of one of the four, but this article is intended as a more global description of the shortages and their solutions.

Harry Huber wrote about the 1920 crisis in a contemporaneous fashion [2] and went on to cap his studies in a 1927 article [3]. While much of what Huber put forth 70 years ago remains accurate today, those same years have helped us to not only burnish what was correct in the first place, but to clarify or correct the rest.

1918-1919

The 1897-1901 Royal Family set created a high standard, in color and clarity of design that the following two sets failed to match. Its 1-cent Queen Victoria resolved the 1897 postal shortage. The 1910 John Guy and 1911 Coronation issues were drab in comparison and claustrophobic in design. Newfoundland (philatelically) was in sort of a mid-life crisis, but glory years were still ahead with stamps for the special flights, and the scenic values of the 1930s. The mail moved - even if temporarily franked with rather mundane stamps.

May 17, 1918, the war tax went into effect in Newfoundland, with all letter rates increased by one cent. The local (drop letter) rate went to 2¢, and the inland rate to 3¢. The latter rate was also applicable for first class to Great Britain and the United States. Additionally, the 2¢ stamp value was widely used for fiscal purposes. These rates would apply until 1922 [4]. The 1¢ stamps were primarily used for circulars and newspapers. The usage of low-valued adhesives was significant; for example, during the 20 months between the beginning of 1919 and September of 1920, average monthly usage was 250,000 of 1¢ stamps, 225,000 of the 2¢ stamps, and 325,000 for the 3¢ value.

The short-noticed postal 1918 increase rapidly found the G.P.O. short of 3¢ stamps in late 1918. The beautiful 3¢ Alexandra, originally issued in 1898, was called on for yet another printing and the swan song of the Royal Family set [5]. This was convenient as the plates were in New York. Many catalogues show this as the first red-orange version of this definitive, but that is not correct, as specimens sold by the American Banknote Company show this shade was first released in 1906. John Walsh and I pointed this out in our 1994 article *BNA Topics* [6].

In December of 1918, letters requiring the low-value stamps were taken over post office counters for cash. A new series had been ordered (the interesting Trail of the Caribou set) but consideration was given at this time to a 2¢ surcharged value. The 60¢ Cabot stamp, a phlegmatic mover at best since 1897, was available in some quantity and, in fact, would not finally give up the ghost at the G.P.O. until 1936 [7]. A two-cent surcharge in red was developed on a trial basis (Figure 1 and Table 1), but the red was lost in the intense black background, and the experiment deemed a failure. Both single and double impressions exist of the surcharge, in apparent equal numbers. Standard references vary as to the estimates of quantities produced, but I suspect no more than two sheets of 100 were used. The right half of part or all of one sheet may have been folded over and surcharged twice, as se-tenant pairs exist of the single and double surcharge. Some of this smells of "postmaster's perquisites."

Table 1: 1918-1920 Trial Surcharges

DESCRIPTION	DATE	QUANTITY
2 CENT (red) on 60¢ Cabot	Dec., 1918	90
2 CENT (red) on 60¢ Cabot - doubled		90
2 CENT (red) (above) se-tenant pair		10*
THREE CENTS (red) on 6¢ Cabot	Sept., 1920	25
THREE CENTS (black) on 6¢ Cabot		25
TWO CENTS (red) on 30¢ Cabot -normal	Sept., 1920	21**
TWO CENTS (red) on 30¢ Cabot - O of TWO over S of CENTS (Pos. 2,7,12,17)		4

* This is a guess, but se-tenant pairs do exist and one is pictured in the Newfoundland Specialized Stamp Catalogue (Page 15, 1995 edition).

** This is a very elusive trial surcharge. I have seen one in the past five years.

Table 2: The 1920 Provisional Issues

TYPE/VARIETY	PROVISIONAL PERIOD	QUANTITY
1. THREE CENTS (Black) on 15¢ Cabot – Narrow Bars (10.5 mm)		
Normal	Sept. 13 - Sept. 27, 1920	2,856
Raised E in THREE (Pos. 22)		119
Inverted surcharge - normal		24
Inverted surcharge - raised E variety		1
2. THREE CENTS (Black) on 15¢ Cabot – Wide Bars (13.5 mm)		
Normal	Sept. 13 - Sept. 27, 1920	45,120
Raised E in THREE (Pos. 24)		1,880
3. THREE CENTS (Black) on 35¢ Cabot		
Normal	Sept. 14 - Sept. 27, 1920	46,925
Raised E in THREE (Pos. 24)		2,000
Lower bar completely missing (Pos 15)		1,000*
Only bottom of THREE showing (Pos. 18)		25**
Only top of THREE showing (Pos. 19)		25**
NTS of CENTS slashed at top (Pos. 20)		25**
4. TWO CENTS (Black) on 30¢ Cabot		
Normal	Sept. 15 - Oct. 2, 1920	41,937
O of TWO over S of CENTS (Pos. 2, 7, 12, 17)		7,988
Inverted surcharge -normal		42
Inverted surcharge - shifted O variety		8

* Probably during last half of surcharging due to depressed bar.

** My estimate based upon auction and retail list frequency.

Figure 1: 1918 and 1920 Trial Surcharges



Figure 2: 1919 Postage Paid Cancel



In late December, a rubber stamp, in violet, was applied to letters:

POSTAGE PAID
G.P.O.
ST. JOHN'S, NEWF'L'D

The rubber stamp was used from December 24, 1918 through until January 14, 1919 [8] although the freshly arrived Caribou set went on sale on January 2nd.

Figure 2 shows a rubber-stamped cover from that date. Despite what most literature indicates, all characters in the rubber stamp are in upper case. But with the new stamps on hand the shortage was over - for a while!

1920

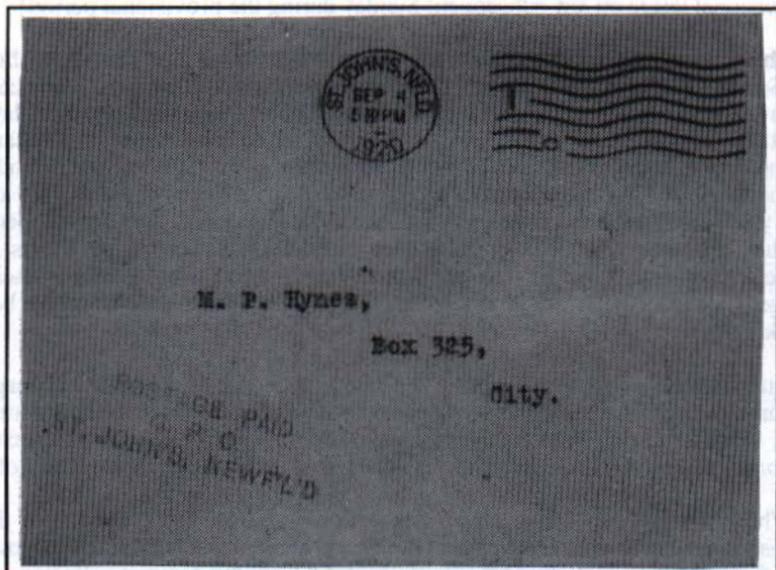
"The Caribou series is very popular, and orders from collectors and dealers abroad have contributed many thousands of dollars to the revenue of the Department" -- Harry Huber

Almost all mail from 1919-1920 carried the Caribou stamps. The twelve-denomination set was beautiful, even if the animal pictured was a sort of "Carimoose" - that is, with both Caribou and Moose characteristics. Despite concerns from some royalists that no stamp bore the King's vignette, the set was immensely popular. Even today, covers from this era with 1¢, 2¢ and 3¢ Caribous are commonplace in dealer boxes for a few dollars. The design was regal, beautifully balanced, and issued in honor of the Newfoundland Contingent in World War I (soldiers had badges with the head of a caribou over a ribbon lettered "NEWFOUNDLAND"). The navy was also honored.

On an average, 11,000 letters a day were postmarked by electric canceling machines at the G.P.O. in St. John's - including Sundays, according to Huber (later, I will question Sunday use during the upcoming provisional period). The London printers of the issue were pressed to keep up with demands for the lower values of the set for postal use and by collectors. This, combined with irregular steamships between England and Newfoundland, finally resulted in another postal crisis.

By September 6, 1920, the 3¢ was reserved exclusively for foreign postage, and the 2¢ was totally exhausted. While the 1¢ was still available, its numbers were not significant enough to be able to handle newspaper and letter needs.

Figure 3: 1920 Postage Paid Cancel



Starting September 4, 1920, the G.P.O. used the rubber stamp again (Figure 3), in carmine, for town and inland letters (U.P.U. regulations forbade use outside of the colony). A variation of the rubber-stamp is known in green, used from the outports, but is extremely rare, with only two reported, according to Ed Wener of Indigo.

At this time a trial surcharge was made on the 6¢ Cabot issue, surcharged with THREE CENTS, in two lines of Roman caps, with bars 10.5 mm apart. One block of 25 was overprinted in brown and the other in red (Figure 1 and Table 1) The result did not look bad, but on further reflection it was decided to preserve the remaining 6¢ stamps to cover the foreign rate, since the 6¢ Caribou was already exhausted. After all, large quantities of other, higher-valued, stamps from the 1897 Cabot issue were still available.

Using the same surcharge (in black), the Royal Gazette started overprinting 50,000 of the scarlet 15¢ Cabot. The sheets of 100 were stripped of margins and broken into blocks of 25. After running some 120 blocks (3000 stamps), someone noticed the obvious - the bottom horizontal bar was not obliterating the lower 15-cent tablets. The problem was that the 6¢ Cabot, used as a test, did not have any lower values. At this point, the bars were respaced at 13.5 mm and the problem solved. As a by-product, collectors got two provisional types, rather than one! Eighteen thousand more were processed using the wider spaced bars, and delivered late Saturday, September 11, 1920 to the G.P.O. The remaining 29,000 were delivered the following Monday morning.

Huber reports that just prior to closing time on that Saturday, 500 stamps were sold at the G.P.O. to a stationers "not desiring to inconvenience those with letters for the Sunday's mails..." But, he goes on to state that requisitions from outports required a clerk to work "to a late hour Saturday evening, and all day Monday, preparing the stamps for dispatch." These tidbits seem to be Huber-exclusive, and have led to confusion as to the first day of usage of these two narrow and wide bar provisionals, that I'll call Type I and Type II from this point on (Figure 4 shows blocks of all the four provisionals). There is no record of either provisional postmarked on Saturday, the 11th, or Sunday, the 12th (nor have I seen any provisional usage on any subsequent Sunday during the provisional period).

Huber's comments, taken together, make one wonder what kind of staffing the G.P.O. had on Sundays, and how many covers, if any, were postmarked that day. Some catalogers (Robson Lowe, for example) follow Huber showing September 11th as the first day of use, but most show Monday, the 13th. Lowe has it wrong in the broad sense, in any case, as he shows the Type II as coming out on Tuesday, September 14th. Covers exist of both Type I and Type II on the 13th. Also, we have to be careful about linear thinking. We know the scarce Type I overprint was created first and the Type II second. That doesn't necessarily mean the (hypothetical) 500 stamps sold on late Saturday were Type I's, as Lowe is inferring, rather than Type II. I would think human nature would dictate stacking the surcharged blocks as they were produced and that the Type I's, would be on the bottom of the stack.

Figure 5 shows a Type I on cover to St. George's, two hours after the surcharges went on sale on Monday. There are numerous covers with this scarce type to this addressee. In fact, he wasn't the only one trying this, as noted in this contemporary article in the *Collector's Journal* [9] by an anonymous writer, that I recently received from John Butt:

"When first issued...there were a tremendous rush for them, visions of their subsequent increase in value rose in the minds of all and sundry and the demand for them came as much from the 'laity' as it did from the genuine collector ..."

Figure 4: The Four 1920 Provisionals: (a) THREE CENTS on 15¢, Type I; (b) same, Type II; (c) THREE CENTS on 35¢; (d) TWO CENTS on 30¢.

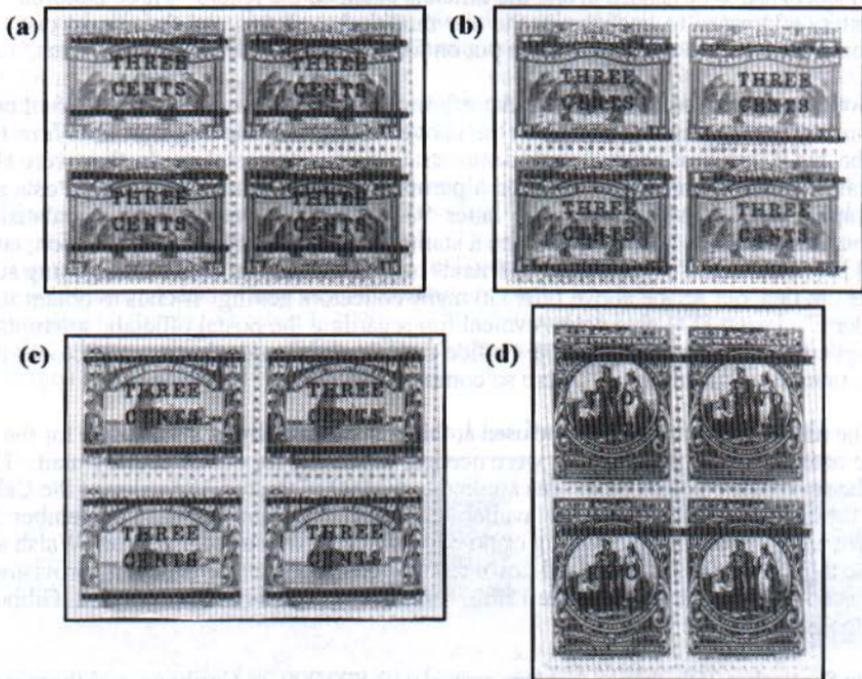
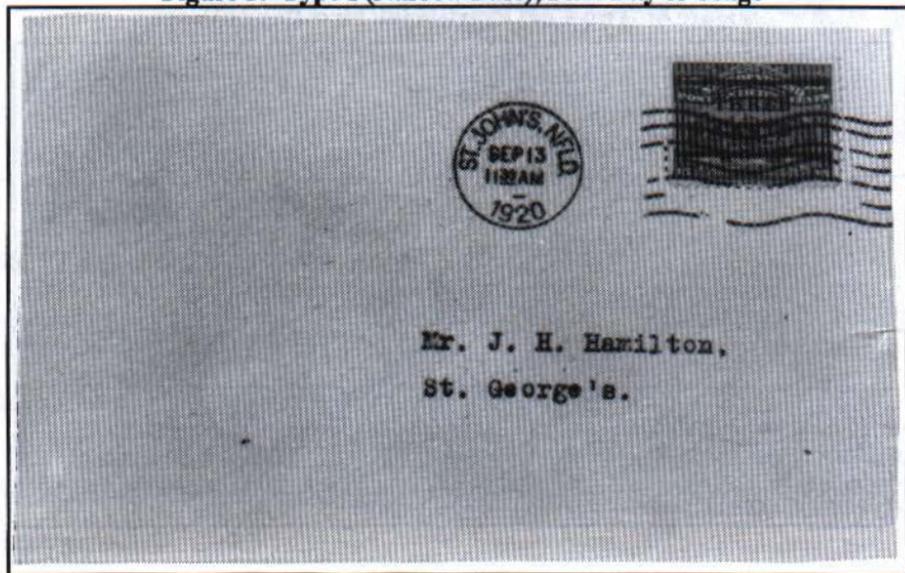


Figure 5: Type I (Narrow Bars), First Day of Usage



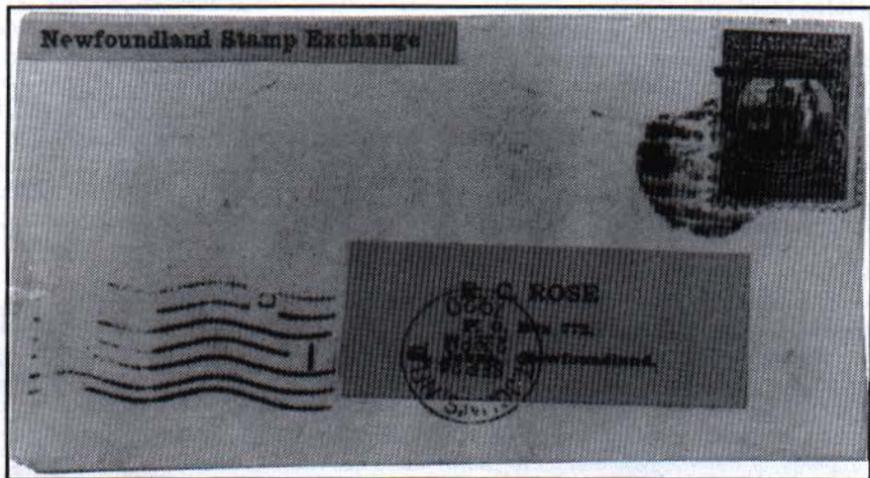
"Thereafter it became very difficult, if not impossible to obtain any whatever. All sorts of subterfuges were used to obtain specimens, and in order to evade these, all letters had to be handed in and the officials stamped the letters. Three hundred letters addressed to one man in the city modified even this and the utmost one could get was two which had to be put on foreign letters only not on local ones."

Both types were sold out by Tuesday afternoon. Complete mint blocks of 25 of both types are still not uncommon, and given the above description, one might wonder how this could be; but if "business houses" could demonstrate legitimate postal needs, they were able to obtain limited quantities by securing a permit from the Deputy Minister of Posts and Telegraphs, G.W. LeMessurier. The latter 50-year G.P.O. veteran had speculated in Newfoundland stamps himself, and been a stamp dealer upon at least one occasion, circa 1890 [10]. One could assume that old friends might have had an easier time getting such permits. In fact, our scribe above refers to many collectors getting "friends to obtain such an order..." Jarrett [11] also pokes cynical fun regarding the postal officials' attempts to limit speculation, questioning the post office's "little story" and why unused "blocks and sheets, unused, in quantities ..." were so common in 1926.

The rubber stamp continued to be used at this time, especially as a substitute for the 2¢ and 3¢ usages, but 3¢ provisionals were needed, especially for out-of-country mail. This time, the same (Type II) surcharge was applied to 50,000 of the red 35¢ value of the Cabot set. Huber states these were made available to the G.P.O. late Tuesday, September 14, 1920 but either he has the date wrong or no covers were postmarked that date. Walsh and Butt use the 15th as the first day, and Lowe resorts to "?". Jarrett says the new provisional was placed on sale "At 9 a.m. of the 15th..." and I tend to believe he is correct. Gibbons [12] also goes with the 15th.

On September 25th, the *S.S. Sachem* arrived with 800,000 3¢ Caribous, and these went on sale on the 28th. At that point, the 3¢ on 35¢ provisional was withdrawn. The remaining 3,000-4,000 were apportioned among the orders received through the post.

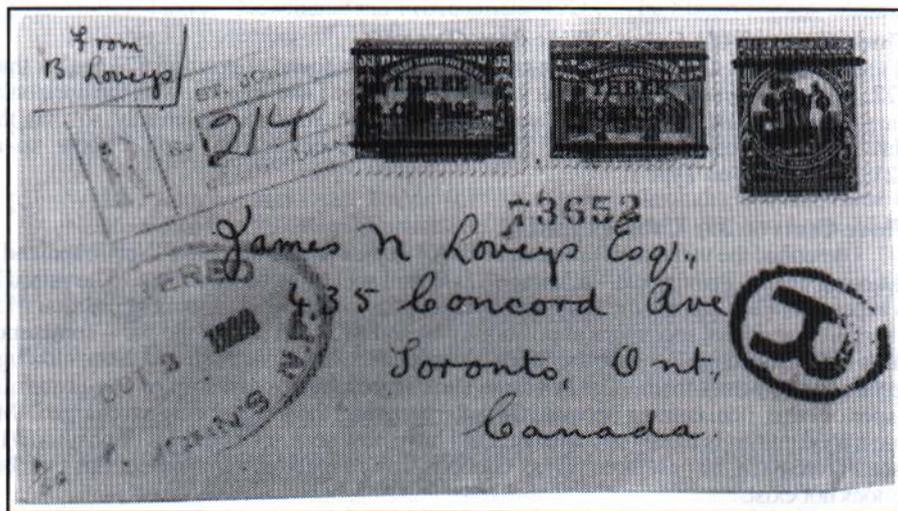
Figure 6: Two-Cent Provisional, First Day of Usage



A two-cent provisional was produced for fiscal purposes, and also used for the local rate. The trial surcharge in red (Table 1), was converted to black for the final version. This time the slate 30¢ value of the Cabot set was selected, with 50,000 stamps being surcharged. Huber says the stamps were placed on sale at 8:30 a.m. on September 23rd, while Jarrett says noon. Neither may be correct, as it appears the earliest postmark is from the 24th. The cover pictured in Figure 6 was sent on the 24th from R.C. Rose, a stamp dealer and postal clerk, to himself. I think we should assume Rose intended it as a first day cover. Walsh and Butt also show the 24th as the first day of use.

On September 29th, the *S.S. Digby* brought 500,000 of the 2¢ and 300,000 of the 1¢ Caribous. They were placed on sale on Monday, October 4, 1920, the provisional period (probably) ending on Saturday, the 2nd. The cover in Figure 7 shows three of the provisionals paying the registered 8¢ rate to Toronto on that date. Eight thousand stamps were sold as remainders. There is some controversy as to whether some 2-cent covers were postmarked on Sunday, October 3, 1920, and I'll comment on that in the final section of this article. Further shipments of low-value Caribous arrived in December, and the postal shortages of this era were over.

Figure 7: Three Provisionals on Last Day of Provisional Period



PROVISIONAL VARIETIES

Table 2 lists all the varieties I have seen of the four 1920 provisionals. Some of the scarcer stamps are illustrated in Figure 8. I have tried to include accurate quantities produced of all types.

Three Cents on 15¢ Cabot - Narrow Bars (Type D)

Position #22 has a constant variety where the second **E** in **THREE** is noticeably raised (Figure 8, positions #21 and #22). One block of 25 was upside down when surcharged, which would produce one (unique) raised and inverted **E**. This inverted surcharged block at 25, ranks as the scarcest of Newfoundland inverts, along with the 1933 "L&S POST" surcharge.

Figure 8: Provisional Varieties (see text)



Three Cents on 15¢ Cabot - Wide Bars (Type II)

The only constant variety is the raised **E**, curiously found at position #24, rather than #22. The same letterpress type was used for both Type I and Type II, with the horizontal bars merely raised; however the vertical rows were arranged differently so that the surcharges at positions #21, 22, 23, 24, 25 (for example) on Type I show up at #21,24,25,23,22 on Type II.

Three Cents on 35¢ Cabot (Type II)

I described the varieties of this issue in a *BNA Topics* article in 1996 ("Newfoundland's 'Missing Three' Provisional - a Mirage?") [1], so I will try to be brief here. The raised **E** is at position #24. During the last half of the run, the lower bar is missing at position #15. There are transitional specimens at positions #14 and #15 with part of the bar - sometimes just a little - showing. Because they vary in completeness, I have not listed them, although some collectors seek them. The last three varieties resulted from a strip of non-absorbing paper or other item coming between the letterpress and the blocks being surcharged. My guess at quantities is highly speculative, but I have now seen six examples of position #19 (see Figure 8) in the past three years. Gibbons lists an inverted surcharge of this type but it does not exist.

Two Cents on 30¢ Cabot

There is a constant, and rather common, horizontal shift between the **TWO** and **CENTS**. More interesting, are the two blocks of 25 with inverted surcharges (Figure 8). In auction catalogues I have seen two examples of inverted surcharges on covers, postmarked at the St. John's East sub post office. One is addressed to an attorney by the name of Curtis and the other is sent from Curtis to a second attorney. Both are postmarked on October 3rd, which technically would be the last usage day of the provisional period. However, the "20" designating "1920" appears to have been in manuscript on both covers. The stamps appear authentic, but is the year correct? Has someone simply reinforced a weak strike? Was the branch postmarking covers on a Sunday? If authentic these items are valuable philatelic items. One cover has a B.P.A. certificate, but the B.P.A. may have been focusing upon the stamp and its cancel which appear genuine, rather than the postmark. I still need convincing of the latter's date. Perhaps personal (rather than photographic)

inspection of such a cover would help me feel more confident about authenticity of the postmark.

Finally, Huber reports a diagonal surcharge, purportedly due to a misfeed, but since I have not seen one, it is not listed here. He claimed one block of 25 was produced.

Final Comments

This ends my review of the 1918-1920 postal shortages of Newfoundland. I have attempted to clarify, correct and improve upon earlier authors. That does not mean I have it right. Any comments, corrections, or additional comments should be sent to *BNA Topics*, for our edification.

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Map Stamp Chronology - Part I

Bill Pekonen

My interest in the 1898 Map Stamp began as a result of obtaining a collection of old greeting cards. Some of these items precede 1840, the year in which the first postage stamps were produced by Britain. Other items included early Christmas cards. Those cards then prompted an interest in the 1898 Map Stamp. This stamp was also known as the Christmas stamp at the time because of the inclusion of the words "XMAS 1898" on the face of the stamp, and the fact that the Imperial Penny Post rate became effective on December 25, 1898.

While conducting background research, it soon became obvious that much of the published information about the Map Stamp contains contradictory and inaccurate statements.

This article summarizes the information previously reported about this issue and presents a chronology that is a result of my research. The findings offer a different perspective from those offered by some other popular writers. The information presents a completely different picture about some of the events that led up to and followed the issuance of the Map Stamp. Readers can form opinions after comparing the respective facts. History, after all is said and done, depends upon a particular point of view.

The bottom line is that there is more information yet to be found about this particular stamp, and that the last word on the subject is yet to be uncovered and recounted.

The Map Stamp is a significant event in the philatelic history of Canada. As the centennial of the event is approaching in 1998, greater interest may be generated and the Map Stamp's place in the journals of history may be enhanced.

This chronology is based mainly upon data found in the National Archives, Ottawa, during a visit in October, 1994 [1-11]. It should be noted that most of the information in the Ottawa files is in the form of typed copies. The original copies of the letters are not in the file. It is speculated that the originals may have been sent to Wm. Mulock as there is a penciled note to that effect on one of the documents still in the file, or the originals may be stored elsewhere for safe keeping. Apparently, this has been a policy of the National Archives for certain types of material.

This article provides a chronological list of some of the important events that preceded the introduction of the Imperial Penny Post, and the effective dates on which the 2 cent rate applied to certain colonies when these dates differ from the December 25, 1898 first day of use within many other parts of the British Empire.

Background Data

The Imperial Penny Post scheme resulted in uniform ocean postage rates to the parts of the British Empire that were willing to accept mail by special agreement. In certain cases, the Colonial Office in Great Britain negotiated the rates on behalf of Canada. The rate was less than the five cent equivalent prescribed amount accepted between member countries of the Universal Postal Union (UPU).

A reduced rate between Canada, Great Britain and the colonies within the British Empire is not an exception within the UPU. For example, Germany enjoyed a 3 cent (equivalent) rate that applied anywhere within the German Empire for some years before 1898.

The Map Stamp is important to philately in a number of respects. It has been touted as the world's first multi-coloured stamp, but that is not true. According to McP. Cabeen [12, p 85], the world's first multi-coloured stamp is credited to Basel, Switzerland: # 3L1, produced in 1845. That stamp was printed in black, crimson and blue. Apparently, proofs are available with a green colour instead of blue.

But the production of the Map Stamp represented a departure from printing methods used about the same time, and it is true to say that it was the first multi-coloured stamp to be produced in Canada.

It was also the first stamp to be produced in the Dominion of Canada with a design which did not include the reigning monarch. All stamps issued from Confederation up to that date showed the monarch. But the Map Stamp is not the first stamp to depart from that practise within the British Empire. For example, the first stamp issued by Canada, while it was still a colony, depicted a beaver in the design. British Guiana used both a ship and the seal of the colony on two stamps issued in 1852, and neither stamp showing the reigning monarch.

During the early 20th century, the postage applied could often be deciphered visually by the colour of the stamp rather than by the depicted denomination or numbers. From about 1897 to 1922, the one cent stamp (international printed matter rate) was produced in a green colour; the two cent stamp (primarily for the domestic rate) was printed in shades of red. Other rates were printed to conform with an international colour code. The colours changed with the rates from time to time afterwards. This arrangement made sense, particularly because of the many different languages and units of currency around the world, to say nothing about the level of education in most parts of the world. Nowadays, it seems as if anything goes! The significance during 1898 was that the Map Stamp did not conform to the international colour coding. The Map Stamp was printed with black frames, red islands and lavender, or blue, or blue green, oceans. In that sense, the colours used were a departure from the normal agreement. It is said to be the first stamp to be produced combining two printing methods: engraved steel plates and electroplates.

Is the Map Stamp a regular issue or is it a special purpose stamp? This question is answered by the Post Office Department Circular, Ottawa, 2 December, 1898, which says, in part:

"The new stamp will be available, forthwith, to the extent of its value, for the prepayment of postage on all classes of mail matter to all destinations, whether Domestic, British or Foreign."

The Stamps - Varieties

This issue has the dubious distinction of having the most varieties of any stamp produced in Canada. According to previously published information, four plates of 100 stamps were used in the printing. Each stamp is slightly different from the other, and can be so identified. As a result, there are at least 400 (4 x 100) different stamps, ignoring colour shades. Fred Fawn's exhibit at CAPEX'96 also showed examples from the "unissued" Plate 4 [13]. There can be even more varieties because Plate 5 is known in two

different states, and some other printings from plates 1, 2 and 3 have other minor changes which appear to have been made during the printing process. The probable number is estimated to exceed 500 in just plate varieties, or more than 800 different if colour shades are included in the count.

The Canadian 1937 Coronation issue (Unitrade #237), on which Hans Reiche has identified 92 constant plate varieties [14], appears to be the closest second place contender for the title of "Issue with the Most Different Varieties."

Before beginning the chronology, some mention should be made of the number of the copies examined by previous students of this issue. It has been speculated by others that the printing took place over a period of three weeks, with some sheets printed months later. It seems reasonable to conclude that inking and other differences could have occurred during the interrupted printing process.

Considerable effort has been expended by both Frederick Tomlinson [15] and Whitney Bradley [16] to identify the varieties that exist on this stamp. Every stamp has been "fingerprinted" as to location. There are 400 different stamp locations on the four plates, as well as colour shade varieties. The printing combination produced many other kinds of varieties which do not fit any of the descriptions detailed by the two authors. In his 1986 article, "Shifting Empire - Canada's first Multi-Coloured Stamp" [17], Timothy A. Holmes stated:

"Accumulation of foreign matter on the plate cause island and continental anomalies beyond count."

Anyone who has tried to match the location of every stamp with those described in Bradley's book [16] will vigorously agree that some copies of the Map Stamp are a complete puzzle, and simply do not fit anywhere. Some positions may be more positively identified by the Tonkin Gulf detail, but others may not be so clearly established. In order to identify the Tonkin Gulf details, a person needs very strong magnification tools (20X, or even 40X, depending on eye strength). The problem of identifying a precise location of a particular stamp in one of the four sheets described so far is due to the printing process - not to any deficiencies in the two books mentioned above. In fact, without the help of these two books and/or the possession of complete mint sheets of the stamp, it would be very difficult to identify and arrange the stamps into order.

It must also be understood that the conclusions in existing literature about the Map Stamp are based upon **the examples examined by those writers**. The number of stamps that were examined are only a small fraction of the total printed. While some may believe that the statistical ratio is adequate, that factor does not exclude the possibility that other varieties also exist. The existence of other varieties not available to those writers has already been proven to be real. The value of the published literature to date is that it has established starting points for further discoveries. This article is no exception to that rule, and it is hoped that other students of the Map Stamp will expand this information base even further.

Two interesting unanswered questions may be "Do any of the unidentified stamps actually come from Plate 4?" and "Is it likely the previous researchers have reached the wrong conclusions about Plate 4?"



In an article published in *BNA Topics* [18], Whit Bradley reported on the results of sampling 11,329 copies of the Map Stamp. He then combined his results with those by Col. Adams to arrive at a total sample count of 16,329. He reached certain conclusions in respect to the percentages printed in the various shades of lavender and blue. There is no dispute about the reported results in respect to the distribution of shade varieties. The sample size seems to be adequate for this purpose.

The same percentages cannot, however, be applied to the probable incidence of the reported plate varieties. This is true simply because there is no mention of the numbers examined for each of the 400 positions.

If there were an equal number from each position in the total of 16,329 stamps, then the sampling would be calculated as 16,329 divided by 400 or theoretically about 41 stamps per position. (If more than 41 stamps exist of some positions, then even less than 41 stamps exist for some other positions).

The total printing, after removing the rejects, was 19,927,500. (The total number of sheets would then be 199,275). If 19,927,500 is divided by 400 stamps, the resulting potential number from each stamp position would be 49,818. The point to be made is that for every position, there may be 49,777 stamps from that position in which other inconstant differences could exist ($49,818 - 41 = 49,777$). The sample used by Bradley may be adequate to establish the incidence of colour shades, but is less than desirable to positively support a final, conclusive opinion about the incidence of plate varieties. If copies were printed from Plate 4, then the numbers change again!

Bradley also stated that the Map Stamp was very popular with stamp collectors when issued. He estimated that several hundreds of thousands exist in collections. The accuracy of this estimate is doubted by other Map Stamp collectors who have tried to obtain copies. Bileski calculated the survival rate to be 1 out of 500, and on that basis, the total would be 39,855. The actual number that survived probably lies somewhere in between - probably closer to the lower estimate than the higher. It can be concluded that the potential for varieties other than those reported by Adams, Tomlinson and Bradley could exist. That is in fact so. One previously unreported re-entry, on stamp 97 of Plate 2, was found in 1996, after many collectors have studied their copies. In the same article referred to above, Bradley speculated about the existence of another copy of Plate 5/92 (not re-entered)

combined with Plate 5/91 in State 1. Only one copy of that combination had been located at the time that that article was written. It was in the possession of a collector in Great Britain.

That makes two one-of-a-kind plate inconstant varieties up to now. So, the hunt goes on for new finds. Who knows? You may be lucky to find a mate to the one-of-a-kinds, or even find another previously unreported one-of-a-kind!

A Phantom Variety

The Map Stamp is one of the few stamps issued during that period that reacts with sulphur-containing gases in the atmosphere, probably because of the ink formulation used in the printing process [12, p 65]. The ocean colour can change to shades of brown - ranging from a golden yellow to a very dark brown shade. The reaction is called sulphuretting.

Some dealers in the past have promoted these imperfect stamps by giving them the name of "Muddy Waters" and classifying them incorrectly as a shade variety. How the stamp could have been printed in either yellow or brown (or shades in between) is not explained by these promoters. Those same dealers and collectors steadfastly insist that these are a colour variety. They refuse to accept the plain fact that the original colour can be restored, and the fact that this reaction has been recognized since the turn of the 20th century. Six experts with the Philatelic Foundation of New York have dismissed these stamps as a colour variety [17, p 154]. Reference [19] provides more details on this subject, and describes how these imperfect stamps can be restored to the original colour. On page 30, the editors explain how the "sulphurization" can be restored by applying hydrogen peroxide. Interestingly enough, the oxidation and the restoration process were well enough known in the early 1900s that some enterprising soul came up with a magic formula to remove the sulphuretting. Some collectors include the "variety" in an exhibit as a collectible item. Well, in this hobby, in which anyone can collect anything they want, who can criticize that practise? But it is interesting to note how some collectors will pay a premium price for what others discard and treat as a damaged stamp.

A Christmas Stamp?

The Map Stamp is also regarded by some collectors as Canada's first Christmas stamp because of the inclusion of the acronym "XMAS". Although this abbreviation is not commonly seen today, it was in widespread use at that time. The claim that the Map Stamp was the world's first Christmas stamp is disputed by some members of the Christmas Philatelic Club (CPC). They claim that the Map Stamp was not issued primarily as a stamp for Christmas mail, but for the purposes of a change in rate to two cents between consenting colonies of the British Empire. On page 142 of the 1964 Canada Post pamphlet, the statement is made that the 1964 issue is "Canada's first Christmas Stamp." To support their assertions, the CPC uses the post office pamphlet as the "gospel truth," to paraphrase what seems like an appropriate simile. (Stamp collectors are not without a sense of humour.) Some other writers point out that Canada was simply following the lead established by the United States of America which issued a Christmas commemorative on November 1, 1962, or by the Australian stamp that saw the light of day on November 6, 1957. On the other hand, the statement contained in the 1964 pamphlet may be the result of an unformed opinion stated without the benefit of proper research.

The claim for the Map Stamp as a "Christmas" issue may be also justified because of a comment reputedly made by the Duke of Norfolk to Queen Victoria. At the 1898 meeting

at which the Penny Postage rate was approved, Sir Walter Peace moved, and Mulock seconded, a resolution that:

"It is desirable and appropriate, in order to recognize the interest which H.R.H. the Prince of Wales takes in everything tending to promote the consolidation of the British Empire, that the introduction of Penny Postage between the United Kingdom Canada, Newfoundland, the Cape Colony, Natal and such of the Crown Colonies as are prepared to assent to it, should be brought into force on the anniversary of H.R.H.'s birthday, the 9th of November, 1898."

The motion was carried "*nem. con.*" (Note: "*nem. con.*" is an abbreviation of the Latin term "*Nemine Contradiciente.*" This term is defined in Black's Law Dictionary as "a phrase used to indicate the unanimous consent of a court or legislative body to a judgment, resolution, vote or motion.")

A comment was reputedly made by the Duke of Norfolk to Queen Victoria that that the Imperial Penny Postage rate would be effective on the "Prince's birthday." It is rumoured that Queen Victoria questioned the date proposed for the by asking "which Prince." The quick thinking Duke of Norfolk had to change the date on the spot "to the birthday of the Prince of Peace," namely December 25 [20 - p 111]. The Duke subsequently produced a special memo "registered no. 328484" to Mulock on August 11, 1898 [2]. In that respect, the Map Stamp could also be considered as a Christmas commemorative apart from the rate factor. Certainly those who want to believe in the concept that Canada produced the first Christmas stamp often use this as a convenient peg upon which to hang their hat.

Prior to December 25, 1898, the effective international rate was five cents for the first one-half ounce. The domestic rate at December 25, 1898 was three cents, and the reduction to two cents did not come into effect until January 1, 1899. But it is also true that the drop letter rate in effect prior to December 25 was two cents. The two cent Map Stamp was a valid stamp for these purposes. It is conceivable that the Map Stamp could have been used by itself on greeting cards to mail them within the drop letter zone. That suggestion is viewed as a "leap of faith" by those who regard the 1964 issue as Canada's first Christmas Stamp.

It should be remembered that during that time period, the post office functioned every day of the year without regard to holidays. That is why you will often see mail canceled on both Christmas and New Years Day; the Map Stamp not excepted. Postal history needs to take into account the customs of the time. One must be careful not to apply modern traditions retroactively to arrive at a distorted conclusion.

One other factor needs to be mentioned. Clifton Howes wrote extensively about the postage stamps of Canada. One of the books which is still used as a valuable reference is the one he wrote in 1911 [21]. It is curious to note that the title of Chapter XIV is THE "CHRISTMAS" STAMP OF 1898, following the custom of the day.

Three other contenders for the world's first Christmas stamp are:

- 1937 Austria (Rose & Zodiac design) Scott 388/9
Selected by Christopher Attwood-Wheeler in
The Stanley Gibbons Book of Stamps
- 1943 Hungary - Scott 617-9
Reported by Kathy Ward, (CPC)
- 1951 Cuba - Scott 469/70
Linn's Stamp News (Dec. 25, 1995)

According to information found in The Oxford English Dictionary, both the Rose and the Zodiac were early Christian symbols. The Rose designated the Virgin Mary while the Zodiac represented the twelve apostles. The Rose has other symbolic relationships in the Roman Catholic Church when blessed by the Pope.

It is not this writer's intention to try to settle the argument about which is THE FIRST Christmas stamp, but only to point out the different points of view that other writers have expressed. Those views show how certain myths can grow from speculation and become established as a fact. That is one of the reasons why this pair of articles is being written. Take your own pick according to your own belief of which stamp in world philately deserves the credit as the first legitimate Christmas stamp. Maybe some reader has even another choice to add to the list.

Misconceptions

Several other myths or misconceptions surround the Map Stamp and the introduction of Penny Postage. The first that has been created is that William Mulock "was chiefly responsible for the introduction of the Imperial Penny Post." That does not appear to be true.

There was a change in the Canadian Parliament on July 11, 1896. Mulock was appointed Postmaster General on July 13, 1896, and served until October 15, 1905. Some of the various published literature accounts have made a philatelic hero out of Sir William Mulock for the wrong reasons. There is no doubt that he, as Postmaster General of Canada, made important contributions to Canada's philatelic history, but it appears that someone else should receive the credit for some things that have been incorrectly attributed to him.

As will be shown later in this article, many things related to the penny post issue happened around the world years before Mulock came on the scene. Mulock must have realized that himself. Consider this quote found in Howes [21, p 181] :

"Mulock...gave the chief credit for the reform to the British Empire League.."

But there are other contenders. The fact is that the British Post Office wrote to the Canadian Post Office on September 23, 1897 to submit the question to the Canadian government of reducing the ocean mail rate. Both the idea and the reduced rate were initiated by the British Post Office, rather than by Mulock. Contrary to modern opinions, Mulock did not put pressure on the British Post Office. Rather, it was the other way around after Mulock committed a political blunder.

A second misconception concerns the stamp design produced in 1898. The fact is that the postal committee of the Imperial Federation League suggested the concept of an empire stamp during 1893. If that had happened during 1893, then Britain might have claimed credit for producing the first omnibus definitive stamp anywhere in the world.

A third misconception is that the two cent (one penny) ocean postage rate came into effect in Canada to all parts of the British Empire on December 25, 1898. That is not entirely true. The fact is that some colonies within the Empire did not agree to participate until much later. This is shown further in the chronology in Part II.

Let's deal with the other misconceptions one at a time.

The incorrect statement that Mulock was chiefly responsible for the introduction of Imperial Penny Post can perhaps be blamed upon overly enthusiastic Canadian nationalistic pride possessed by the various writers, rather than on fact. While Mulock may have given credit to the British Empire League, other parties may be more deserving. Some of the archive records indicate a strong influence in the ultimate decision by the Postal Committee of the Imperial Federation League [3]. Some of the records hint at strong influences by the Postmaster General of the United States of America and his counterparts in France, Germany, Spain and Portugal [11]. The influence of the Duke of Norfolk and Lord Chamberlain cannot be underestimated. But, perhaps the strongest contender for being the champion of the cause is John Henniker Heaton. The general public in Great Britain was also clamouring for a cheaper mailing rate.

F. George Kay, in his book Royal Mail [20, pp 110-111], stated the following:

"...the principal advocate of Imperial Penny Postage, John Henniker Heaton. Born in 1848 in England, ... he started to badger the Postmaster General with questions and suggestions as soon as he became M.P. for Canterbury in 1886. ... kept on with efforts, even finding a patriotic Australian and Englishman to help him guarantee the Post Office against loss if penny postage was inaugurated. Gradually Henniker Heaton won his battle."

Clifton Howes in his book [21] also confirms Henniker Heaton's role. Copies of relevant letters from Britain are held at the National Archives, Ottawa.

The Imperial Penny Postage rate could have come into effect in 1891 if the Post Office officials in Britain had not agreed with Australia to postpone any decrease in rate until after the 1897 postal conference. Some people of the time accused the Post Office officials of purposely stalling because the officials opposed the rate reduction. It seemed to writers of the time period that the Post Office officials were inventing any kind of obstacle they could think of to prevent the reduction [7].

It will also be shown later in this article that the reason Mulock proposed the 1d per ½ ounce or penny rate at the 1898 conference was because of a confidential memo delivered to him shortly before the start of the meeting. Mulock had originally proposed a 3 cent (1½d) rate in 1897. He followed the suggestion by Lord Chamberlain just prior to the start of the conference to further reduce the proposed rate to 2 cents (1d) per ½ ounce knowing he had strong support. Apparently, Mulock felt obliged to follow the suggestion from Chamberlain because he had earlier offended The Duke of Norfolk in 1897 by attempting to unilaterally reduce the postal rates without having the authority to do so [11]. Mulock had been rebuked for this activity, and it is possible that he was trying to get back in the "good books" of the British Post Office.

The records indicate that the Postal Committee of the Imperial Federation League met with the Postmaster General Arnold Morley on February 10, 1893. The delegation was led by Mr. Arnold Foster, M.P. The delegation asked for information about the Imperial Penny Post and were given the inevitable stall. The answers provided by the Postmaster General were severely criticized in a *The Saturday Review* article dated February 25 [7]. The article states in part:

"Mr. Arnold Morley's reply was disappointing . . . from the extreme weakness of the arguments with which Mr. Morley had been furnished for declining . . ."

The article concludes

“... there is nothing to prevent the adoption of special rates of postage lower than those of the Postal Union.”

While that position seems to also have been held by other people, the Minister responsible for post office matters did not press the issue. The matter was left unresolved until the 1897 postal conference. Some writers of the day blamed the ministers responsible for post office affairs instead of the blaming the bureaucrats. The feeling was that the ministers were not performing their elected duties according to popular wishes, but relinquishing control of ministerial discretions to the non-elected staff, with adverse results. They felt that it was the responsibility of the Minister of the Crown to make and enforce the rules.

The following is a list of the British Postmaster Generals of the period.

1886	H. Cecil Raikes
1891	Sir J. Ferguson
1892	Arnold Morley
1895	Duke of Norfolk
1900	Marquess of Londonderry
1902	J. Austen Chamberlain
1903	Lord Stanley
1905	Sidney Buxton

The progression helps one understand the changes made within the British Post Office, and how those changes affected the colonies. Note that it was only after the Duke of Norfolk was appointed during 1895, that the Imperial Penny Postage reform took place.

The same delegation from the Imperial Federation League also raised the possibility of producing an Empire Stamp. This information is in a memorandum that appears to be a briefing paper prepared for Mulock for his use at the 1898 Conference [2]. Using the information from the briefing papers, Mulock made a suggestion to the 1898 Conference on Postage Within the British Empire [1]. He, along with The Duke of Norfolk, Sir Spencer Walpole, Mr. Buxton Forman, Lord Strathcona, Sir James Winter, Sir David Tennant, Sir Walter Peace and Mr. Pearson attended a sequel to the conference. A footnote to the memorandum states the following:

“After some remarks from Mr. Mulock as to the desirability of a common model of postage stamp for all parts of the Empire participating in the 1d postage scheme, the meeting broke up.”

It is obvious that the suggestion for a common stamp design did not materialize. However, it is clear that the concept for an Empire Stamp originated with the Imperial Federation League rather than with Mulock. The design was a collaboration with Mulock's own staff, and he deserves the credit for that part.

Mulock's Accomplishments

Mulock did play an important part in the Map Stamp drama, but not to the degree attributed to him by other writers. However, it is interesting to make mention of Mulock's prior career. Before coming to Canada, Mulock was employed by the British Post Office [22]. In 1861, Mulock was a Traveling Inspector of the Missing Letter Branch. Even then, he was seeking methods to improve the service. On February 5, 1861, he proposed a complicated method for detecting thieves who stole unregistered coin letters. Around the same time, he also suggested that the green registration letters be revived. Neither

recommendation was approved. Later, in 1877, Mulock was given credit as the originator of the registered envelope in Britain.

It is obvious, from his experiences in the British Post Office, that he knew the players and the system. There is no doubt that he also knew the long term agitation in Britain to bring about the Penny Postage system, and that helped him somewhat when he became Postmaster General of Canada.

It should be noted that Mulock was responsible for reorganizing and making many needed changes in the Post Office of the day. Mulock deserves credit for the actions he took. He reduced the domestic rate from three cents to two cents per ounce effective January 1, 1899, and that same rate applied to mail addressed to the United States. This action was considered as necessary to correct the disparity between the two countries. A person in the USA had been able to mail a one ounce letter to Canada for two cents since July 1, 1885. It took almost fourteen years for Canada to implement a complementary rate. The drop letter rate delivered by letter carriers was also reduced from 2 cents per ounce to 1 cent per ounce [23, p 106]

The major accomplishment that Mulock achieved was to improve the postal system in Canada to the point where it was producing a surplus instead of a deficit. When Mulock left his position in 1905, the surplus was \$1,011,765 for the year (to June 30th, the end of the fiscal year at that time). In the year before he took over (1896), the post office deficit amounted to \$781,152. During his nine years in the office of Postmaster General, Mulock's influence made a difference of \$1.79 million, a considerable amount in terms of purchasing value of the day. (Table 1)

Table 1

POST OFFICE STATISTICS
(Source: Canada Year Book 1907)

Year to June 30th	Revenue	Deficit	Surplus
1891	\$ 2,525,824	\$ 645,852	
1892	2,652,746	663,374	
1893	2,773,508	647,695	
1894	2,809,341	707,920	
1895	2,792,790	800,857 a	
1896	2,971,653	781,152 a	
1897	3,202,938	586,540 a	
1898	3,527,810	47,602 a	
* 1899	3,182,931	398,918 b	
** 1900	3,183,184	461,662 b	
1901	3,421,192	416,184 b	
1902	3,888,126	- b	5,109
1903	4,366,128	-	395,268
1904	4,652,325	-	304,784
1905	5,125,373	-	490,845
1906	5,933,342	-	1,011,765

Notes: * 6 months at reduced rate
 ** first full year at reduced rates
 a,b see text

Although it took four years to recover the amount of revenue after the introduction of the Imperial Penny Post, the reduced domestic rate of three cents to two cents, and the reduced rate to USA, the overall deficit was much less. The total deficit for the four year period (a) preceding the rate change was \$2,216,151. The total deficit for the 3½ year period (b) following the introduction of the new rates, including the six month period under the old rates, was only \$1,271,655, a difference of \$944,496.

The difference is even more dramatic if viewed from another perspective. During the six years prior to Mulock taking the office of Postmaster General, the accumulated deficit amounted to \$4,246,850. The total accumulated deficit during the nine years Mulock served in office amounted to only \$724,900, which was more than wiped out in the year following, when the surplus amounted to \$1,011,765.

Mulock also introduced the first Canadian commemorative stamps (the Jubilee issue), the postal note, and the special delivery service and stamp. There may be other matters to his credit, but this article is about the Map Stamp and not intended to be a detailed biography of Mulock and his achievements.

Part II of this article will appear in the next issue of *BNA Topics*.

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Military Postal Rates

W.J. Bailey

Early Legislation

On 12 May 1795 a British Act of Parliament authorized a special postal rate of 1 penny per ½ oz. For letters to and from British soldiers and sailors. In effect, the above Act proclaimed:

- a the rate was for all soldiers and seamen stationed in the United Kingdom and the colonies, and the letters had to be prepaid and contain only private affairs of the sender,
- b officers were not included in the special rate and paid full tariff,
- c the face of the letter was to be divided so that the address was written on the right; the authorization of the commanding officer on the left and, along the top, the sender's name, rank and regiment [1].

Few of the soldiers' letters exist mainly because the ordinary rank and file usually could neither read nor write during this period.

After the Colony of Canada attained responsible government, it promulgated its own Post Office Act in 1850, which contained the soldiers' rate. Further, the postal arrangement was extended to the local Volunteer Militia Forces in 1859 if, and when, they were serving with British Forces. During 1859 decimal currency was introduced in Canada, so the rate became 2 cents. Subsequently, the Colonies of New Brunswick and Nova Scotia took similar action.

The Post Office Act was created in 1867 following Canadian Confederation. The new Parliament's laws superseded those of the former colonies. As British troops still remained in Canada, the soldiers' rate privileges were provided in the new Act. It should be noted that this rate was not applicable to Canadian soldiers unless they were employed with the British Army. This was made clear in Post Office Department Circular No. 60, issued from Quebec 1 January 1865, on "Letters to and from the Volunteer Militia employed on active service."

"To the non-commissioned officers and privates serving with companies of the Volunteer Militia called out by His Excellency, the Governor General, for active service on the Frontier, will, as regards letters addressed to, or sent by them, within the Province of Canada, be extended the privilege enjoyed by the same ranks in Her Majesty's troops (British Forces) . . ."

The same rules applied in 1885 when covers sent by Canadian members of the North West Field Force were transmitted at the 2 cent privilege rate [2]. Imperial Penny Postage was introduced in 1898, so the special soldiers' rate became redundant.

Anglo-Boer War 1888-1902

At the beginning of the conflict, soldiers in the field could not obtain stamps, and so endorsed their mail "No stamps available" or "Stamp not obtainable." Initially, the double

rate of postage due (4 cents) was applied to letters but this led to a protest from recipients in Canada. On February 1900, the Postmaster General, the Honourable William Mulock stated in effect:

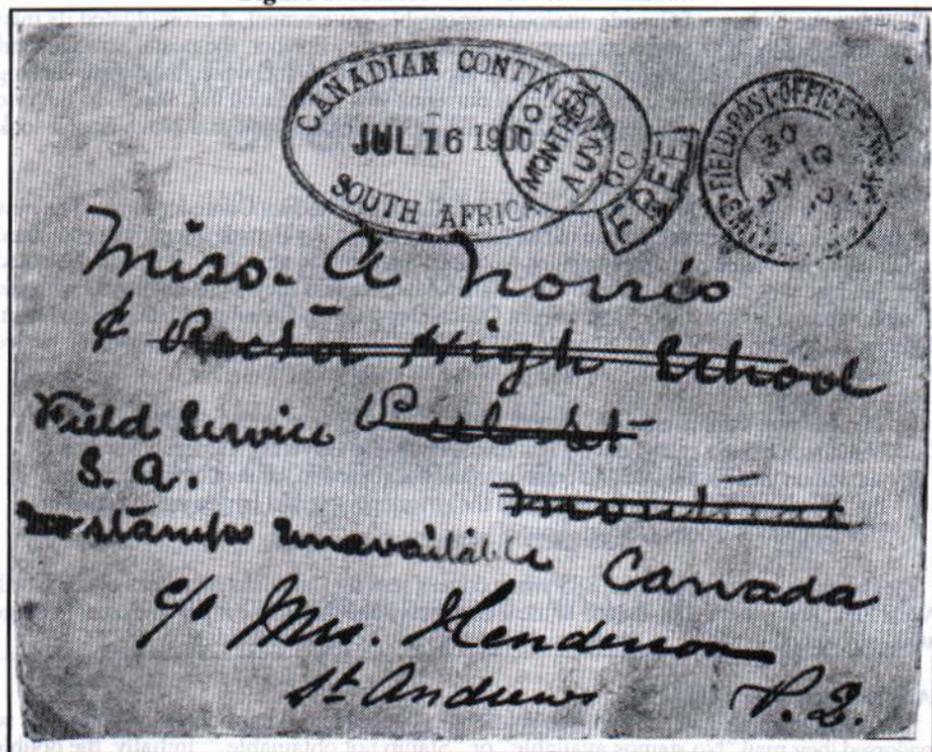
"the normal rate for ordinary letters from South Africa to countries of the Empire is 2½ pence, but the soldiers rate of 1 pence (2 cents) became applicable after the forces were placed on active duty – thus the 4 cents postage due . . . However, instructions have been issued to all Postmasters to tax no more than the normal rate (i.e., 2 cents)." [3]

Subsequently, however, in the Postmaster General's Report of 1900 by Deputy Postmaster General R.M. Coulter [4], he stated:

"Letters coming Canadian soldiers at the seat of war were sometimes found to be without postage stamps, and, as this was understood to be due to the occasional difficulty in procuring stamps in the field, instructions were given, with the concurrence of the Cape Colony Post Office, that such letters should be delivered in Canada without charge."

Later, most stampless covers transmitted via London were stamped "London PAID," and the Canadian authorities seemed to have followed suit, because similar covers routed directly to Canada are known with the Montreal keyhole "FREE" marking (Fig. 1).

Figure 1: A Boer War Cover to Canada



New British Rules

British postal authorities learned a lesson from the Boer War; simply, that troops in mobile operations away from static locations and lines of communication could not obtain postage stamps. Therefore, it was politically expedient to simplify the system and to introduce a "free" postage rate for ordinary letters when all ranks were on service abroad. The relevant act became law before the next major conflict, World War I.

World War I 1914-18

The Canadian Overseas Expeditionary Force was mobilized on 5 August 1914. It was assumed that the Force would be Imperial (British), and have the status of British regular troops (Militia Order #372 dated 17 August 1914). Thus, it was thought that once Canadian troops left Canada, they would be entitled to "free" postage for ordinary letters, as they were on active service abroad.

As soon as the forces reached England, however, it became apparent that they were still liable for British postage for two reasons:

- Forces based in England were not deemed to be "on active service abroad."
- The British Postal Service had no authority to transport Canadian "free" mail back to Canada except as "postage due." Therefore, the Canadians had to pay British postage (1 penny) on ordinary letters.

Figure 2: Printed Matter Rate, British Postage, Canadian Overseas Expeditionary Force Cancel



As hundreds of letters had already been sent annotated "free" mail to Canada, the Canadian Post Office took action, and directed that Canadian postage stamps in the

appropriate amounts be affixed to the letters on arrival at exchange post offices which were set up so that the recipients would not be taxed [5].

The Canadian First Division went to France in February 1915, and officially became "on active service abroad," however, letters up to 4 ounces in weight, could only go post free to the "United Kingdom, British Colonies, and to other members of the British forces." This meant that they still couldn't be transmitted "free" from England unless Canada footed the bill. For the next two years, "free" mail was processed on arrival in Canada with Canadian postage stamps and cancels superimposed on the Field Post Office markings from abroad.

Negotiations between Canada and Great Britain appear to have been finally concluded by July 1917 when a report was forwarded by the Acting Postmaster General stating:

"The British Government has arranged to extend franking privileges to all ranks of the Overseas Forces of Canada in Great Britain, whereby all unstamped letters posted by them and addressed to Canada will be forwarded untaxed. (Also);

As letters from the Overseas Forces of Canada in France, Belgium, Flanders, and elsewhere, wherever the Canadian Expeditionary Forces may be fighting, are being forwarded by the British Authorities and received here without postage stamps, provision (will) be made to have these letters delivered in Canada free of postage."

On 29 July, 1917, the Post Office Department issued an edict directing the end of the practice of adding Canadian postage stamps to soldiers' letters at the Canadian postal exchange offices. (Note: the exchange offices in Canada which received the soldiers' mail were: Winnipeg, Halifax, St. John, Montreal, Quebec, Kingston, Hamilton, London, Vancouver, Victoria, Medicine Hat & Nelson RPO and Calgary & Vancouver RPO [6].

Military Rates and Rules

The above notes gloss over the rather complicated negotiations and rule changes that took place during the war period. The following is a precis of some of the regulations [6].

	Rule	Date	Remarks
1	mail service to Germany, German colonies, Austria, Hungary and Luxembourg was suspended	14 Aug. 1914	
2	parcel post service to France temporarily suspended	2 Sep. 1914	it was resumed Feb. 1915 at different rates of postage
3	mail service to Bosnia Herzegovina was suspended; parcel post was suspended to Brazil, Bulgaria, Crete, Montenegro, Serbia, Romania and Russia	Jan 1915	

4	announcement of proper method of addressing mail to the Canadian Expeditionary Force (CEF)	Mar. 1915	Method: (a) rank, (b) name, (c) regimental number, (d) company, battery, squadron or other unit, (e) battalion, (f) brigade, (g) First (or Second) Canadian Contingent, (h) British, Exp. Force Army Post Office, London, England
5	parcels for troops on the continent required postage rate for France, while parcels for troops in Great Britain were subject to British rate	Apr. 1915	
6	rules and rates for prisoners of war in Germany; postage was not required to be paid on either letters or parcels addressed to prisoners of war	June 1915	
7	parcels addressed to members of the forces could be redirected without charge	Oct. 1915	
8	rates of postage from Canada to the CEF	Jan. 1916	letters- 2¢ per oz. Plus 1¢ war tax per letter post cards - 2¢ each
9	clarification that ¼¢ per lb. newspaper rate must be certified 'postage paid to England only'	Apr. 1916	newspapers - 1¢ per 2 oz. unless addressee not in the UK, then Canadian newspaper rates apply
10	rates of postage to members of the CEF with the British in East Africa	May 1916	letters- 2¢ per oz. Plus 1¢ war tax per letter post cards - 2¢ each newspapers - 1¢ per 2 oz. parcels 1 lb. 32¢; 2 lbs. 40¢; 3 lbs. 48¢; 4 lbs. 80¢; 5 lbs. 88¢; 6 lbs. 96¢; 7 lbs. \$1.04; 8 lbs. \$1.39 9 lbs. \$1.44; 10 lbs. \$1.52 11 lbs. \$1.60 (limit)
11	rates for parcel post to the UK for troops was 12¢ per lb. With a weight limit of 11 lbs.; rates for parcel post to troops in France was 24¢ to 3 lbs., and 32¢ to the limit of 7 lbs.	July 1916	from 10 Dec. 1916 parcel rates to France and the UK were reduced to 8¢ per lb.

- | | | | |
|----|---|--------------|---|
| 12 | memo from Postmaster General explaining the ordinary rate for civilian letters to France was 5¢ for 1st oz. and 3¢ for each subsequent oz.; however, because British military posts were used, the rate was only 2¢ per oz. plus, when applicable, 1¢ war tax | 23 Dec. 1916 | |
| 13 | clarification of the postal rates to prisoners of war | Feb. 1917 | letters, post cards and parcels up to 11 lbs. Could be sent free of charge to POW's of whatever nationality interned abroad |
| 14 | free franking of soldiers' mail from Great Britain and France | 20 Jul. 1917 | on 28 July the practice of applying free postage to soldiers' overseas mail at Canadian Exchange Offices was discontinued |
| 15 | rate of 2¢ per oz. Applicable to all letters sent from Canada to the UK will apply to letters addressed to British and Canadian troops on the continent | Feb. 1919 | |
| 16 | free military postal rates suspended at the end of World War I | Sep. 1920 | |
-

Siberian Expeditionary Force 1918-19 (Siberia and North Russia)

One of Canada's lesser known military ventures was in Russia at the end of World War I.

A force of 4200 Canadians served in the Vladivostok area from 26 October 1918 to 5 June 1919. The Post Office Department issued Circular No. H26, 30 October 1918 [7], on correspondence, including parcels for the Canadian Expeditionary Force in Siberia:

Rates of Postage:

Letters: 2¢ for each oz. or fraction thereof, 1¢ additional as war tax on each letter. The sender's name and address should be shown on letters in order that they may be returned if undeliverable.

Newspapers: 1¢ for each 2 oz. or fraction thereof.

Parcels: 12¢ for each lb. or fraction of a lb. Limit of weight, 7 lbs.

Mail from the troops was free franked the same as that from troops in France.

Six hundred Canadians also served with the British North Russia Expeditionary Force in and around Archangel in 1918-1919. The Canadians went to North Russia 29 September

1918 and returned 11 June 1919. The Canadians used British Forces free mail facilities, and mail from Canada followed the rules in Circular No. H26.

Figure 3: Cover from a Member of the Siberian Expeditionary Force



World War II

Canadian Forces proceeded to England in December 1939. Canadian Army Routine Orders stated that postal privileges had been extended to all forces on "Active Service Abroad," but again an agreement had not been negotiated with the British Post Office authorities, so the Canadians found themselves in a situation similar to that in World War I.

Troops had to use the British civil post offices, and had to affix 2½d in stamps on their letters to Canada. It was not until 10 July 1940 that Canadian Field Post Offices were permitted to free frank ordinary letters [8]. The rules were similar to those for the earlier conflict [9]:

- (a) letters to be 2 oz. In weight, or less,
- (b) addressed only to Canada,
- (c) be military censored,
- (d) sent through Canadian FPO's and to have unit orderly room stamps added,
- (e) be endorsed "CASF" or "RCAF" at the top of the envelope.

Surface mail from Canada to the Canadian troops was 3¢ the first oz., and 2¢ each additional oz. The Canadian domestic rate changed 1 April 1943 to 4¢ the first oz. and 2¢ each additional oz., however, this change did not apply to the overseas forces so the 3¢ first oz. rate remained throughout the war.

Air Mail and Air Letters

Air mail was increasingly used, and the British introduced the Airgraph 15 August 1941. Canadian troops in the United Kingdom could send an airgraph for to Canada for 3d.

Later, when the Armed Forces Air Letter was introduced, its postal rate was 6d (reduced to 3d on 17 March 1944) although troops had been affixing only 3d for months before the rate became official. Until Canada introduced the Airgraph 15 Nov 1941 and Armed Forces Letter 15 June 1942, Canadians in England used regular air mail franked with 1/3 postage and different types of British NAFFI Air Letters franked 6d [10].

Canadians at home had a variety of methods to correspond with the troops overseas i.e., air mail to overseas destinations (with trans-Atlantic Air Conveyance) 30¢ each ½ oz.; to Jamaica 10¢ each ½ oz.; Airgraph originally 10¢ and finally reduced to 5¢; blue Armed Forces Letter 10¢ each. In addition, mail to Canadian POW's was free, most of which was sent *via* surface. Air mail at 30¢ and air letter cards at 10¢ each were also available and were eventually carried free of postage during the latter stage of the war. No. 168 (HT) Squadron, formed in Dec 1943 at Rockcliffe, Ont., to carry the mail did their job so well that much surface mail was transported by this method [11].

Details of the myriad of postal changes and rates from the many countries in which Canadians served are better placed in precis form. The information has been extracted from the Canadian Official Postal Guides of the time.

World War II Regulations

Rule	Date	Remarks
1) Addressing soldiers mail.	Dec. 1939 (Can. Postal Guide, 1939, p. 20)	Mail for soldiers on Active Service must be fully prepaid and addressed as follows: a) Regimental Number b) Rank and Name c) Full Name of Regiment or unit d) CASF e) c/o Base Post Office, Canada
2) Postage rates on parcels (limit 11 lbs. Overseas)	Jan. 1940 (Can. Postal Guide, supplement p. 11)	In Canada - Domestic parcel post rates. England or France (c/o Base Post Office) - 12¢ for each lb. or fraction thereof.
3) Letters to Canada by anyone 'serving in the field' could be delivered without postage. HMC Ships etc. were included.	Feb. 1940 (Can. Postal Guide, supplement p. 11)	There was a note that Canadian troops had to pay British postage. Also, that correspondence should have appropriate Field Post Office or Army Post Office date stamps.
4) Customs Declaration required on parcels for soldiers overseas.	May 1940 (Can. Postal Guide, supplement p. 9)	
5) Letters mailed by POW's interned in Canada accorded free transmission to overseas addresses. Air mail available at 30¢ per ½ oz. Letters mailed within Canada to POW's in Canadian camps subject to normal domestic rate.	22 June 1940 (P.O. Weekly Bulletin No. 1007)	
6) Air mail correspondence from United Kingdom.	June, 1940 (Can. Postal Guide, supplement p. 9)	British air mail rate of 5d per ½ oz. for letters and 3d for postcards still valid for troops.

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|--|---|---|
| 7) Regular postage rates to apply when sending letters etc., to Canadian troops in Newfoundland. | 6 July 1940 (P.O. Weekly Bulletin No. 1009) | Surface mail 3¢ first oz. and 2¢ each additional oz. Air mail 7¢ first oz. and 5¢ each additional oz. This was later adjusted to 6¢ for the first oz. and 5¢ each additional oz. |
| 8) Letters from Canadian troops in the United Kingdom. | 4 July 1940 (P.O. Weekly Bulletin) | Ordinary letters not exceeding 2 oz. in weight posted to Canada by Canadian troops at Canadian Army Field Post Offices in the United Kingdom will be accepted 'free' of postage on or after the 10th July 1940, and upon arrival at destination may be delivered without collection of postage charges. |
| 9) Indication 'CASF' (Canadian Active Service Force) for troops outside Canada only. | Aug. 1940 (Can. Postal Guide supplement, p. 10) | Attention was directed to the fact that when a soldier was known to be in Canada his mail should be addressed to his training camp, otherwise mail should be addressed: CASF c/o Base Post Office Canada. |
| 10) Gift parcels for Canadian troops in England. | Dec. 1940 (Can. Postal Guide, supplement p. 11) | Admitted duty free. |
| 11) Free redirection of parcels for members of the Forces in Canada | Jan. 1941 (Can. Postal Guide supplement, p. 7) | Parcels could be redirected free of charge for troops. (this was because units and troops moved often. |
| 12) Mail to forces in the Middle East .
Letters - 3¢ first oz.
2¢ each additional oz.
Newspapers - 1¢ per 4 oz.
Printed matter - 1¢ per 2 oz.
Parcels - 12¢ per lb. | Feb. 1941 (Can. Postal Guide supplement, p. 11) | An agreement was reached under which parcels for members of the Forces serving in the Middle East (Egypt, Palestine, Greece, etc.) could be sent at the rate of 12¢ for each lb or fraction thereof. (limit 11 lbs.) |
| 13) Reduced parcel rates for troops overseas. | Feb. 1941 (Can. Postal Guide supplement, p. 11) | The special rate of 12¢ per lb. (limit 11 lbs.) was to include
a) CASF members on duty in West Indies (20 lb. limit).
b) CASF on duty in England & Ireland.
c) HM Ships and HMCS Ships abroad.
d) CASF on duty in Newfoundland (reduced to 10¢ per lb - limit 20 lbs.) |
| 14) Gifts parcels for Canadian troops in Jamaica. | Feb. 1941 (Can. Postal Guide supplement, p. 11) | Admitted duty free. |
| 15) Change of wording CASF. | Mar. 1941 (Can. Postal Guide supplement, p. 8) | CASF changed to Canadian Army Overseas |
| 16) Air mail rate to 'Y' and 'W' Forces. | Oct. 1941 (Can. Postal Guide supplement, p. 10) | Air mail rate to 'Y' Force members (Jamaica) was 10¢ per ¼ oz. and to 'W' Force (Newfoundland) 6¢ for first oz. and 5¢ each additional oz. |

17) Introduction of Airgraph Service to troops overseas (UK only).	15 Nov. 1941 (Can. Postal Guide supplement, p. 8)	Introduction of special Airgraph to forces with fee of 10¢ per message.
18) Air mail rate to 'C' Force .	Dec. 1941 (Can. Postal Guide supplement, p. 10)	Rate to 'C' Force (Hong Kong) was 90¢ for each ½ oz. Service was suspended by Feb. 1942.
19) Airgraph Service to Middle East.	May 1942 (Can. Postal Guide supplement, p. 6)	Service extended via London with fee of 10¢.
20) Air letter card for POW's. (Germany & Italy)	May 1942 (Can. Postal Guide supplement, p. 7)	Air letter card (fee 10¢) made available for correspondence to POW's in Germany and Italy. Rate reduced to 5¢ in July 1944, and accepted free in Jan. 1945.
21) Introduction of Armed Forces Air Letter.	15 July 1942 (Can. Postal Guide supplement, p. 5)	New special Armed Forces Air Letter form was 10¢ to any country in which members of the Forces were serving, routed via Base Post Office, Ottawa.
22) Changes in Airgraph rate.	July 1942 (Can. Postal Guide supplement, p. 5)	Rate changed from 10¢ to 6¢ for Airgraph sent by or to the Forces overseas.
23) Extension of 12¢ rate on parcels for troops.	Aug. 1942 (Can. Postal Guide supplement, p. 6)	Rate extended to troops serving in Labrador and the United States. Rate increased to 12¢ per lb. for Newfoundland (limit 11 lbs.).
24) Air mail posted by troops in India.	Oct. 1942 (Can. Postal Guide supplement, p. 6)	Special rate of 8 annas per ½ oz.
25) Ordinary mail from troops in India.	Nov. 1942 (Can. Postal Guide supplement, p. 6)	Special rate of 2½ annas per oz. for letters intended for surface mail.
26) Mail addressed to CAPO's 1, 2, 3, 4 or 5.	Dec. 1942 (Can. Postal Guide supplement, p. 7)	Notice to Postmasters that they are not to refuse mail addressed to the CAPO's and that such an address is sufficient.
27) Change of wording for Naval mails.	Mar. 1943 (Can. Postal Guide supplement, p. 8)	Use of the stamp impression "Received From HM Ships" (which indicated naval mail to be delivered without postal charge) changed to new stamp "Post Office - Maritime Mail."
28) Air mail rates on mail addressed to CAPO's 1, 2, 3, 4 and 5 (Newfoundland)	Apr. 1943 (Can. Postal Guide supplement, p. 5)	7¢ first oz. and 5¢ each additional oz. This was later adjusted to 6¢ first oz. and 5¢ each additional oz.
29) Correspondence to Armed Forces overseas.	31 July 1943 (P.O. Circular)	a) ordinary letters sent surface mail - 3¢ first oz. and 2¢ each additional oz. b) Airgraph - 6¢ per message. c) blue Air Letters - 10¢. d) Air mail letters - 30¢ each ½ oz.

30) Mail to & from CAPO 10 (Goose Bay Labrador).	Oct. 1943 (Can. Postal Guide supplement, p. 8)	Domestic first class rate of 3¢ first oz. and 2¢. each additional oz. applied on mail to CAPO 10. Parcel rate was 12¢ per lb. (limit 11 lbs). Forces at CAPO 10 had free surface mail privileges.
31) Mail to & from CAPO 51, Vancouver, B.C. (Alaska & Aleutians)	Oct. 1943 (Can. Postal Guide supplement, p. 8)	Rates to Armed Forces overseas applied also to CAPO 51. Surface rate 3¢ first oz. and 2¢ each additional oz. Free surface mail from CAPO 51 accorded troops. Air mail from CAPO 51 was 6¢ U.S.
32) Parcel post to CAPO 51.	Dec. 1943 (Can. Postal Guide supplement, p. 6)	Weight limit of 5 lbs. with Armed Forces rate of 12¢
33) India Air Letter card introduced.	Dec. 1943 (Can. Postal Guide supplement, p. 6)	Special India Air Letter introduced with rate of 12 annas each.
34) Airgraph fee.	27 May 1944 (P.O. Circular)	Fee reduced from 6¢ to 5¢ for messages to or from Armed Forces.
35) Air letter card for POWs (Far East)	25 July 1944 (P.O. Bulletin, Vol. XXV, No. 1270)	Air letter card (fee 10¢) made available for correspondence to POWs in Far East. Rate reduced to 5¢ in July 1944 and accepted free in Jan. 1945.
36) New Grey Air Letter form.	Jan. 1945 (Can. Postal Guide, p. 6)	New Canada Air Letter, grey shade of paper introduced, to replace the 'blue' Armed Forces Air Letter when all the 'blue' type forms had been used up. Same conditions applied as to the blue Armed Forces Letter.
37) Airgraph service discontinued.	14 July 1945 (Post Office Weekly Bulletin No. 1270, 7 July 1945)	
38) Canadian troops in Australia	Aug. 1945 (P.O. Circular)	Australian concessional air letter rate of 1d applied to home address.
39) 'Free' postal privileges for Armed Forces abroad to continue.	Nov. 1946 (Can. Postal Guide supplement, p. 6)	To be maintained until 31 Dec. 1946 at which time they would cease.
40) Inscription 'Canadian Army Overseas' and 'RCAF Overseas' no longer to be used on mail.	Jan. 1947 (Can. Postal Guide supplement, p. 7)	Withdrawal of 'free' postal privileges confirmed as of 31 December 1946. Note: From 1946, the Canadian Postal Corps, and the RCAF Postal Service proceeded to disband completely.

The Cold War

World War II had scarcely ended when trouble began between West and East - the 'Cold War' began. Canadian units that had been reduced to nil strength in 1946-1947 were reactivated when fighting broke out in the Far East. The Canadian Postal Corps didn't officially take over the military posts until 1950 the role had been handled by the RCASC) while the Canada Post Office and Dept. of National Defense argued about peacetime responsibility for Military Post Offices in Canada.

With the advent of the Korean conflict and the possibility of sending troops to Europe to serve NATO, a more sophisticated structure had to be implemented. Base Post Offices were set up in Vancouver and Montreal with Postal Headquarters in Ottawa. Over the next few years, postal policy evolved more or less as follows:

- a) If a formed unit was proceeding to a fighting zone under UN auspices, mail from the troops was 'free.'
- b) If an officer or other rank was on duty as an 'observer' or drew a special UN expense allowance, mail was not free.
- c) Normal postal rates applied to mail posted from Canada to all troops overseas.
- d) Mail to and from NATO formations was not free, although special Forces Letter and parcel rates were eventually introduced.

Korea was the first large venture since World War II and troops were allowed the privilege of sending 'postage free' letters home from 8 November 1950 to 15 September 1955.

Postal rates to troops proceeding to, or in the Far East, were as follows:

Postal Rates to Canadian Armed Forces Overseas Effective July 1951

(per Canada Official Postal Guide July 1951 [12])

Ordinary letters	4¢ first oz. 2¢ each additional oz.
Air mail	7¢ first oz. 5¢ each additional oz.
Registration	postage plus 20¢
Newspapers	2¢ first oz. 1¢ each additional 2 oz.
Parcels	15¢ per lb. (weight limit 10 lbs.)

New Forces Letter

A special Forces Letter, buff in colour, was introduced 1 December 1951 for air transmission to and from the Armed Forces overseas [13].

Initially the air letter required 5¢, the same as the surface overseas rate current at that time, however, in order to qualify for the special rate (the normal aerogramme rate was 10¢) the address had to include the following details:

Number
 Rank and Name
 Unit CAPO Number ...
 c/o Postmaster (this was deleted later as the CAPO/CFPO number was sufficient)
 Montreal, P. Q. (for Europe) or,
 Vancouver, B. C. (for the Far East)

North Atlantic Treaty Organization (NATO)

This Force, of Brigade strength, proceeded to Europe in the fall of 1951. The NATO Brigade never did receive 'free' postal privileges because they were never declared to be on 'active service abroad.'

Postal Rates to Canadian Forces Overseas Effective 1 April 1954

Surface Mail	Far East	Europe
Letters	5¢ first oz. 3¢ each additional oz.	
Postcards	4¢ each	
Newspapers and Periodicals.	2¢ up to 4 oz. 1¢ each additional oz.	
Other Printed Matter	2¢ first 2 oz. 1¢ each additional 2 oz.	
Parcel Post	15¢ per lb. or fraction of lb. Weight limit: 10 Lbs. Customs Declaration Form 91B must be completed and affixed to each parcel. No insurance.	
Air Mail		
Letters	7¢ first oz. 5¢ each additional oz.	15¢ per ½ oz.
Forces Letters	5¢ each - Unchanged. No enclosures. Cannot be registered.	
Parcel Post	\$1.00 first 8 oz. 40¢ each additional 4 oz. Weight limit 10 Lbs. Customs Form 91B required. No insurance.	
Registration	20¢ covering indemnity not exceeding \$ 25.00 30¢ covering indemnity not exceeding \$ 50.00 35¢ covering indemnity not exceeding \$ 75.00 40¢ covering indemnity not exceeding \$100.00	
Addresses	Number, Rank, Name, Unit. CAPO 5000 or CAPO 5001, or CAPO 5003, c/o Postmaster, Vancouver, B.C.	Number, Rank, Name, Unit. CAPO 5050, or CAPO 5051, or CAPO 5052, or CAPO 5053, c/o Postmaster, Montreal, P.Q.
Naval Personnel	Rank, Name, Number, Name of HMC Ship CNPO 5075 c/o Postmaster, Victoria, B.C.	Rank, Name, Number, Name of HMC Ship CNPO 5071 c/o Postmaster, Halifax, N. S.

Note: The cheap 7¢ air mail rate to the Far East was made possible by using the United States MATS (Military Air Transport Facilities) until April 1955. From June 1955, after the MATS facilities had been withdrawn, the rate went up to 25¢ per ½ oz. Later, in October 1955, the rate of 7¢ came into effect again, provided mail was sent via the US APO San Francisco, California.

They did, however, benefit from use of the new Forces Letter described above, the first class Canadian domestic letter rates through the CAPO/CFPO's and, the cheaper concessional parcel rate of 15¢ per lb. (limit 10 lbs.) [14]. The 5¢ rate at the time was required for the new buff-coloured Forces Letter. For the first few weeks in Germany, Canadian stamps were not available and British postage was authorized to be used and cancelled by the CFPOs. By 1954, new Canadian postal increases necessitated the rates shown on the previous page [15].

Peacekeeping and Other Missions

There were many other rules and rate changes in place as well. For example, Canadians serving with the International Supervisory Commission (ICSC) in Indo-China, were obliged to use either local mail or APO 56 New Delhi, India (with Indian stamps) for mail in 1955. Mail was sent to them via New Delhi at civilian rates [16]. Later, with a new ICCS organization, mails were sent to and from Saigon, through CFPO 5005 from February to July 1973.

Rate changes and a myriad of Canadian commitments overseas complicated postal regulations for the Armed Forces. In October 1963, "1 Canadian Base Post Office" in Montreal closed and moved to Belleville/Trenton, Ontario. It was renamed "Canadian Home Postal Depot" (CHPD) and catered to the movement of mail to and from the Forces overseas. Most, if not all of the mail, was carried via military aircraft. Canadian first class domestic rates were sufficient to correspond with the troops, as mail was addressed to the individual at a particular CFPO c/o Belleville, Ont. This in effect was a concessional rate allowing mail to be transmitted using the domestic rate in force at the time. While the Forces Air Letter was used extensively, it eventually became redundant because a normal letter at the same rate provided more privacy and also permitted enclosures. Air mail and regular air letters *via* commercial means were also used [17, 18].

Role/Area	Date(s)	Method/Rates From	Rates To/Remarks
India-Pakistan (UNMOGIP) UN Observers	Feb 1949 - 1979	India or Pakistan civil posts.	Canadian Rates
Korea-UN conflict	Nov. 1950 - Aug. 1956	'Free' mail 8 Nov. 1950 to 15 Sept. 1955.	Letters - 4¢ per oz. 2¢ each additional oz. until 1 Apr. 1954, then 5¢ first oz. and 3¢ each additional oz. Air mail - 7¢ per oz., 5¢ each additional oz. Parcels - 15¢ per Lb. (limit 10 Lbs.)
Western Europe NATO	Nov 1951- present	Forces Air Letters (initially) 5¢, otherwise Canadian domestic rates.	Canadian Rates
Palestine (UNTSO) UN Observers	Feb 1954 - present	Civil posts from Egypt, Syria, Israel, Lebanon and Jordan.	Canadian Rates

Role/Area	Date(s)	Method/Rates From	Rates To/Remarks
Egypt-Israel (UNEF) Peacekeeping Force	Nov. 1956 - June 1967	UN free mail Dec. 1956 - June 1967; also, CFPO 33, 35 and CAPO/CFPO 5048.	Canadian Rates
Lebanon (UNOGIL) UN Observers	July 1958 - Dec. 1958	Lebanon postage.	Canadian Rates
Congo (ONUC)	Aug. 1960 - June 1964	Congolese postage until Sept. 1960, then UN free mail until 30 June 1964; also CFPO 25 and CAPO 5046.	Canadian Rates
West Irian (Western New Guinea) (UNTEA) Air and Observers	Sept. 1962 - Apr. 1963	'Free' mail to home countries	Canadian Rates
Yemen (UNYOM) UN Observers	July 1963 - July 1964	UN Observers sent mail home <i>via</i> UNEF, so in effect received free mail privileges.	Canadian Rates
Cyprus (UNFICYP) Peacekeeping Force	Mar. 1964 - July 1993	No free mail arrangements. Contingents looked after their own needs. CFPO's 27, 28, 30 and 5001 used.	Canadian Rates
India-Pakistan (UNIPOM) UN Observers	Sept. 1965 - Mar. 1966	No free mail. Letters sent with India/Pakistan stamps or <i>via</i> UN HQ New York with UN stamps; also CFPO 5000	Canadian Rates
Dominican Republic (DOM REP) UN Observers	May 1965 - Oct. 1966	Local mail and diplomatic pouch used. No Canadian CFPO's opened.	Canadian Rates
Nigeria (OTN) Peace Observers	Aug. 1968 - May 1970	As above.	Canadian Rates
Egypt-Israel (UNEFME) Peacekeeping Force	Oct. 1973 - July 1979	UN free mail from 1 June 1974. prior to this local mails were used and Canadian troops used Forces Letter from CFPO's (rate 6¢ each from 1 Nov. 1968).	Canadian Rates

Role/Area	Date(s)	Method/Rates From	Rates To/Remarks
Syria-Israel, Golan Heights (UNDOF) Peacekeeping Force and Observers	May 1974 - present	Used UNEF free mail and CFPO's 112, 113 and 5002 until July 1979 then set up CFPO UNBPO.	Canadian Rates
Lebanon (UNIFIL) Peacekeeping Force	Canadian participation Mar. 1978 - Oct. 1978	UN free mail; also CFPO 114.	Canadian Rates
Afghanistan - Pakistan (UNGOMAP) UN Observers	Apr. 1988 - Mar. 1990	Local mails and diplomatic pouch were used. No Canadian CFPO's opened.	Canadian Rates
Iraq-Iran (UNIIMOG) UN Observers	Aug. 1988 - Feb. 1991	UN pouch and Canadian postage until Dec 1988, then local posts for the few remaining observers. CFPO 5003 Baghdad and CFPO 5004 Bakhtaran used until Dec. 1988.	Canadian Rates
Angola (UNAVEMII) UN Monitors	Dec. 1988 - present	Local mail. No Canadian CFPO's opened.	Canadian Rates
Namibia (UNTAG) UN Supervising Mission	Apr. 1989 - Jan. 1990	UN free mail; also CFPO 5004.	Canadian Rates
Central America (Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua) (ANNIKA) UN Observers	Nov. 1989 - Jan. 1992	CFPO 5005	Canadian Rates
Persian Gulf and Kuwait Armed conflict	Oct. 1990 - Apr. 1991	Free mail using CFPO's 5003, 5004 and 5071.	Canadian Rates. This was not a UN Mission. Member countries provided free mail privileges from troops.
Haiti (ONUVEH) UN Police Observers	1990 - 1991	Local mails. No Canadian CFPO's opened.	Canadian Rates
El Salvador (ONUSAL) UN Observers	May 1991 - present	Local mails and diplomatic pouch. No Canadian CFPO's opened.	Canadian Rates

Role/Area	Date(s)	Method/Rates From	Rates To/Remarks
Iraq-Kuwait (UNIKOM) UN Observers and mine clearance	Apr. 1991 - present	UN free mail; also CFPO 5006	Canadian Rates
Western Sahara (MINURSO) UN Observers	Apr. 1991 - present	Local mails and UN pouch. No Canadian CFPO's opened.	Canadian Rates
Cambodia (ANAEMIC) UN Admin.	Nov. 1991 - May 1992	UN free mail. No Canadian CFPO's opened.	Canadian Rates
Cambodia (UNTAC) UN Observers and mine clearance	Apr. 1992 - Oct. 1993	UN free mail; also CFPO 5050.	Canadian Rates
(Yugoslavia) Croatia and Bosnia-Herzegovina (UNPROFOR) Peacekeeping Force	Feb. 1992 - present	UN free mail; also CFPO's 46, 5003, 5004 and 5006.	Canadian Rates
Somalia (UNOSOM) Observer Force	Sept. 1992 - June 1993	UN free mail; also CFPO's 33, 40 and 5005.	Canadian Rates This is not the Coalition Force that was under U.S. control.
Mozambique (ONUMOZ) UN Observers	1992 - present	Local mail. No Canadian CFPO's opened.	Canadian Rates
Rwanda (UNAMIR) UN Observers and Communications.	June 1993 - present	UN free mail; also CFPO 5052.	Canadian Rates
Haiti (UNMIH) Peacekeeping Force.	1995 -	UN free mail; also CFPO 5057.	Canadian Rates

There were other commitments Canada was involved in that were neither NATO nor United Nations sponsored.

Role/Area	Date(s)	Method/Rates From	Rates To/Remarks
Indo-China (ICSC) Vietnam Cambodia Laos Observer and Monitor	1954/1969 1954/1955 1954/1958 1961/1969	Local mails or through India Army post (APO 56 New Delhi. Also, mail was slow, so diplomatic pouch was used in North Vietnam.	Canadian Rates through New Delhi.

Role/Area	Date(s)	Method/Rates From	Rates To/Remarks
Ghana (CAFTTG) Training Teams	1961 - 1971	Local mails and MPO at Burma Camp, Accra.	Canadian Rates
Vietnam (ICCS) Monitor Group.	Jan. 1973 - July 1973 (Canadian time of participation.	Mail through CFPO 5005 Saigon and local mails. Forces Air letter 8¢	Canadian Rates
Yugoslavia (ECMMY) Observers	Sept. 1991 -	Local mails. No Canadian CFPO's opened.	Canadian Rates
Somalia (Coalition Force) Peace Force under USA	Dec. 1993 - Mar. 1994	Local mails although some mail went through CFPO 5005 (UNOSOM)	Canadian Rates

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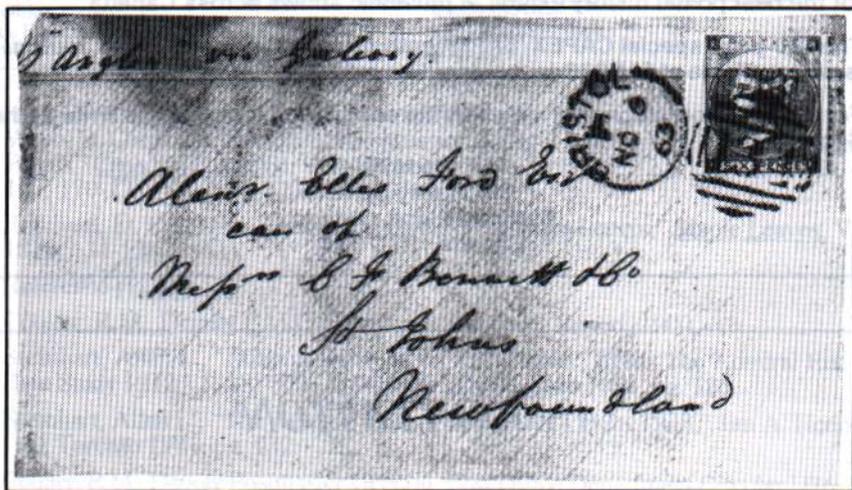
The Steinhart Legacy



Allan L. Steinhart

An Almost Galway Line Cover to Newfoundland

The cover shown here is dated November 6, 1863 from Bristol, England to St. John's Newfoundland, and is endorsed "by *Anglia* via Galway." The cover is franked with a British 6d stamp to pay the single 6d packet rate from Great Britain to Newfoundland. The *Anglia* was a steamship of the Atlantic Royal Mail Steamship Navigation Co., more commonly referred to as the Galway Line. Covers carried between Newfoundland and Britain carried by the Galway Line are not common. The general route of the Galway Line at this time was Liverpool - Galway, Ireland - St. John's - Boston or New York.



The *Anglia*, originally called the *Munster*, was a 2913 ton steamship built by Martin Samuelson & Co. of Hull, England and launched in 1861 for the Galway Line. In 1861 the Galway Line contract for taking mails to Newfoundland was cancelled, but was renewed in 1863. The *Anglia* made only one complete round trip. This cover was endorsed to be put on board the *Anglia* for her second voyage from Galway. The ship left Liverpool on November 6, 1863, and left Galway with this cover on board on November 10. On leaving port, she struck Black Rock in Galway Bay, and was refloated and returned to Liverpool for repairs, arriving November 17. She made no further voyages for the Galway Line, whose contract soon folded, and was laid up from 1863 to 1866 when she was sold to the Turkish government.

It appears the mails were not returned to Liverpool, but were sent to Queenstown, Ireland where they were placed on the Cunard steamer *Arabia* on her 71st voyage. The *Arabia* departed Liverpool November 14, and touched at Queenstown November 15, where she picked up the mails. If the mails had returned to Liverpool with the *Anglia* they would have been too late to be placed on board the *Arabia*. The *Arabia* arrived at Halifax November 25, 1863, from whence a steamer took the mails from Halifax to St. John's. There is a St. John's Newfoundland datestamp of November 30, 1863, applied to the reverse on arrival. The cover was carried by closed bag mail from England via Galway, Queenstown and Halifax. The routing of this cover is quite unusual, and it has a lovely story to go with it. It is so much more interesting to find a cover with a story than one that went by an standard route.

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Sue Sheffield

Introduction

The magnificent Canadian fancy cancellations of the 19th and early 20th century are collected, studied [1,2], and much sought after by many, more than one-hundred and thirty years later. From initials and numbers, segmented wheels, delicate ferns and maple leaves, to the ominous skull and cross bones – these are but some of the patterns that may be found intricately or crudely carved or cut in “cork”, “rubber”, or other materials, impressed on outgoing mail of the day, and on occasionally incoming mail with postage uncanceled at points of dispatch. From the mid-1860s to about 1910 these examples from fancy cancellation devices or obliterators are representative of but one facet of the development of the rapid growth of Canada’s postal system. Creative postal employees with a heightened sense of individual expression and ingenuity left behind a masterful artistic legacy.

Commercial manufacturers saw a market too, created by the idea of an image carefully carved and executed in cork and other materials and applied to all manner of mail in bustling emerging cities and throughout Canada (Figure 1).

I have noted from collections containing fancy cancels, thought to be produced by an oblierator made from cork, that the identical cancel was issued and used in the same time period by several post offices simultaneously. Why and how did the same fancy or cork cancel, or oblierator, come to be used from many different post offices during the same time period may now be satisfactorily resolved. How did different postmasters carve exactly the same pattern for their own use? That this could happen does not seem to make a lot of sense. The creators are now all but unknown.

Reports of the Postmaster General – References to Cork and Rubber Obliterators

Sometimes obscure reports are identified and knowledge once commonplace is revived. During the year ended 30th June, 1869, the annual Report of the Postmaster General (RPG) states “D.G. Berri was paid \$1708.10 for stamps and seals for the Post Office Department. J.R. Arnoldi was busy making and repairing office stamps & c., receiving payment of \$810.20 for his services rendered.” Did he manufacture cork obliterators too?

The RPGs [3] accounts of “Sums paid in discharge of Tradesmen’s Bills,” for Ontario and Quebec provide details of materials and services rendered, and their contents reward anyone interested in this period of Canadian Postal History. The examination and careful study of these annual RPGs [3] provided the primary source data I have identified, as they listed “Cork obliterators,” related “suppliers” and amounts paid for “services” ending June 30 for each fiscal year in the period of interest here.

The data I have identified are recorded separately from that about “suppliers” of “Engraved Handstamps” in the Postmaster General’s reports [3]. It is obvious that postmasters at certain post offices carved their own obliterators from materials available to them. This somewhat personalized the expedition of mail passing through their hands/office. However, during the period 1870-1885 various individuals and manufacturers are recorded [3] as having supplied “Cork” or “Rubber” obliterators to the Canada Post Office Department in Ontario and Quebec. These transactions are summarized in the following list of Canada Post Office Department purchases.

BRASS, STEEL, RUBBER, AND RIBBON STAMPS.

Brass, price \$5.00.

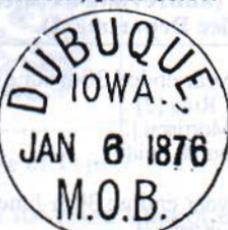
Ribbon, price \$8.00.

POSTMASTERS,



We have the greatest variety of stamps made in the United States.

Before purchasing send for our 48-page catalogue, containing over one hundred different styles of Post Office Daters alone.



Steel, price \$5.00.

Eureka Rubber Dater, price \$3.00.



Address F. P. HAMMOND & CO., 164 Madison Street, Chicago, Illinois.

Factory at Aurora, Ill.

COMMENCE THE YEAR 1882 WITH A COMPLETE SET OF OUR BOOKS.

Our Postal Record is pronounced by all to fill a long felt want. Five books combined in one. The handiest, neatest, and most valuable work ever issued for Postmasters' use. A carefully prepared work and beyond comparison. It is indeed pre-eminent alone, without a rival.

The best features of our single books are combined in this work. The contents are: General Account, Box Record, Cancellation, Sale of Stamps, and Complaint Book. Space for Cancellation keeps a daily account. Has 31 printed dates for each month. "Sale of Stamps" is also arranged for daily and monthly sales. The great feature of this work is, that your accounts are together in a neat, compact form. For General Account and Box Record of this book we refer you to description given below. It has 160 pages and lasts five years. Price only \$2.50.

Box Record. This book has a neat heading with columns' ruled for No. of boxes, names, and space for amount paid for first, second, third, and fourth quarter of each year. It keeps a complete record for five years. The name of person renting a box has to be written only once during the five years. This feature alone is worth the price of the book to any clerk who has this work to do. It has a

wide space for names to make allowance for a dozen changes in ownership of box. It is printed on first-class paper, neatly bound in cloth, and is far superior to anything of the kind ever offered. Is adapted to all offices. We make two sizes. Price, No. 1, for 1,000 boxes or less, \$2.00. No. 2, for 2,000 boxes or less, \$3.00.

General Account Book. It will pay every fourth-class Postmaster to buy one of these books. It saves a great deal of time and trouble. Is issued expressly for keeping account of all expenses, such as Stamped Envelopes, Postal Cards, Newspaper Wrappers, Postage Stamps, Periodical Stamps, Box Rents, Postage-Due Stamps, Salary, and in fact a regular general account of everything. Has plenty of space left for any new wrinkle which the Department brings out. The book is good for thirteen years' service. Send for one and get the best book of its kind out. It contains 100 pages. Price \$2.00.

We are Headquarters for all equipments in our line.

"Beware of cheap prices, it means cheap work every time."

Before buying send for list of recommendations from all over the United States. Address

F. P. HAMMOND & CO.

164 Madison Street, Chicago, Illinois.

FACTORY AT AURORA, ILL.

Figure 1: various brass, steel, rubber and ribbon stamps.

Table of obliterator Post Office purchases, apparently relating to Fancy Cork Cancels, from ACCOUNT of Sums paid in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Ontario and Quebec [3] (abbreviations used are: P.O.I. - Post Office Inspector; P.O.D. - Canada Post Office Department).

for year ended 30th June, 1870 (B in REPORT No. 4) [pg. 174]			
D.P. Ross [2]	Cutting cork obliterators	P.O.I., Toronto	\$10.00
M. Morrison [2]	Corks for obliterators	P.O.I., Toronto	\$ 7.50
Ridout & Smith	Obliterating stamps	P.O.I., Toronto	\$ 5.00
for year ending 30th June, 1872. (B in REPORT No. 4, A.) [pg. 164]			
D.P. Ross [2]	Corks for obliterators		\$ 1.50
for year ending 30th June, 1873. (E in REPORT No. 4, A.) [pg. 181]			
L. Smith	Obliterator handles, tin labels &c.	P.O.D.	\$29.05
Quetton St. George & Co.,	Corks for obliterators	P.O.D.	\$12.00
O. Knapp	Corks for obliterators	P.O.D. Montreal	\$45.00
for year ending 30th June, 1875. (B in REPORT No. 4, A.) [pg. 208]			
O. Knapp & Co	Cork obliterators	P.O.I., P.O.D. Montreal	\$75.00
for year ending 30th June, 1878. (B in REPORT No. 4, A.) [pg. 229]			
O. Knapp & Co	Cork obliterators	P.O.D. Ontario	\$78.50
for year ending 30th June, 1879. (B in REPORT No. 4, A.) [pg. 140]			
Goodace & Cole	Cork obliterators	P.O.I. London Ontario	\$ 9.50
for year ending 30th June, 1880. (B in REPORT No. 4, B.) [pg. 149]			
O. Knapp & Co	Cork obliterators	P.O.I. P.O.D. Montreal	\$18.50
Canada Rubber Co	Rubber obliterators	P.O.D. Montreal	\$18.25
for year ending 30th June, 1881. (F in REPORT No. 3, B.) [pg. 154]			
Canada Rubber Co	Rubber obliterators &c	P.O.D. Quebec	\$ 8.98
J. B. Menard	Obliterator handles	P.O.D. Quebec	\$ 6.25
for year ending 30th June, 1882. (F in REPORT No. 3, B.) [pg. 159]			
Canada Rubber Co	Obliterating corks	P.O.D. Quebec	\$12.50
J. B. Menard	Obliterating stamp handles	P.O.D. Quebec	\$ 6.25
for year ending 30th June, 1883. (F in REPORT No. 3, A.) [pg. 159]			
J. B. Menard	Obliterating stamp handles	P.O.D. Ontario	\$ 6.25
Canadian Rubber Co	Cancelling corks	P.O.D. Ontario	\$ 6.25
for year ending 30th June, 1884. (F in REPORT No. 3, B.) [pg. 170]			
J. B. Menard	Stamp handles	P.O.D. Quebec	\$12.50
A. Livigne	Stamp handles	P.O.D. Quebec	\$12.50
Canadian Rubber Co.,	Cancelling corks	P.O.D. Quebec	\$ 9.00
for year ending 30th June, 1885. (F in REPORT No. 3, A.) [pg. 187]			
Canadian Rubber Co	Cancelling corks	P.O.D. Ontario	\$15.63

The entries for D. P. Ross and M. Morrison for the year ending June 30, 1870 were documented in an earlier article by Duckworth and Duckworth [2] (Figure 2).



Type 9



Reverse of Type 9

Figure 2: Day and Smythies Type 9, Toronto Fancy "2" and Reversed View of Day and Smythies Type 9 [1]. The pattern was intricately prepared by carving or cutting the desired design in reverse.

The Duckworths [2] provided a detailed discussion of the background relating to D.P. Ross and M. Morison mentioned in the June 1870 report, but made no comment on the third supplier listed, Ridout & Smith, "Obliterating stamps." How many "obliterating stamps" were received for \$5.00? The report is decidedly confusing in the description associated with the products supplied i.e., "obliterating stamps" *versus* "cork obliterators." This listing suggests to me that possibly the identical product was supplied and listed under different names. Did Ridout & Smith's design of obliterator(s) contain the numeral "2" as did the item supplied by Ross [2]? Can anyone provide a description of each of these products and how they were made?

With reference to the Canada or Canadian Rubber Co., I have been advised by other collectors that thick rubber sheets were supplied as a working surface for cancelling mail. The product identified as "rubber obliterators" for the Montreal Post Office: PROVINCE OF QUEBEC (B. in REPORT No. 4, B.) for the year ended 30 June 1880 does not, however, suggest to me a mat of rubber ordered for a working surface. I believe the exact description in this and other reports is correctly shown.

Were all the Fancy Obliterators Cork?

Postmasters and many other carvers whittled works of beauty which are found represented in the impressed images sought after by collectors today. Fancy cancellation patterns vary from segmented designs to cartwheels and cross-roads (Figure 3), and a multitude of geometric designs. In reviewing calendar dated copies of a cork or fancy obliterator identified from a specific post office, I noted that the lifespan of the fancy cancel is often limited. Chips and omissions from the original pattern quickly develop and it appears the material has broken away or separated. The deteriorated obliterators have been noted even from post offices which reported very small gross postal revenue (commerce) in a given fiscal year. This disintegration would indicate a material having a very low tensile strength, like cork, porous to varying degrees but able to absorb and transfer ink. A short life span would require numerous replacements in succession and may explain why some post offices have many different examples for us to study and enjoy. What other materials and equipment were or could have been used to produce fancy "obliterators"?

"Cork obliterators" were likely inexpensive to produce. Costs would have definitely been a consideration regardless of the life expectancy of the obliterators. Was a hand cutting die of a specific design or designs supplied to the Post Office Department for employees to cut "cork obliterators"? These dies would have been inexpensive to manufacture, and an employee using a hand held die would be able to cut hundreds in a day from single sheets

of cork. Indeed, a wooden mallet striking a die or cutting tool would provide enough force to cleanly cut out a pattern in cork or rubber. The "cork" could have been affixed to a "handle" and later distributed by the Postal Inspector at his discretion for use at any post office, or supplied separately. (I have taken a "cork bottle stopper" and carved a pattern in reverse for examination. The small diameter cork, if not mounted in some form of a holder, would be painfully uncomfortable to use and not efficient.)

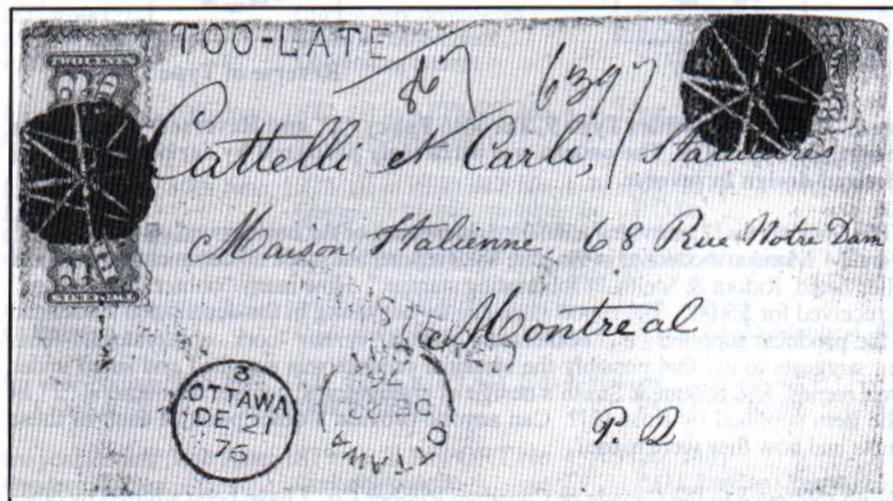


Figure 3: Geometric cork obliterator fancy cancel. Hand carved or machine manufactured? Stamps prepay 3 cent per half ounce postage, 2 cent registration. (C. R. (Ron) McGuire collection)

Situated at Fort Edmonton Park, Edmonton Alberta, is an 19th century re-constructed print shop. The copy is still produced by hand. A senior master craftsman still prints today as they did at the turn of the century. The machinery is identical to the period in use 1875-1880. A manual press serves the printer and his patrons. I am told a "die" can be affixed and a design can be cut in paper of various thicknesses. Further, platen printing presses incorporated both male and female dies for embossing, die cutting, and specialized printing applications. It may have been possible for a form of die cutting to be incorporated and designed for use on a platen press, and the cork patterns cut in small sheets to size, and the "cork obliterator" affixed to a handle? Rubber and leather sheets could also have been cut in this manner. In 1870 E. Brimson of Montreal, Quebec designed an improvement to a "cork cutting machine" [4], although a description of the equipment, process and product is not known at present.

Easily identifiable intricately hand carved "obliterators" and their fancy cancel image have overshadowed and obscured the reality that devices similar to these obliterators could also have been machine-made in quantity. A review of the illustrations reviewed in Day and Smythies [1], shows some of these cancels to be exactly geometric, and it appears possible they were manufactured as opposed to hand-carved.

For this reason, I believe that somewhere there could have been a manufacturer or supplier that might have sold its products directly to the Canadian Post Office Department,

or that produced an advertisement which was mailed to post offices in Canada. Small print shops with "die" cutting capability could have produced local orders for the Canadian Post Office Department as American manufacturers did for U.S. Post Offices [5] (Figure 4).

Some collectors are under the impression whole sheets of "cork" or "rubber" were supplied to the Post Office Department in Canada to be used by postal employees as a mat surface for postmarking mail. The identification in the RPGs [3] identify "cork obliterated" and "rubber obliterated" which suggests to me a manufactured product was supplied solely for the purpose of postmarking and voiding the postage stamp value.

Are there any existing examples of both a fancy cork obliterator (cancel) and the handle that was used to affix the cork, rubber or other unidentified material? As far as I know there are no confirmed examples of the actual cork obliterator as described in the RPG.

There is other useful information in the Postmaster General's reports. In the RPG [3] ending 30th, June, 1875, it was reported J.D. Scott provided "stamping dies" for the Chief Post Office Inspector Ontario, and was paid \$15.17. The term "stamping die" is ambiguous in this context. The Oxford dictionary description of a "die" is "an engraved device that stamps a design on coins or metals etc, a device that stamps or cuts or molds material into a particular shape." This definition clearly describes an apparatus that can cut a pattern in material. Scott provided "dies" (plural) indicating more than one item was supplied. It is not known what pattern, shape or type the "dies" represented.

At the direction of The Chief Post Office Inspector "dies" possibly were supplied to H. Pritchard, Ottawa, principal listed supplier of "office stamps and seals for the Post Office Department Ontario 1875," to "cut or mold material," likely "cork," into a pattern to be used as "cork obliterated" affixed to "stamp handles" to obliterate and cancel postage stamps. The Pritchard & Andrews Proof book [6] reveals six fancy "obliterated," and a "crown" grouped amongst other engraved datestamps, dated April 14, 15, 20, 1880. The examples shown on the following page were photocopied (Figures 5 and 6).

Due to popularity or demand the Ottawa "crown" design may have also been cut from "rubber", or steel engraved. Were male and female "die" states prepared and manufactured to produce the imprint images? The shapes appear exact and cleanly cut - manufactured as opposed to hand carved?

The "crown" patterned proof impression was proofed on a separate facing slip of paper which measures approximately $2\frac{7}{16} \times 2\frac{3}{8}$ ", and appears to have been pasted into the Proof Book. The crown example is undated. A similar "crown" is listed Day and Smythies [1], type 226, Ottawa, 1880 - an obliterator that had a long period of use. A "die" or "dies" were manufactured in two states; male and female patterns were necessary depending upon the desired application, "cutting" or "molding." The actual description, existence or

RIBBON, RUBBER, BRASS, AND STEEL DATING, CANCELING, & OFFICE STAMPS

OF EVERY DESCRIPTION.

THE APEX STAMP CO., New London, Ct.

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If you want a stamp of any kind be sure and write us for special prices to P. M.'s. Let us know what is desired, and we will name a price that you will find to be as low as is consistent with good and durable work. We have been fifteen years in the business, have every facility for doing first-class work, and guarantee satisfaction in every particular. Yours, THE A. S. CO.

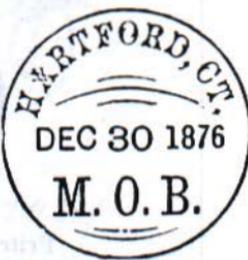


Figure 4: An Advertisement for Cancelling Devices

whereabouts of the "die" is not known. Both positive and negative – male and female – examples of the Ottawa "crown" are illustrated (Figures 7 and 8).



**Pritchard & Andrews
Proof Book "crown" 1880**



**Day and Smythies
Type 226**

Figure 5: A Comparison of an Impression from the Proof Book and Day and Smythies Type 226 [1].



**Day and Smythies
Type 225**



**Day and Smythies
Type 230**

Figure 6: Impressions from Larger Crown Obliterators as Shown in Day and Smythies [1]

A most interesting grouping of what appears to be manufactured "obliterators" is found on the same Pritchard & Andrews Proof Book [6] page as the Ottawa "crown." Six different undated obliterator proof cancels are recorded (Figures 9 and 10) in proximity with steel engraved datestamps (April 14 - April 20, 1880). What is not certain is whether the illustrations in the Pritchard & Andrews Proof Book are in chronological order or if the proofs and obliterator were manufactured earlier and the proof impression placed in a convenient position on the page at a later date. The impressions appear two deep and three across on a facing slip measuring about $4\frac{13}{16}$ " x $3\frac{1}{2}$." These examples verify fancy "obliterators" were produced in a manufacturing production facility. Many were probably produced from one or more patterns. Quality control and exact dimensional stability would not likely have been of great concern. The Pritchard & Andrews Proof book [6] recorded "dies", prepared by some (unknown) cutting method, that were used to manufacture obliterators in quantities for each geometric design. The "obliterator" or fancy cancel in this instance would have been economically produced, sold and distributed to the Canadian Post Office Department in Ontario, Quebec or other regions throughout Canada.



Figure 7: Ottawa Crown obliterator similar to Pritchard and Andrews Book 1880, Day and Smythies 226, machine manufactured plus "4" segments, distorted shape from use similar to P & A Proof book example or hand carved facsimile? Stamp prepays 1 cent per 4 ounce unsealed printed matter. (C. R. (Ron) McGuire collection)

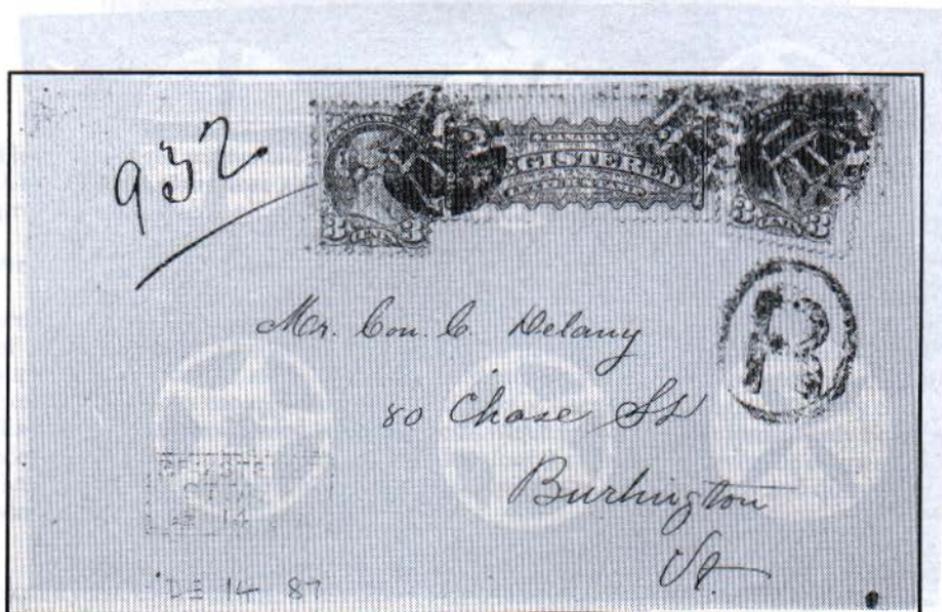


Figure 8: 3x's "cork" or "rubber" crown fancy obliterator. Handstamp oval "R" and boxed REGISTERED OTTAWA DE 14 1887. The Stamps Prepay 3¢ per half ounce Postage, plus 5¢ registration. (C. R. (Ron) McGuire collection)

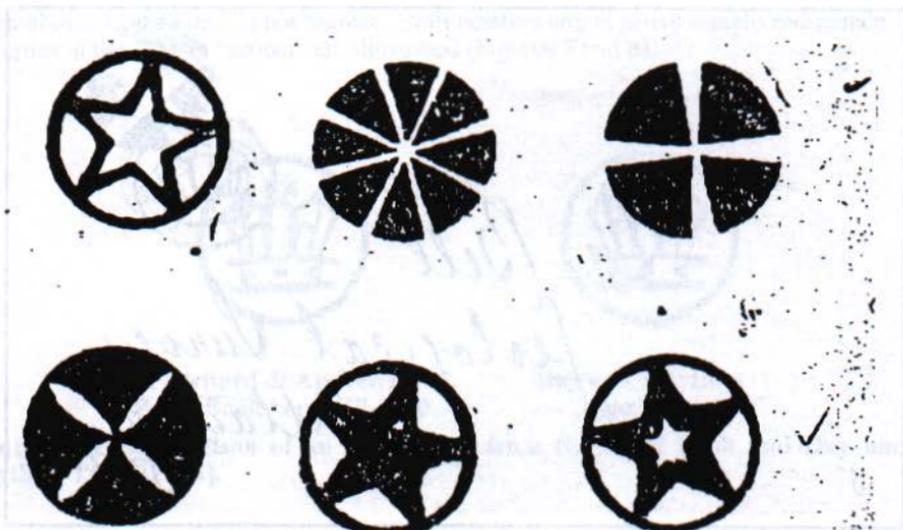


Figure 9: Six examples from the Pritchard & Andrews Proof Book page, which also had proofs of steel datestamps dated April 1880.

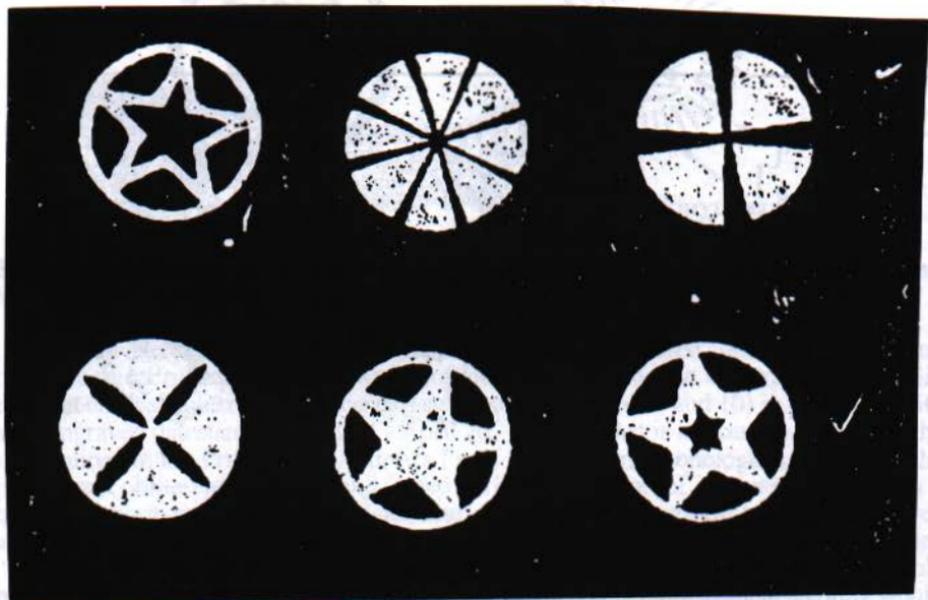


Figure 10: This is how the same six examples would have appeared in negative or male state if "die" or "dies" were used to cut these patterns.

Figure 11 suggests a common "die" or process was used to manufacture this fancy obliterator cancel. I believe this study explains the principal reason why an identical (or similar, with minor variations in over-all size or shape) "obliterator(s)" is known used at many originating post offices simultaneously, or introduced and shipped to post offices at different periods of time. Thus, the Pritchard & Andrews Proofs suggest fancy cancel oblitterators were made by die and engraving manufacturing processes. There are surely other unknown manufacturers who provided similar products.

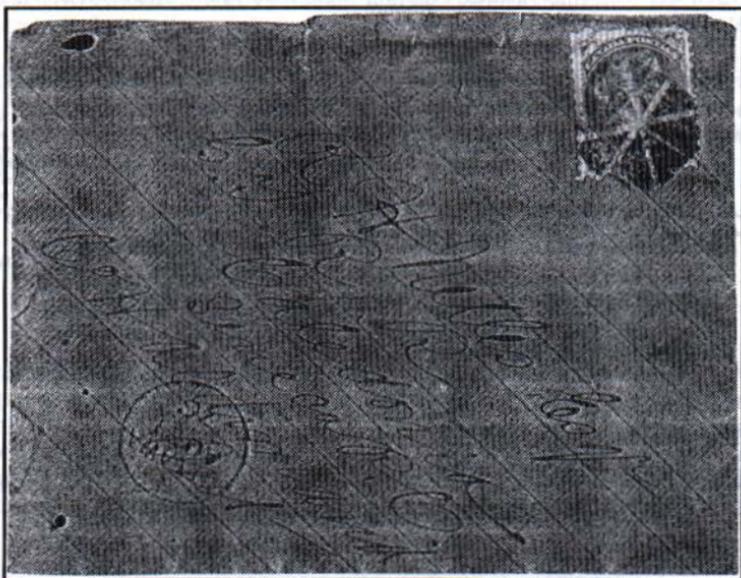


Figure 11: Eight segmented circle, complete with cds letter carrier handstamp dated AU 31 1876 compares almost exactly to the P & A Proof of April 1880. Stamp prepays 3 cent per half ounce postage. (C. R. (Ron) McGuire collection)

Areas for Future Study

One topic not often openly discussed (or else an issue delicately approached) is that some collectors have been very skeptical as to the origin of a fancy cancel, and sometimes of its authenticity. I believe this study adds a new dimension of understanding which supports fancy cancel study. Only after exhaustive research and comparison can any example of a fancy cancel strike be proven to be of questionable origin. It is very easy to dismiss a fancy cancel based on a hypothesis which may have been formed only because adequate information was not available. Therefore the example, or even the entire area of fancy-cancel collecting is/was sometimes the subject of unfair scrutiny and dismissal by some collectors.

There is a large number of variables affecting each cancel. The study in itself may require years, even a lifetime of research – truly a challenge to all who collect these fabulous works of art designed to obliterate postage stamps.

I have found the very simple technique of photocopying examples on clear Mylar allows an example to be placed on a comparable strike to allow exact size comparison of size and shape. This process saves hours of meticulous tracing and the many associated difficulties.

A free-standing fancy cancel strike may not be available, but the clear Mylar photocopy is portable, and can be rotated three hundred and sixty degrees. The viewer can quickly identify subtle differences without disturbing or damaging a postage stamp affixed to a cover.

By 1865 the printing and engraving industry had certainly advanced. From acid etching, wood cuts, to moveable hand type, hot lead began to come into its own, with the introduction of hot lead line-casters, creating lugs, both blank and with copy, and many newly created type fonts (Figure 12).



Figure 12:

Ludlow¹ has a very interesting pioneering history in supplying type and printing fonts and equipment for these early printing processes. Inquiries to their archives requesting a description of "cutting dies" and equipment required to produce an "obliterator" in quantity might be successful. The printing "chase" ("to engrave or emboss") would have been made of a specific size depending on cutting applications. Possibly a master cutting die was incorporated in this process with rows 4 x 6 of dies to cut obliterators. A search of early printing, and die cutting apparatus may also provide further explanation and new knowledge.

Both flatbed, and rotary windmill (e.g., Heidelberg Windmill Presses for embossing, die cutting, and hot foil stamping) presses had the capability to incorporate the use of "dies" and "die cutting" tools to produce obliterators. Some of the older print shops operating today still incorporate the vertical platen. Die cutting can incorporate and accommodate any pattern which can be designed, although today this skill is a becoming a lost art. The principal of operation, I am told, remains the same after all these years.

At Fort Steele Alberta, I found a very large steam driven flat bed press, which was not operational. The high cabinets, crowned with fine marble still contained English Times Serif Type, supplied by Ludlow circa 1890. There were many examples of lead stereotypes mounted on wood, and lead products, but I did not find any "cork" obliterators or dies which had similar patterns suitable for cutting "obliterators." On occasion it was necessary for a printer to die cut a window on the frontispiece of a book to highlight information on the page following. One example of a common product still found today is a photograph album with oval windows.

Background stamping and chasing tools [7] are an important source of further research. Manufacturers of decorative impressions on soft metals and makers of obliterators shared

¹ the American-based Ludlow printing corporation – in this context not related to the renowned BNA philatelic author, Lewis M. Ludlow

similar patterns still used today. Modern day examples of the equipment required for chasing, decorating, and stamping is illustrated for study and comparison (Figure 13).

Other techniques might also have been involved. Embossing dies were sometimes made initially from plaster-of-paris, allowing for intricate casting, and a male or female copy was made and cast in lead, depending on the application required. Liquid rubber could be poured into a casting mold. It may have been possible for a "tin" template to be superimposed over a sheet of cork or rubber, and the intricate patterns traced and later hand cut. Another craftsman that might have been involved is the jeweller.

We may have been looking in all the wrong places for the equipment, and methods used, and I would like to explore these ideas. Obviously if demand for corks and rubber obliterated was short lived, their respective components would not have survived, the techniques used rendered obsolete and long forgotten.

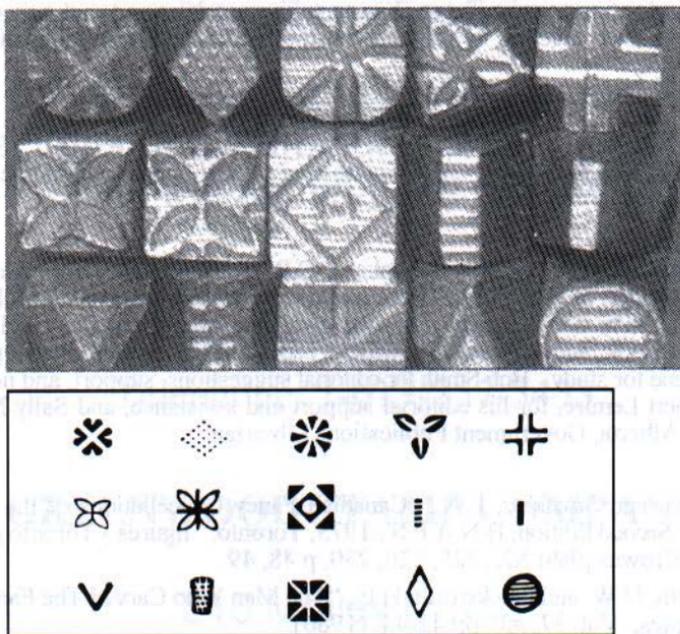


Figure 13: Stamping Tools and printed copy image, both negative and positive (with permission, Grobet File Company of Canada Limited)

Many diverse skilled tradesmen and master craftsmen may have played a vital role in the development of the "obliterator" leaving behind their legacy – our Canadian Fancy Cancel heritage. Tinsmiths, machinists, tool and die makers, printers, whittlers, gifted carvers and creative postal employees contributed to an opportunity to collect one-of-a-kind, miniature works of art.

Conclusions

Whittling and wood carving were common pastimes enjoyed by many people. Thousands of beautiful fancy cancel examples proliferate this period of Canadian postal

history. Whether they evolved first as a hand carved "obliterator" or the idea was copied from the process of die cutting and embossing is unknown. Was the printing trade and "die cutting" already known to D.P. Ross when he began to privately produce the famous Toronto fancy "2"s?

Since both private persons and corporations were paid various sums for the services or products they supplied, it stands to reason that the supply of obliterators came not only from selected individuals but from companies too. I believe a search of historical depositories will uncover the manner of production, material used, advertising literature and other information. This research may now be pursued since some of the "makers" of "cork obliterators" are clearly identified. I hope, somewhere an advertising leaflet, literature, or some other document will finally confirm the manufacture processes.

The study of known manufacturers and suppliers listed in the Reports of the Postmaster General may raise more questions than answers. However, I believe that the illustrations and information indicate commercially manufactured and privately carved obliterators coexisted together in harmony during their respective periods of use. Each example,

is a "Canadian Fancy..."

If any readers can shed further light on this interesting subject, please communicate with me in care of the editor.

Acknowledgements:

I should like to express my sincere thanks to: C.R. (Ron) McGuire, for editorial review and for the provision of U.S. Postal Guide and cover illustrations, Dave Lacelle, BNAPS Fancy Cancel Study Group correspondence, provided photocopies of the Pritchard & Andrews Proof Book fancy obliterators, with an especially generous personal gift of fancy cancels on piece for study, Bob Smith for editorial suggestions, support, and never ending patience, Robert Lemire, for his editorial support and assistance, and Sally Manwaring, University of Alberta, Government Publications Librarian.

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- [1] Day, K.M. and Smythies, E.A., "Canadian Fancy Cancellations of the Nineteenth Century", Second Edition, B.N.A.P.S., 1973, Toronto; figures - Toronto plate I, type 9, p 11; Crowns plate XX, 225, 226, 230, p 48, 49.
- [2] Duckworth, H.W. and Duckworth, H.E., "The Man Who Carved The Fancy Two's", BNA Topics, Vol. 37, #3, pp.42-44 (1980).
- [3] Government of Canada, "Annual report of the Postmaster General, 1870-1885", Account of Sums paid in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Ontario and Quebec.
- [4] "List of Canadian Patents 8th., June 1824 - 31st., August 1872", rebound, frontispiece removed, publisher unknown.
- [5] "United States Official Postal Guide, January, 1882", Second Series, Vol. IV, No. 1, Houghton, Mifflin and Co., Boston.
- [6] National Archives of Canada RG3, "Pritchard & Andrews Proof Book", figures listed on page for April 1880.
- [7] "GHD93, Tools, Supplies and equipment for Technicians and Craftsman", Grobet File Company of America Inc, 1993, pg 81, Decorating, chasing, and stamping tools for decorative designs on soft metal, Bedrock Supply Ltd., Edmonton, AB.

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New Issues

William J. F. Wilson

Abbé Charles-Émile Gadbois collected French-Canadian folk songs, ballads, lullabies, and other music, beginning in the 1930's, and ultimately produced 500 pieces of music in a total of ten books. His efforts, which provide an important contribution to French culture in Canada, are honoured by a stamp issued by Canada Post on March 20.

Issue	Canadian Tire	Abbé Gadbois	Blue Poppy	Victorian Order of Nurses
Value	45¢	45¢	45¢	45¢
Issued	03 Mar 97	20 Mar 97	04 Apr 97	12 May 97
Printer	A-P	CBN	A-P	A-P
Quantity (stamps)	15MM	7MM	9.6MM	7MM
Paper	P	CP	P	P
Process	5CL	6CL*	5CL	6CL
Pane	12	20	12 (booklet)	20
Tag	G4S	G4S	G4S	G4S
Gum	PVA	PVA	PVA	PVA
Size (mm)	40 x 30	30 x 40	30.5 x 36	40 x 30.5
Perf	13.0 x 13.3	13.3 x 13.0	13.1 x 12.5	12.5 x 13.1
Teeth	26 x 20	20 x 26	20 x N/A	25 x 20

* Canada's Stamp Details lists the process as five colour lithography, but the stamp selvageshows six colour dots.

ABBREVIATIONS: 5(6)CL = five (six) colour lithography; A-P = Ashton-Potter; CBN = Canadian Bank Note Company; CP = Coated Papers; G4S = general tagging (four sides); MM = million; N/A = not applicable (depends on how the booklet was trimmed); P = Peterborough paper.

Collectors of business, transportation, recreation, and family life on stamps have a new addition to their collection with the Canadian Tire stamp. A major Canadian enterprise,

Canadian Tire began business 75 years ago in Toronto, and has since formed a chain extending across the country. The stamp issued March 3 shows a father presenting his son with a new bicycle.

Another stamp with a Quebec theme was issued on April 4, and honours the Québec en fleurs 97 international horticultural exhibition. This is the second such exhibition in Canada, the first being Les Floralties of Montreal in 1980. The painting is a watercolour by Quebec artist Claude A. Simard, and depicts the blue poppy, a native of the Himalayas, but also commonly found growing along the St. Lawrence River.

The Victorian Order of Nurses for Canada was founded in 1897 to provide health care in remote areas where living conditions were harsh and mortality was high. These areas included the Prairies, and regions of northern muskeg, boreal forest, and mountains. Over the years the Order has expanded to 71 branches across Canada and provides many health care services.

The information in the Table 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.

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Presentation Booklets for the Postal Union Congresses 1969-1971

Jerome C. Jarnick and Andrew Chung

When the 16th Congress of the Universal Postal Union convened in Tokyo in October of 1969, Canada followed its customary practice of producing a souvenir album containing the stamps which had been issued from 1964 through 1968. This booklet consisted of a loose leaf, 22 ring padded binder, measuring 255mm x 300mm, made of brown vinyl simulated wood grain containing 27 card pages. The book was prepared by the Information and Public Relations Branch of the Canada Post Office and printed by the Queen's Printer, Ottawa, with a printing of 1,000, for presentation to delegates to the Congress. The cover bears a stylized maple leaf, bisected with the left side of the leaf in red and the right side colorless, raised from the vinyl background. The words

**xvith
congress
universal
postal
union**

**xvi^e
congrès de
l'union
postale
universelle**

are printed in gold beneath the leaf (Figure 1). The introductory page (Figure 2) reads:

**xvith
congress
universal
postal
union**

**This book contains
all Canadian postage stamps
issued from
1964 through 1968.**

Compliments of the
Canadian Postal Administration
to delegates to the XVlth Congress
Universal Postal Union
Tokyo,
October 1969

**xvie
congrès de
l'union
postale
universelle**

**Le livre contient tous
les timbres-postes canadiens
émis de
1964 à 1968.**

Avec les hommages de
l'Administration postale du
Canada aux délégués du
XVle Congrès de l'Union
Postale Universelle
Tokio,
Octobre 1969

The other 26 pages consist of printed, stiff pages measuring 220 mm x 280 mm, with text in English and French. The first of these pages bears a single stamp, that of the 1965 National Flag issue. All of the other pages contain three stamps (Figure 3). A description of the stamp is given in both English and French. All of the commemorative and special

Figure 1: The 16th UPU Congress Booklet

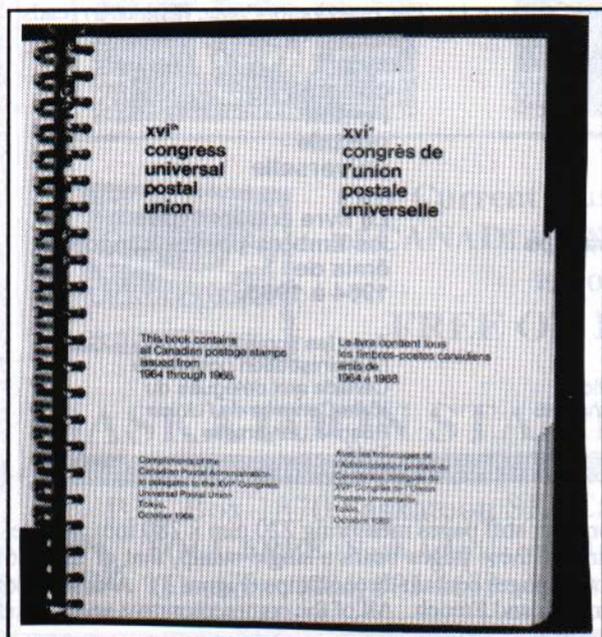
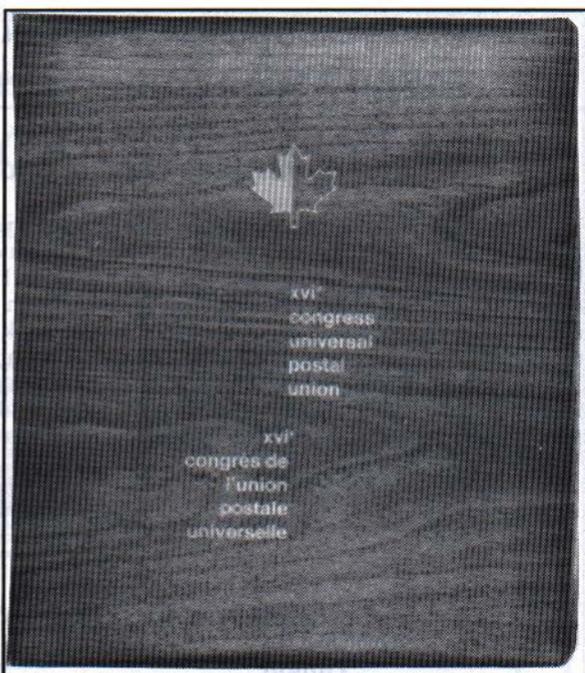
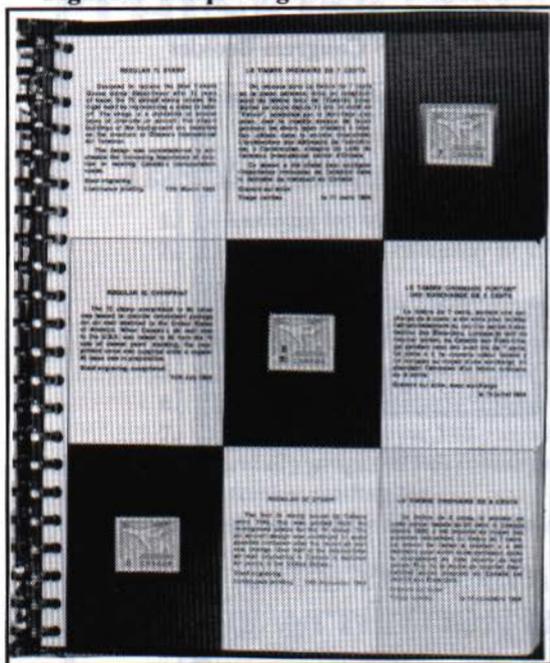


Figure 2: Title Page of the U.P.U. Booklet

Figure 3: Sample Page of the U.P.U. Book



issues of 1964 through 1968 in singles, including the set of twelve Centennial definitives issued in 1967 including the 6¢ orange perf. 10 of 1968, are mounted in standard philatelic mounts with black background.

The 10th Congress of the Postal Union of the Americas and Spain (PUAS) met in Santiago, Chile in November, 1971. The booklet prepared for presentation by the Canadian delegation was similar to the one produced two years earlier for the Tokyo UPU Congress. The stylized maple leaf loose leaf binder was the same as the previous one, except that the gold inscription on the cover was omitted. The book was designed by William Rueter of Toronto. Interestingly, the original text read "Xth Congress". Rueter argued that this was incorrect and that the "th" was never used with Roman numerals in English. As can be seen, the final version omits the

Roman numerals and substitutes "Tenth" and the French and Spanish equivalents. The introductory page is printed on an Indian-gold colored page and reads:

**Postage stamps
issued by the
Canadian Post Office
during the years
1969 and 1970**

**Timbres-poste
émis par
les Postes canadiennes
durant les années
1969 et 1970**

**Sellos postales
emitidos por ministerio
de correos de Canada
durante los años
1969 y 1970**

**Presented with
the compliments of the
Canadian Postal Administration
on the occasion of
the Tenth Congress
of the Postal Union of
the Americas and Spain
at Santiago, Chile 1971**

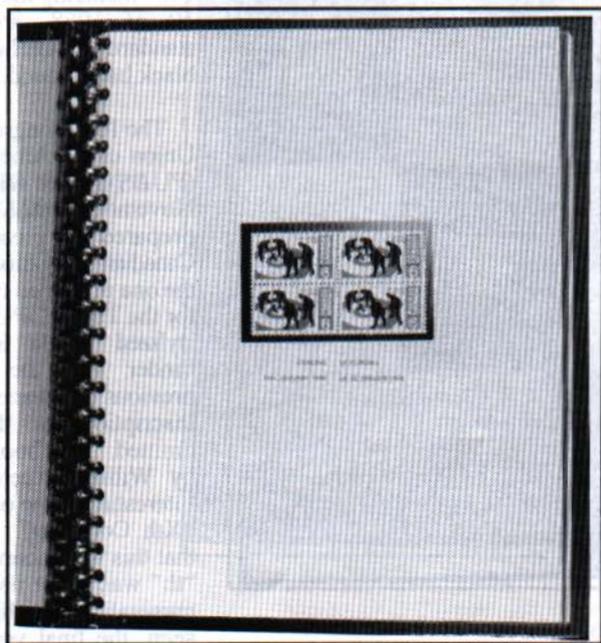
**Gracieusement de
l'Administration
postale canadienne
à l'occasion
du dixième Congrès
de l'Union postale
des Amériques et de l'Espagne
à Santiago, Chili, 1971**

**Obsequio de
la Administración
postal canadiense
con ocasión
de décimo Congreso
de la Unión postal
de las Américas y España
en Santiago de Chile, 1971**

There are 33 printed pages on Strathmore Artlaid paper of various colors. The pages measure 220 mm x 280 mm. A single block of four (or strip of 5 for the se-tenent Christmas issue) is mounted on each page in a standard black background philatelic mount (Figure 4). The name of the stamp and issue date is printed below in English and French. The stamps contained in the booklet are the commemorative issues of 1969 and 1970, the 6¢ black Queen Elizabeth II definitive of 1970, and the Christmas issues of 1969 and 1970.

The introductory page was printed by the Canadian Bank Note Company. Three hundred booklets were produced at a cost of \$12.15 each.

Figure 4: Sample Page of the PUAS Congress Booklet



This wood grained vinyl binder was used for a presentation booklet in 1970 to mark the participation of the Canada Post Office in Stamp Expo, held in San Francisco, California. The introductory page reads:

**Presented by the
Canada Post Office
On the Occasion of
Stamp Expo**

**Présenté par
les Postes canadiennes
à l'occasion de
Stamp Expo**

The contents are identical with the booklets presented at the 16th UPU Congress in Tokyo. These booklets were presented to the organizers of Stamp Expo.

Reference

National Archives of Canada, RG3, all acc. 86-87-396, Box 18, File 8-6-28.

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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

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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

The last three months have been extremely busy one for my wife and I as we invested in a Condominium which necessitated substantial renovations. Although possession date was June 16th, as is normally the case the contractors were unable to complete the work. Naturally it was my new stamp den and office cum sun room that was unfinished. Consequently it was well into July before I was able to get on track. Thankfully we are up and running again. I will repeat my new mailing address and telephone number for those who have not noted it as published in the Second Quarter issues of *Topics* - **Unit 605, 77 Edmonton Street, Winnipeg, MB, R3C 4H8; telephone (204) 947-9904.** The convention will soon be upon us and I hope to see many of you in Sunny Newfoundland.

Ken Ellison has sent me a short note requesting Editors to be on the lookout for suitable articles or anthologies that would be suitable for publication by BNAPS. The anthology format is very useful as it can assemble in one place a number of significant pieces on the same general topics relating to the particular study group's area of interest.

Now to the newsletters. As you can imagine, the spring and early summer has been a busy period with most groups submitting at least one newsletter. Starting with the March/April and May/June editions of the *Newfie Newsletter* we find a continuation of

Kevin O'Reilly's Labrador post marks project. There is an article by "Wayfarer" commenting on the prices realized for the Balbo overprints, described by a London auction house as the "World's Rarest Airmail Stamp." Our commentator points out that the stamp in question is not the regular Balbo Stamp that was overprinted 75¢, but rather a stamp from the one known sheet of the 10¢ stamp overprinted. The author states that he knows of only four examples. The estimated hammer price was put at \$5,000. The May/June edition starts off on a sad note with a letter of condolence the family of the late G. Palmer Moffat, a long time member of the Study Group, who died on March 31st 1997. I am sure all members of BNAPS would also like to express their sympathy to the family of the long time stalwart contributor to BNAPS. Dean Mario submitted an interesting article on the 1919 "Sudan" Caribou Booklet in which the author claims that the booklet in question is bogus for a number of well articulated reasons. This article is followed by a number of short pieces on a variety of subjects.

Two editions of the *BNA Perforator* are to hand. The March edition contains a cumulative index of articles from 1989 to 1994 inclusive. Patrick Durbano reports a new discovery which he calls 17-IHC. (Internatinal Harvester Company, Milwaukee Wisc. 1935-48.) There is also a listing of modern perfins which was prepared for publication by Robin Harris in his recent publications. The May edition is an "auction only" edition listing some 369 lots which were disposed of on July 18th 1997. Two issues of the *Slogan Box* have also been received, which start off with a request for articles. The chair has initiated a request for feedback on the feasibility of the publication of a handbook on slogan, commemorative and pictorial hand stamp cancels. The March edition also contains an update on the Coutts catalogue by the author, and also a general update of handstamps as collated by Steve Freidenthal. The issue is completed with a discussion, with illustration, of United Nations related advertising slogans. The May edition announces the completion of the "Hand Stamp Hand Book" and is followed by an article on slogan cancels related to Voting, and the "WHY WAIT FOR SPRING? DO IT NOW," slogan and its bilingual counterpart "POURQUOI ATTENDRE AU PRINTEMPS. DO IT NOW."

The May Edition of the *Confederation*, contains submissions by John Hillson on the acquisition of a copy on cover of the "Six Cent Small Queen Perf 12 x 11.5." An illustration of a favourite cover by John Forbes, Jr. with a block of four of 3¢ rose Small Queen perf. 12 and ½¢ Large Queen paying the parcel rate of up to eight ounces. Bill Burden offers a piece on shading and printing problems of the 3¢ Small Queen, and John Burnett uses a Large Queen cover to illustrate how a postal history item can fit more than one collection. The August 1996 issue of *The Postal Stationery Notes* arrived with a number of short pieces on such topics as the Bulova project and Canadian Northern Railway Manuscript cards. There is also news of a possible book in the offing on Used Canadian UPU Cards by Steve Whitcombe, who would like to see as many of these cards as possible (Webb numbers P20, P21, P25, P35, and P36). The March issue of the *Transatlantic Mail Study Group* contains a lengthy submission by the editor on Consignees' Letters. The May edition contains a number of short pieces on a variety of subjects including examples of letters partially paid with cash, mail carried by the *S.S. Viceroy* from Halifax to New York, an advertising flier for the Great Western (1838) together with an early example of a letter so carried (August 1839), from London to Montreal. Some examples of U.K. uniform fourpenny postage domestic rate levied on incoming ship letters are shown. Some newly discovered rate stamps are also illustrated. The submissions are rounded out with a piece by myself on Owners' Letters carried free of Ocean postage.

From the Centennial Definitive Study Group there is more information (Mike Painter) on the "Closed Eyes" on the 2¢ Totem Pole. The original article by Dave Whalley, the

editor tells us, drew a tremendous response. Mike Painter also reports that he has found certain Centennials that appear to have been printed on a brownish tea coloured paper, and he is looking for other reports. Corrections to the Fluorescence Tables are also published, and there is news of a new album produced by Eaton's for the Centennial specialist. Bill Robinson has sent along two copies of the R.P.O. Newsletter - March 97 and May 97. The March edition reports the death of Honorary member Lionel Gillam's wife, with condolences to Lionel and family. The bulk of the newsletter is taken up with Annex 16 update to the Ludlow R.P.O. Catalogue. This is followed by information on the Kingston & Pembroke Railroad by Chris Anstead. There is finally a piece from the *Financial Times* (December 11th 1996) by Mark Hallman on the St. Lawrence & Hudson Railway, which is owned by the C.P.R. This company may sell the line unless better property-tax and work-relief are not forthcoming. The May edition contains a piece by John McCrea on the "First Canadian Travelling Post Office - 1854" between the Niagara and Detroit frontiers - by the Great Western Railroad. There were two mails a day with the mails taking 8 to 10 hours instead of four days by stage coach. This article is followed by detailed plans of combination mail and baggage cars built by the Canadian Car & Foundry Co., Limited., Montreal for the Canadian National Railway 1923. Malcolm Smith found Car #9722 in poor exterior condition in the Elmira, P.E.I. Railway Museum. There is also a cover carried by favour on the last trip over the Charlottetown and Antigonish R.P.O. The cover is dated AM April 4th 1964.

The March and May contributions from the Canadian Revenue Study Group have been received. The March copy starts off with an article by Brian Peters on "Precancelled Playing Card Tax Stamps - Sorting Them Out." Edward Zaluski reports the discovery of a pane of the P.E.I. tobacco stamps that contained a watermark. This enabled him to identify the W4 watermark from P.E.I. except for the first letter, which he believes to be an 'R', making the watermark "[R]OCKLAND BOND. MADE IN CANADA." Christopher Ryan then closes with the latest collectable Revenue item, which for those of us who have had to use Vancouver airport in the last few months are quite familiar with - the infamous "Departure Tax Tickets." The May edition contains Brian Peters' saga on "Precancelled Playing Card Tax Stamps," followed by Christopher Ryan's "A Selective History of The Inspection of Weights and Measures in Canada -Part 5" which contains reference notes for parts one and two. James Harper rounds out the newsletter with Part 3 of his article on "Tobacco Company Cancellation Dating Codes."

The Corgi Times for March/April contains numerous weighty pieces on all aspects Elizabethan BNA philately. A brief glance at the table of contents reveals articles by Jeff Switt and John Hillmer on the Caricature and Landscape issues, by John Arn and Kasimir Bileski on the Environmental issues, by Dwayne Miller and John Burnett on Commemoratives Olympic Semi-postals and "Canadian Tire - 75 years. An Essay, Error or Progressive Proof?" Sam Roch contributes a piece on the Heritage Artifacts, Joseph Monteiro a piece on the \$5.00 Bonsecours Partial Imperforate. John Arn reports on the Best Western Stamp Show Auction and on the "Special Red Dues Usage." Finally, David Peterson reports on the 45¢ "Quick Stick" Greetings Booklet -Error."

The Canadian Military Mail Study Group's newsletter contains articles by W. Whitehouse on an *H.M.C.S. Ontario* cover, October 1952. There is a piece by Susan Sheffield on Canadian Forces attached to the United Nations Mission to Bosnia. J.C. Campbell illustrates a postcard of *H.M.T. Olympic* where Transmission was delayed for security reasons during the First World War. David Whiteley also illustrates a different *H.M.T. Olympic Card* produced for the C.E.F. contingent which sailed Halifax April 5th 1916 and arrived in England on April 11th 1916. Robert Toombs illustrates a free-franked

cover from the Canadian Support Mission to Haiti (1995). Short pieces on a rare incoming postcard from a member of the First Contingent C.E.F. 1914 (Colin Pomfret), R.C.A.F. activities in South Africa, World War II (Jon Johnson), a Red River Rebellion cover *ex Nickle* sale (January 1996) and a cover from R.C.A.F Cairo to R.C.A.F. Air Weapons Unit Sardinia (1962) also appear.

The Re-Entry Group's newsletter for September/December 1996 arrived with a report from Ralph Trimble that for a number of reasons he was resigning forthwith as Chairman and Editor, and was looking for someone to step up and carry on the good work. Ralph, over the last sixteen years, has done a great amount of work for the Group and will be sadly missed. Hopefully someone with interest in the fascinating study of Re-Entries, which play such a large part of serious collecting, will offer their services and keep the group alive. Ralph's final edition is a bumper issue with numerous well illustrated items from all eras of B.N.A. philately, including new finds on Newfoundland #191, a new re-entry on the 20¢ Jubilee and the 1¢ Quebec and a 6¢ Pearson booklet pane re-entry. *The Round-Up Annex* for February 1997 contains a short article by Jim Miller on the history of the Orb articles he is writing for the group. This was followed by Sheet #4 of the roster project. There were also some up-dates to the Handbook supplied by Joe Smith. The May edition contains further reports of new sightings from a number of members, a continuation of Jim Miller's Orb articles, "Discussion 10 OTTAWA/CANADA The Last Period, Hammers 3-09 to 3-11." Followed by Sheet #6 of the Roster project. It is reported that a good response is being received to the previous Sheets. the January/February 1997 copy of *The Flag Pole* contains some examples of the CAPEX '96 fantasies, followed by examples of a rare Royal Train error where the French hand cancel has the English month JUN instead of the French JUIN whilst the Train was at Halifax (d/s 18/JUN/15/39). There is also a first report of a 4pm June 5th time mark on the Royal Train canceller submitted by Doug Lingard who also submitted another rare time mark (June 4/9pm/39).

Bill Topping sent along the March edition of the British Columbia Postal History Research Group's newsletter, starting off with an article on Landers Landing B.C. This was followed by a current piece on Jet Spray equipment with a cautionary tale of the OCR 118 (Victoria) HAPPY HOLIDAY/HAPPY HOLIDAYS Jet Spray which was used for about two weeks during December 1995. The ERD is December 1st 1995 and the latest is December 14th 1995. This was followed by further information on the Creston 1996 Blossom Festival Jet Spray Cancel. The Newsletter is rounded out with a piece on the Vancouver-Skagway Ludlow R.P.O. Type 3c. This quarter's offerings are rounded out with a submission by the Air Mail Study Group with interesting articles on "Western Canada Airways - Collect 10¢," *The Whitehorse Star* and another Yukon Airways Cover Corner cover. This is followed by a piece on Air Canada's 50th Anniversary flight, and a piece by Derek Rance, "The Town That Never Was." This article deals with the evolution of miming settlements at Great Bear Lake, later Cameron Bay and finally Port Radium. There is also a contribution from Jerome C. Jarnick on the American Air Mail Society Presentation Booklet presented at the 11th American Air Mail Society Convention held in Toronto August 16-17th 1940. The event was also supported by the Canadian Post Office which put out a special slogan cancel. The booklet which was presented to attending members was embossed with the Canadian Coat of Arms and "CANADA." This is followed by an article on Ruth Nichols, an American aviatrix who made a solo attempt to fly the Atlantic in 1931 - "Are the Stamps Real or Bogus." The newsletter concludes with a follow-up piece on Eddie Hubbard.

Well I must close now - lots to do to get the place in order, but I will see some of you at St. John's, I hope.

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ROSE -Canadian Tagged Errors and Tagged Perfins - rev. 1995	10.00
VAN DAM -Canadian Revenue Stamp Catalogue 1995	17.50
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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 have enclosed an article (*editor's note: "Fake Double Perf. Coils Uncovered" see comments following this letter*) by Leopold Beaudet and myself on a very important topic to all collectors, not just in Canada, but everywhere. The Fake Double Perforation "varieties" which are appearing on the market both in Canada and recently in some U.S. auctions are a major problem.

This exposé is going to generate a lot of discussion and concern in the philatelic market not only here in Canada, but anywhere throughout the world there are variety collectors. ... It is our intention not to scare, but to make aware, all collectors and dealers, that there really are people out there profiting from these creations.

As a leading dealer in varieties and errors, I feel it is vital that people be aware. I have, unfortunately, run across far too many dealers who do not listen when they are told that something is not as described. They ... simply sell the item (rather) than ... accept a loss on something that is fake – or (do not) mark it and sell it as what it is – a FAKE.

As you may well guess, this article is going to cost me personally. I have undoubtedly been duped by some of these myself in the past. Other (stamps) that are perfectly legitimate will undoubtedly be returned to us by nervous collectors.

As the owner of the Saskatoon Stamp Centre, I have bought and sold many double perf. "varieties" over the years. ... it is now painfully clear some of them were likely fakes. Others that are likely fine are now highly suspect. Anyone who has ever purchased any such "varieties" from the Saskatoon Stamp Centre is asked to please contact us – sort of a philatelic "recall" notice. Whether it is one of the "obviously guilty" double perf. fakes, or even if it is one we feel is "OK", but you are feeling a bit uneasy about your investment, please contact us. If you are the least bit concerned about your purchase we will gladly refund your money. Regardless, we want to discuss what you obtained through us and establish what you have. At the Saskatoon Stamp Centre we guarantee everything to be genuine, **forever**.

John I. Jamieson
Saskatoon Stamp Company
Box 1870, Saskatoon, SK, S7K 3S2

editor's note: An extensive article by John Jamieson and Leopold Beaudet, discussing fake perforations on various Elizabethan issues (especially the post-Centennial Issue coils), was enclosed with this letter, and appeared in the BNAPS Elizabethan Study Group newsletter, Corgi Times, (Vol. V, pp. 108-118 (1997)). Portions of the discussion had appeared previously in an article by Leopold Beaudet in Corgi Times (Vol. V, pp. 64-73 (1997)). John indicated a copy of the full article would be sent to all his clientele. The same article was forwarded to several other philatelic journals. After discussions between the various journal editors, it was concluded that the article (with appropriate

references to the Corgi Times piece) would receive the widest, most relevant distribution through the Canadian Philatelist (July-August 1997) and Maple Leaves, and that publication in Topics would essentially duplicate those efforts to almost no extra benefit. It was felt a follow-up article, promised by Leopold Beaudet, could then appear later in Topics, and provide additional coverage in this journal. However, I will also provide (gratis) a copy of the original (Jamieson and Beaudet) article to anyone who writes to me requesting it.



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(continued from page 2)

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