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# Topics

**VOL 55 NO 1**

**WHOLE NO 474**



**FEATURING:**

**THE ABANDONED FLIGHT OF THE "NEWFOUNDLANDER"**

**BY JEROME C. JARNICK**

**THE OFFICIAL JOURNAL OF BNAPS -**

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Yours sincerely,

*David Roberts*

David Roberts

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# BNA TOPICS




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VOL 55

NO 1

WHOLE NO 474

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(continued on page 84)

One of the joys of being editor of *BNA Topics* is that copies of *all* the study group newsletters arrive in my mail box. I never cease to be amazed at the quantity and quality of information provided. Many members who would never consider writing for *Topics* (but perhaps should) are stalwart contributors to these publications. As a member of several study groups, and as the former editor of a newsletter, I appreciate all too well the many hours of labour that goes into the production and distribution of every issue. However, once a year, the joy turns to horror. I am asked to be one of the persons to judge these newsletters for the Siverts award.

The Siverts award is presented each year at BNAPEX for the "best" study group newsletter. If people think it is difficult to judge exhibits they should try judging BNAPS study group newsletters. Certainly the complications are greater. Some groups have a large numbers of members, and they can afford to turn out a very polished product. So, how should this be judged against newsletters for a small group which may not look quite as "professional," but contain almost as much information on material it is more difficult to research? Does the number of issues matter; the number of pages; the extra services (*e.g.* ads, auctions) offered? How do you judge a newsletter that provides answers against one that contributes thought-provoking questions? How should a newsletter that emphasizes the very important personal aspects of collecting be compared to one that is crafted to discuss only philately—but does so carefully and thoroughly? Is a newsletter that is useful to a newcomer to a specialty more—or less—valuable than a newsletter that furthers the knowledge of the established specialists?

Certain newsletters are *always* very good. Each year the issues appear regularly and, after some time, one comes to accept the quality. How then should the product of this consistent excellence be judged against the efforts of a new editor of an established group who suddenly moves the newsletter to a new level, or against the first issues from a new study group? Does familiarity breed neglect when it comes to selecting the award for "the best" (not the most improved)?

The requirements are to select three newsletters and rank them. Each year I find myself wishing I could vote for five or more, and deciding relative positions within that "select" group is even more difficult. No matter which way I vote there is a feeling justice has not been done. Undoubtedly my own collecting biases shade my selections. I suspect the other judges feel the same.

I cannot think of a single set of study group newsletters, whether I voted for it or not, that did not provide me with interesting and useful reading during the past year. The people who prepare these specialist publications are a major strength of BNAPS, and I salute them all.

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# Maritime Matters

## New Brunswick - A Rediscovered Handstamp <sup>1</sup>

Malcolm B. Montgomery

Liverpool to Sackville, New Brunswick, November 1, 1853



I have been unable to discover any reference to the one shilling and fivepence halfpenny Currency handstamp illustrated above; although similar to other circular Currency marks, this appears to be the first recorded example. The letter, courtesy of Dorothy Sanderson, is from Liverpool, written on 15 November 1853 and directed to the Collins Line *Baltic* sailing the following day. *Baltic* made New York on the 14th and the letter was passed to St. Andrews, New Brunswick.

The cover has three handstamps on the reverse, all varieties of the split two ring circular datestamps, and all over-lapping each other: St. Andrews on the 17th (blue, the same shade as the Currency marking); St. John, 18th (black); and Sackville, 19th (also black).

Actual use of the handstamp may be rare, but the rationale is well documented. Rates to New Brunswick, and Currency equivalents, were re-stated in "General Instructions to a Postmaster 1848," New Brunswick and Nova Scotia:

"Rate to and from  
the United Kingdom.

33. On letters between the United Kingdom and your Office, the rate is an Uniform Charge of 1s 2d. Sterling, or 1s 4d. Currency, the half ounce which may be prepaid or not, at the option of the Sender."

1. This article has been produced following research by the Trans-Atlantic Study Group.

The next chapter in the story is explained in "Post Office Instructions, No. 14, (April) 1849" (cancelling Instruction No. 27, 1847):

"AFTER the 14th Instant, the Mails to and from Canada will be forwarded through the United States, and all Letters and Newspapers for Canada will be transmitted in such Mails, unless specially directed to be sent by some other route.

Letters for Canada will be chargeable with postage at the rate of 1s 2d, the half-ounce, as at present; and Newspapers will be liable to a postage of one Penny each to be paid on delivery.

Letters and Newspapers for any other part of British North America, may also be forwarded via the United States, if specially addressed; but the rule will be to forward them via Halifax, as heretofore.

From the period above mentioned, the reduction of postage, authorised by the Treasury Warrant of the 3rd Instant, will take place on Letters transmitted by British Packet between the United Kingdom and New Brunswick, Prince Edward Island, and Nova Scotia (the Port of Halifax excepted) as well as on such Letters for Canada as may be specially addressed to be sent via Halifax.

On all these letters there will be charged a uniform rate of one shilling when not exceeding half an ounce in weight, 2s when above half an ounce and not exceeding one ounce in weight, and so on, according to the scale of weight at present in operation for charging Inland Letters.

Letters for Halifax, N.S., and for Newfoundland, will also be liable to the rate of one shilling, as at present.

It will be seen that, as a general rule, all Letters and Newspapers for Canada will be forwarded through the United States, and that Letters and Newspapers for the other Provinces of British North America, will be sent via Halifax. None will be transmitted by other routes unless specially addressed."

This followed the 1848 Anglo/US Convention, and reflected the perception that some form of concession should be made in the case of letters not subject to United States' transit charges. The following year, there was cause to re-examine the 'preferred route' to New Brunswick; this was explained in a letter to John Howe, a copy of which is on file in the British Post Office Archives:

"Post 48/129 America  
John Howe Esq  
St. John N.B.

683  
General Post Office  
29th August 1850

Sir, Her Majesty's Government have at present under consideration a proposal that the British Contract Mail Packets should cease to call at Halifax both on the voyage from Liverpool to New York and on the return from New York to Liverpool, and, if this arrangement be carried into effect, the Postmaster General has it in contemplation to forward Closed Mails for New Brunswick, Nova Scotia and Prince Edward Island through the United States, under powers reserved to this Country by the Convention of 1848. Mails for the United Kingdom being, in like manner forwarded through the States from these Provinces.

As the Packets between Liverpool and Boston will continue to call at Halifax, both in the Outward and the Homeward voyage, these closed mails will of course only be despatched by the Packets to and from New York.

Letters conveyed through the United States to and from the British Provinces are liable to a rate of 1s 2d Sterling per half ounce, &c, and newspapers are liable to an United States' transit rate of one penny each.

In acquainting you with these contemplated arrangements, I have to request that you will give your attention to the subject, and, forward me with any suggestions which may occur to you in connection with these measures.

I am, Sir, Your obedient Servant, Tilley."

The 'contemplated course of action' was confirmed in a further letter from Tilley to John Howe (Post 48/129 America, 712):

"... I beg leave now to inform you that the Lords Commissioners of Her Majesty's Treasury have sanctioned the measure, and that the alteration will commence with the Packet leaving here on the 14th Instant, on this side and with the Packet leaving New York on the 25th Instant, on the other side.

I have to request that you will lose no time in announcing this new arrangement to the Public In New Brunswick and to the Postmasters under your control, informing them that Letters and Newspapers for the United Kingdom may still be forwarded in closed mails, by the New York line of Packets, if specially addressed "via New York" or "via the United States", but that those letters and newspapers which are not so addressed will be forwarded in the regular mails by the Contract Packets proceeding from Boston to Liverpool via Halifax."

There is one other comment in the letter, of relevance to printed papers and newspapers:

"I beg leave to add that the Treasury have authorized one penny Currency instead of one penny Sterling to be collected in British North America on the delivery of the newspapers forwarded in these closed mails."

Now we turn to the question of '1s 5½d,' and where the mark was applied. The Currency rate is explained in this extract from the first New Brunswick Post Office General Regulations:

"Secretary's Office 7 JULY 1851

His Excellency the Lieutenant Governor in council has been pleased to make the following Orders, Regulations and Appointments, in pursuance of the provisions of the Post Office Acts of 1850 and 1851:

Packet to and from the United Kingdom: Letters

1. The Packet rates on Letters to and from the United Kingdom, will be as follows, namely: via Halifax 1s sterling, or 1s 3d currency; and on letters specially addressed, via New York or via United States, 1s 2d sterling, or 1s 5½d currency, prepayment being optional, the charge increasing according to the present rates ...."

And, last in the sequence, there is the text of a further letter copied from the British General Post Office Archives:

"Post 48/129, America  
John Howe Esq  
St. John New Brunswick

947  
General Post Office  
7th November 1850

Sir, Having submitted to the Postmaster General your letter of the 15th Ultimo I am directed to inform you that His Lordship approves of your suggestion that the Closed Mails between New Brunswick and this Country via the United States should be made up and opened at St. Andrews the frontier office instead of at St. John.

The Postmaster General is pleased to authorize you to carry out the proposed arrangement and His Lordship has caused directions to be given to the Postmaster of Liverpool to commence the measure at once with regard to the Outward Mails.

I am, Sir,  
Your obedient, humble Servant,  
W Maberley

P.S. You will of course take care that arrangements of a similar nature to those made at Fredericton and Sackville are adopted at the St. Andrews Office for bringing to account in a proper manner the postage on the correspondence transmitted in the Mails from thence."

I hope that this explanation is satisfactory. Jack Arnell has assigned the number "C21" to the mark; now, if readers would please uncover the other examples of this mark, and send me copies ...

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# Stories Behind My Covers

## 32. Transatlantic Diversions

Jack Arnell

Often seemingly quite ordinary stampless letters have interesting associations when the facts of their voyages are known. In most cases, these can only be determined by a bit of research of published literature. Three examples are discussed here.

The first letter (Figure 1) was from the Gamkirk Coal Co., Glasgow dated 25 November 1853 regarding the settling of an account and commenting with respect to future orders, viz.: "The only matter we would beg your attention to is to have your orders in at such a time that we may be prepared with the Articles required before the close of the Montreal Shipping Season."

Figure 1



It was mailed unpaid and forwarded to Liverpool, where it passed through both the city post office and the packet office (backstamps). It was struck with a "1/-" accountancy mark to show the share of the 1s. 2d. Stg. total postage due to the G.P.O., London, and put in a closed bag for Toronto. It was carried by the *Niagara* from Liverpool on 26 November, calling at Halifax on 8 December.

The *Humboldt* of the New York & Havre Steam Navigation Co. (the "Havre Line") had left Havre on 23 November, calling at Southampton later the same day; running low on coal, she had diverted to Halifax and, while in charge of a pilot in a dense fog, was wrecked on the Sister Rocks, twelve miles off the port, on 6 December. Her crew and passengers were saved, most of whom went on to Boston on the *Niagara*, arriving there on 9 December.

At Toronto, the letter was struck with "1/4" to show the postage due in Currency.

The second example (Figure 2) was an envelope mailed at Swansea on 24 February 1854 and was struck with a "10d." accountancy mark, as the postage due *via* Halifax was 1s. 0d. Stg. However, the *Niagara*, which was scheduled to make the Liverpool-Halifax-Boston run on 18 February, had been commandeered as a troopship for the Crimean War; the *Alps*, a Cunard freighter operating on the Liverpool-New York run, replaced her, sailing on 19 February with the *Niagara's* mails, landing the B.N.A. bags at Boston on the way to New York—these were sent overland through St. Andrews, N.B.

Figure 2



The Swansea letter was carried by the *Asia* from Liverpool on 25 February on what would normally have been a direct run to New York. However, she was under Admiralty orders to divert into Halifax with despatches for the C-in-C of the North American Station, arriving on 8 March. Consequently this letter was backstamped at Halifax with the packet office "H/NS" oval on the same day and forwarded to Bridgewater, where backstamped on two days later.

The third letter (Figure 3) was from William Stewart & Co. Liverpool dated 15 January 1858. The Liverpool datestamp is unusual, as this was one of the duplexes used to cancel adhesives, and in this case was apparently struck partially off the cover to capture only the dated circle. No accountancy mark was applied at the Liverpool packet office. It was carried by the *Canada* from Liverpool on the following day.

The *Ariel* of the Vanderbilt European Line, which operated on the New York-Southampton-Havre/Bremen run, had sailed from Southampton on 31 December 1857 and, breaking her main shaft, returned to Queenstown (Cork) under sail on 15 January. The *Canada* was diverted to Cork to pick up the *Ariel's* Mails and sixty-six passengers, and arrived at Halifax on 26 January, continuing on to Boston to arrive on 29 January. The Cunard mail steamer *Merlin* carried the Newfoundland bag from Halifax to St. John's, arriving on 1 February. It was datestamped at Harbor-Grace the next day.

The letter is unusual in that none of the four offices that handled it marked the 6d. Stg. postage due on it.

Figure 3



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# Map Stamp Chronology - Part III<sup>1</sup> (from 1898)

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Bill Pekonen

**1898**

On January 7, a letter [1] went from Coulter to London advising that arrangements had been made to affix stamps at a post office to cover the postage on letters insufficiently prepaid as a result of Canada's attempt to lower postage rates.

On January 12, a cable [1] from London advised that the Duke of Norfolk ordered "no charge to be made on those letters from Canada underpaid in error".

On January 13, a letter [1] from Coulter to London confirmed arrangements of no postage due on letters sent in error and reaffirming the position on United States differential.

On January 14, a cable [1] from London affirmed that Canada may prejudice conference discussion if it took any action by lowering postage rates to U.S., and on January 15, a letter [1] came from London confirming the cable.

Cables followed trying to establish a conference date and an agenda. Canada favoured early June, while others wanted an earlier date. February 2, February 24, March 24.

On March 31, a cable [1] from Mr. Chamberlain to Lord Aberdeen opposed immediate reduction of the rate to Canada and asking the Secretary of State for the Colonies to wait until after the postal conference.

On April 1, a cable [1] from Postmaster General Mulock to London sought special privileges.

On April 5, a cable [1] from Australia objected to lowering the ocean rate from 5 cents to 3 cents.

On May 1, 1898, the first omnibus (common design) stamps in the world were issued by Portugal and colonies. The group is known as the Vasco da Gama Issue and includes eight different designs commemorating the fourth centenary of Vasco da Gama's discovery of the route to India. They were used by Azores, Macao, Madeira, Portugal, Portuguese Africa, Portuguese India, and Timor.

On May 13, there were bitter debates in the Canadian House of Commons, with Mulock under attack by Sir Charles Tupper and others in the opposition party [1].

On June 23, a letter [1] to Mulock from London confirmed that British Post Office officials were finally agreeing to implement a lower postage rate, and advising Mulock that:

"There is one thing that I believe Mr. Chamberlain would like personally and that is to make the rate 2 cents instead of 3 cents. I am sure you will treat this information confidentially, but thought it would be a very good piece of news for you to know on landing."

This particular letter demonstrates that the change in rates was initiated by Britain and not by Mulock.

On July 4, the confidential report [1] on the proceedings of the Conference of Postage Within the British Empire was produced. The minutes for the first day are

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1. Parts I and II appeared in *BNA Topics*, Vol. 54, No. 3, pp. 23-34, No. 4, pp. 41-51 (1997).

missing, but the minutes for the second and third days were found in the Archive files. After much discussion, and against the objections by Australia, a 1d ocean postage rate was approved.

On July 12, a sequel to the conference was held with a decision reached that the 1d rate would become effective November 9, 1898, the anniversary of H.R.H.'s birthday [1].

On August 11, a letter [1] from the Duke of Norfolk to Mulock emphatically stated that the one penny rate be restricted to HALF OUNCE scale and to fix Christmas Day next as the date on which the new rate of postage shall come into effect—a change from what had been previously agreed to.

On August 30, a circular [1] came from Downing Street respecting the agreement from the July conference.

On August 31, a letter [1] came from Chamberlain respecting the adoption of the penny postage as between Canada and the United Kingdom and as between Canada and such other colonies as are willing to adopt a similar rate.

On December 2, 1898, a Department Circular [1] from Ottawa to Postmasters introduced the new 2 cent stamp:

“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.”

On December 2, a news article [2] in the *Toronto Telegram* stated that “Mulock presided over the first printing” of the Map Stamp.

On December 5, a news article [2] told the public that “the Map Stamp could be used for ordinary postage purposes although ‘the two-cent inter-Imperial rate does not, of course, come into effect until Christmas Day’ ”.

Is December 5 the earliest date of use? A used Map Stamp with this date in a partial squared circle cancel was offered for sale by R. Maresch & Son in their March 20, 1996 auction (Sale #306, lot #786). The auction firm obviously relied on a 1989 RPSL certificate to describe it as the “earliest” date. Unfortunately, the name of the city in which the cancel was applied is missing. The photo of the stamp clearly shows DE 3/98, while those who signed the certificate claim that it is actually a “blurred ‘5’”. According to an auction house representative, the signatures on the certificate are illegible. The colour of the oceans is blue, as demonstrated by the photo on page 78 of the catalogue.

It is theoretically possible to have a *lavender* stamp with a “DE 3” or “DE 5” date cancel, but other evidence shows that the blue shade was not printed until two or three weeks afterwards.

This factor raises several questions. Who were the experts signing the certificate? What were their “Map Stamp” credentials? How did they explain the blue colour being used earlier than otherwise reported as being printed? How did they identify the cancel? If these questions could be satisfactorily answered, more weight could be given to the RPSL certificate. If this particular date cancel could be proven authentic, then some of the previous theories about the first issue date and the colour printing order are incorrect. Because of those earlier established facts, a greater burden of proof than seems to be offered by the RPSL certificate is needed to establish the new date, in the face of other evidence to the contrary.

The first question that needs to be addressed is the ocean colour. Some information about the colour printing order is included in Howes' book [2]. According to the information of that day, the printings during the first week were in the lavender colour. Sea green (called blue green by Bradley) was printed during the second week. The blue colour was reportedly used in the printing process during the third week, or about December 20th [3, p 1]. One private collection has "blue ocean" stamps canceled in MADOC, ONT dated Dec. 17th and 19th, 1898. Covers also exist with these two dates from Toronto (Stan Lum). Roger Boisclair has a confirmed light blue stamp dated Dec. 15/98, the earliest date reported to this writer's satisfaction.

Do other "blue ocean" copies with dates during the first printing week exist? Or is the date on the DE 3/98 stamp more likely to be DE 30 or DE 31, with the last digit missing? Or is the cancel a fake? Better confirmation of the DE 3 or DE 5 date is needed for greater certainty.

December 6, 1898 is the date reported by C. Moore as the earliest date of use, in an article in *BNA Topics*, Volume 23, February 22, 1966, page 46. Winmill noted "Better date confirmation would be possible if found on cover" [4]. And it exists. Hank Narbonne actually had a cover so-postmarked with a St. Hyacinthe squared-circle. It is sitting in a lucky collector's collection—a confirmed find

December 7, 1898 is the date which has been normally accepted as the first day of use. "The new Imperial stamps....were issued this morning..." [2]. A number of covers have been found with this date clearly shown [4]. Baron and Lum [5] report cancels from only six cities. Every stamp observed by them has the lavender shade.

On December 16, a notice [1] came from London with an amendment to the August 31 memo.

December 30, 1898 - Confirming the addition of other colonies to the December 25th effective date list which then led to the issuance by Mulock of another post office circular to all postmasters [1].

On December 31, the Department issued a circular in respect to rates:

"...the rate of postage on letters transmitted by mail within Canada has been reduced, dating from the first day of January, 1899 from Three Cents per ounce to TWO CENTS PER OUNCE, or fraction of an ounce, the same to be prepaid by postage stamp. This rate will apply also to letters addressed to the United States [1]."

This same circular then provides a complete list of countries to which the two cent rate per half ounce applies as of that date.

Other Post Office records were quoted in the National Archives as the source for the following sketchy dates about participation by other colonies. These dates are provided for the purposes of future study and actual confirmation on cover, if such is possible.

- 1899** On July 1, British North Borneo and Malta agreed to the penny post rate.
- 1900** Four colonies agreed to the penny post rate, but no day dates are provided; Fanning Island, Orange River Colony (Aug. 10 ??), New Zealand (Cook Islands) and Transvaal (Jun. 18 ??).
- 1901** Cayman Islands agreed, probably on February 19.

- 1902** British Postal Agencies in China agreed, but no dates are shown; Amoy, Canton, Chafoo, Foochow, Hankow, Ningpo, Liu-Kung-Tau (Wei-Hai-Wei), Shanghai, Swatow, Tientsen, and Hoihow.
- 1903** May 14, from Canada to Australia, but not in the other direction. Somaliland Protectorate agreed, probably June 1.
- 1905** July 15, Australia to Canada.
- 1906** from Canada to Rhodesia, but not in the other direction.
- 1907** On October 1 a Postal Circular stated that a new rate applies to all parts of the British Empire, except Australia and Rhodesia, and to the United States, Egypt and Mexico, decreasing the rate to two cents per ounce or fraction thereof, instead of two cent per half ounce. The rate to Australia and Rhodesia would remain at two cents per half ounce. The UPU rate to all other UPU countries would be 5 cents for the first ounce, and 3 cents for each subsequent ounce or fraction of an ounce.

#### Acknowledement

Thanks are extended to Kathy Ward, (former editor of the *Yule Log*, the publication of the Christmas Philatelic Club), for correcting obvious mistakes. The author is responsible for any errors which may still be left in this manuscript, and invites corrections from those who have material or information which was otherwise unavailable.

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# The Rejuvenation of Stamp Colours with Hydrogen Peroxide

## A Chemist's Perspective

L. Kruczynski

### Introduction

A recent article by Bill Pekonen in *Topics* (Vol. 52, #1, p. 32) pointed out that the "muddy waters" (the brown shade of the oceans) on the 1898 map stamp can be restored to the original shade by treatment with a 3% hydrogen peroxide solution. It is also well known that the brown shade of the three cent Small Queen can be restored to the original orange shade with hydrogen peroxide. On the other hand, hydrogen peroxide can be used to bleach or remove colours entirely (the term "peroxide blondes" comes to mind). All these phenomena can be quite confusing, and understanding them requires a chemist's point of view. In this article I will lay out the underlying chemical principles behind the peroxide treatment in a language the non-chemist can (I hope) understand.

### Discolouration (browning) of Three Cent Small Queens

Between 1874 and 1888, three cent Small Queens were printed in a shade variously described in the catalogues as orange to red-brown. The ingredient (and possibly the only ingredient) in the printing ink that has this particular shade is known as red lead. Red lead has been used since antiquity as an artist's colour and its propensity to darken was well known. For this reason, this pigment was not used for high-quality, permanent paintings. Red lead has the chemical formula  $Pb_3O_4$ , a chemical shorthand which, translated into plain English would be "three atoms of lead (chemical symbol Pb) are chemically joined to four atoms of oxygen (chemical symbol O)." Or "lead and oxygen atoms are joined in a three to four proportion." The nature of the discolouration lies in the propensity of red lead to combine with two more atoms of oxygen (from the air) to form a different compound,  $Pb_3O_8$ . Chemists like to use the smallest combination of whole numbers in writing a chemical formula, and therefore prefer to write  $Pb_3O_8$  as  $PbO_2$ .  $PbO_2$  (lead dioxide) is dark chocolate brown in colour. Chemical processes in which the amount of oxygen is increased are called "oxidations." You sometimes see the term "oxidization" used in the philatelic literature; this is an archaic form of the word "oxidation." Oxidations can be viewed as transfers of electrons between atoms, but this is a concept that offers no further insight in understanding these colour changes.

Red lead is still available from chemical supply houses, so I carried out some experiments to find out which factors (heat, light, moisture, acidity) can speed the discoloration process. After all, not all three cent Small Queens are brown today. It turns out that acidity is the culprit. I have observed that the conversion of orange "red lead" to brown "lead dioxide" is accelerated by trace amounts of acid. It is the three cent Small Queens stored in the vicinity of acidic papers or an acidic atmosphere (the burning of coal tends to acidify the atmosphere) that will turn brown.

Let us now turn our attention to the reaction of hydrogen peroxide ( $H_2O_2$ ) with brown three cent Small Queens which contain  $Pb_3O_8$  (i.e.,  $PbO_2$ ). Hydrogen peroxide acts chemically to remove two oxygen atoms from  $Pb_3O_8$ , thus reforming red lead,  $Pb_3O_4$ . Removing oxygen from a compound is referred to as "reduction"

by chemists. This is not the most common type of reaction involving hydrogen peroxide; it is usually the agent used to add oxygen to compounds (*vide infra*).

### **The Muddy Waters of the 1898 Map Stamp**

Bill Pekonen correctly identified the printing ink ingredient (Flake White) and the atmospheric component (sulphuretted hydrogen, more commonly known as hydrogen sulfide) responsible for the browning of the ocean areas of the Map Stamp. Let me elaborate a bit on the chemical nature of this process. Flake White is synonymous with white lead and has the chemical name lead carbonate,  $PbCO_3$ . This pigment darkens in the presence of hydrogen sulfide ( $H_2S$ ) in a chemical reaction that can be summarized by the chemical reaction:



Chemists write compounds that react with one another to the left of a little arrow ( $\rightarrow$ ), with a "+" between them, and the products formed from the reaction to the right of the arrow. In this case, the products of the chemical reaction are lead sulfide ( $PbS$ ) and carbonic acid,  $H_2CO_3$ . Lead sulfide is brown in colour; carbonic acid can further break down to release a gas—carbon dioxide ( $CO_2$ )—to the atmosphere, and water. This process is similar to the tarnishing of silver metal, the brown material being formed in that case is silver sulfide. Hydrogen sulfide, commonly called rotten-egg gas, is produced by the bacterial decomposition of sulfur containing materials like eggs and meat. Compounds related to hydrogen sulfide are present in vegetables of the cabbage family (Brussels sprouts, *etc.*), and are released during cooking. These sulfur compounds can also darken lead carbonate (and silver).

To verify this, I exposed the right half of a map stamp with a lavender shade to hydrogen sulfide at a level many times higher than would occur in the environment. Within one hour, the ocean area turned brown.

Reversing the brown colouration involves reacting the brown lead sulfide with hydrogen peroxide to form white lead sulfate,  $PbSO_4$ . In this case, hydrogen peroxide functions in its usual capacity, that is, to provide oxygen; in this case to oxidize the sulfide to sulfate. Lead sulfate is not the compound originally present (recall that white lead is lead carbonate), so I would suspect some subtle differences in shading.

### **The use of Organic Based Dyes in Early Canadian Stamps**

Up to this point, pigments of a mineral nature have been discussed, but there is another class of pigments, known since antiquity, derived from plants. A common example of these vegetable dyes would be the intense purple associated with beets. The problem with these dyes is that they are fugitive, *i.e.*, react with oxygen, often promoted by light, to form colourless products; in other words, fade. One such dye, rose pink, is listed in the ink recipe for the three cent Large (and early Small) Queens listed on page 275 of Boggs' "The Postage Stamps and Postal History of Canada." Rose Pink is a plant dye obtained by shredding the wood of a particular Brazilian redwood and boiling the shredded wood in water to extract the dye. After boiling, the intensely coloured water solution is treated with a white powder, probably zinc oxide. The pink colour adheres to the white powder, much like cloth is dyed by boiling in a water solution of a dye. This process is called "lakeing." At the time the Small Queens were being used, research by chemists resulted in synthetic pigments based on organic compounds (*i.e.*, compounds that contain carbon). These new dyes were synthesized from materials like aniline and phenol which were isolated from coal tars, and have variously been called coal-tar dyes or aniline dyes. One of the earliest usages of a synthetic dye appears to occur in the later printings (after 1890) of the three cent Small Queen, the so-called vermilion

shade. Vermilion actually refers to a mineral called mercury sulfide. Vermilion is quite expensive and a substitute called American Vermilion came into use just before the turn of the century. American Vermilion is prepared by dissolving the synthetic dye eosin in water and then stirring red lead into this solution. The orange colour of red lead is shifted to a reddish hue as the intensely red eosin adheres to the surface of the insoluble red lead particles. Eosin is water soluble and often stains the paper pink when the stamp is soaked. Eosin is also fluorescent, resulting in a characteristic coppery-orange glow under the UV lamp.

Once the use of organic dyes (either synthetic or natural) is established, one can theorize that the lavender shade of the oceans on the 1898 map stamp must be some sort of lavender coloured organic dye coated on the surface of white lead. The fugitive nature of this combination probably led the printers to switch to a more permanent dye, hence the blue shades. I am convinced that the grey shade listed in catalogues is merely a faded version of the lavender shade. In fact, early editions of the Canada Specialized Catalogue (I have a 1979 edition) do not even list a price for used copies of the lavender shade. In other words, the lavender shade cannot survive soaking in water.

### **The Effect of Peroxide on Organic Based Dyes**

The chemical nature of the structure of organic dyes is beyond the scope of this discussion; suffice it to say that the role of hydrogen peroxide is to oxidize the deeply coloured organic dyes to colourless or less-coloured compounds; this is the chemical description of the familiar bleaching ability of hydrogen peroxide. Returning to the "muddy water" on the map stamp, one would expect that the hydrogen peroxide treatment may be able to restore the colour of the blue ocean variety, but hydrogen peroxide treatment of the lavender ocean variety would likely restore "whiteness" to the oceans, but bleach out or decolorize the delicate lavender shade which is likely organic based in nature.

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# Famous Newfoundland Flights of the 1930s—Then and Now

Norris R. Dyer

## Shoal Harbour and the Balbo Armada

Shoal Harbour has never been a large town, even for Newfoundland where only St. John's gets bold letters on the map, and on this September day there was barely anyone around. One fellow was working on his boat near the harbour and I asked him if he knew anything about the 1933 Balbo flight. "No," he answered, he was a few years new to the town. "But is that why they've named this road Balbo Drive?" he asked.

**Figure 1: Balbo Street Sign with Shoal Harbour in Background, 1997.**



I took a picture of the harbour with the street sign in the foreground (Figure 1). Obviously not everyone had forgotten that flight. Shoal Harbour was the first stop on my trip outside St. John's to visit the sites of three Newfoundland transatlantic flights of the 1930s—the 1930 Columbia, the 1932 Dornier DO-X and the 1933 Balbo—for which Newfoundland authorized special surcharged stamps. Shoal Harbour is 190 kilometers west of St. John's, just north of Clarenville, on Route 230A, and right off Canada Highway 1. This excursion might be useful to other collectors who also want to find the sites.

I had just attended the BNAPS 1997 convention, my first trip to Newfoundland, which also was allowing me the opportunity to combine a tour of the Bonavista and Avalon Peninsulas with a nostalgic look at spots from which the flights departed. BNAPEX '97 and the tour would serve to recharge my philatelic batteries!

In 1933, Mussolini selected General Italo Balbo to head a 25-plane S 55X seaplane armada on a promotional tour in connection with the Chicago World Fair. After Chicago, and New York, the flight ended its Northern American tour with a stop at Shoal Harbour, before heading back to Rome via the Azores and Lisbon [1]. Figure 2 shows several of the propaganda labels issued by the Italian government

Figure 2: Italian propaganda labels publicizing the 1933 Balbo flight.



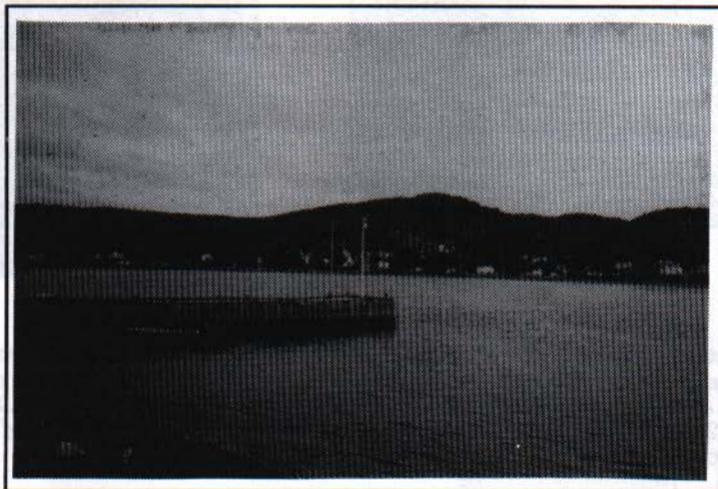
in connection with the flight. Eight thousand 75¢ airmail stamps were surcharged (in blocks of four) to \$4.50 for the postage to Europe, and released for sale to the public on July 24, 1933. The covers (Figure 3) are either postmarked in St. John's on July 25th or July 26th [2]. The special cachet on the upper left of the cover pictures the armada in flight.

Figure 3: Balbo Flight Cover.



The Armada had to sit out bad weather at Shoal Harbour from July 28, 1933 until August 8th, when it was finally able to leave, carrying approximately 1,150 covers franked with the \$4.50 provisional [3]. Figure 4 provides another view of the harbour as seen today, looking northwest, from Route 230A.

**Figure 4: Another Contemporary View of Shoal Harbour.**



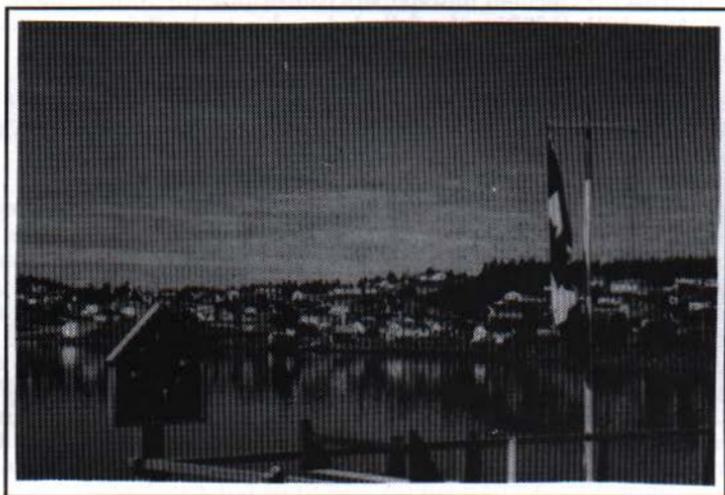
It was overcast when I visited Shoal Harbour and other than taking photos of the take-off site, a primary goal, I was unable to increase my knowledge of this particular flight there. I would have better luck with Dornier DO-X.

#### **Dildo and Holyrood Harbours and the Dornier DO-X**

After Shoal Harbour I took Canada 1 back in the direction of St. John's. Dildo is a small fishing village on Route 80 north of Whitbourne and about 100 kilometers from St. John's. About 1 kilometer south of town there is a museum to the left, next to the harbour. Figure 5 shows the view from the museum of the harbour and the village of Dildo. The museum is dedicated to archaeological work being done on Dildo island, but also has a small exhibit on the giant German seaplane, the Dornier DO-X, which made a surprise landing there in 1932. I spoke with the caretaker and was then introduced to Gerald Smith of Dildo Island Tours, who provided me some background on the flight which may not have been published before in English.

Smith provided me a four-page handwritten translation from German of the diary of Mrs. Antonie Strassman, a pioneer stewardess [4]. The translation was done in 1981 by Doris George of Toronto, a relative of Gerald Smith, I believe. It is probably from one of the books published in German on the DO-X, or German newspaper accounts. Later, in Holyrood, I was able to obtain another unpublished document by John J. Murphy, until recently the major of St. John's. Murphy gave a speech in 1992 in Holyrood, commemorating the 60th anniversary of the DO-X flight from that harbour town [5]. From these two documents, I can summarize the Newfoundland "connection" and put a human face on the 1932 events.

**Figure 5: Harbour at Dildo.**



In 1932, the Dornier DO-X was the largest plane ever built, a distinction held until Howard Hughes' infamous Spruce Goose. Murphy, as a boy, witnessed the DO-X as it rested in the harbour at Holyrood, and described it as follows:

“...there she was. Her single huge wing spanned 158 feet...Mounted on five foot high stilts were twelve American built Curtis gasoline engines each generating 525 horsepower for a total of six thousand three hundred horsepower...The seaplane was 130 feet in length with a wing span, as I mentioned, of 158 feet. Compare this with the 767...It has a wing span of [only] 156 feet...The 767 cruises at 530 miles per hour, the DO-X at 105. She carried a crew of 13 of whom seven were flight engineers...On its maiden flight, before the furniture was installed, the DO-X carried 170 sightseers on a short flight. On this trip provisions had been made for only 64 passengers in great comfort.”

But why did she land in Dildo if the plan was to fly back to Germany from Holyrood, some 40 kilometers southeast of Dildo? Before that can be answered, more background is needed. The DO-X visited Rio De Janeiro in summer of 1931, according to Murphy. Then, he reports:

“August 27, they finally reached New York, supposedly their last stop where the plane was to be sold...It had been hoped to sell the DO-X to the U.S. Armed Forces. Indeed arrangements had been made when she set off, over two years previously on her great cruise. However, during that time the Air Force and Navy concentrated on developing smaller, faster planes and the sale fell through. An attempt was made to sell her for the Havana - U.S. shuttle service but there were no takers. Reluctantly, the owners had to set about determining a safe route home, and thus Newfoundland entered the picture. Most of the crew returned to Germany and the aircraft remained for the coming winter months for the overhauling of the huge water cooled engines... In May 1932, the officers and crew returned... A new German stewardess, Mrs. Antonie Strassman, was

hired. However, there were no passengers and Mrs. Strassman wrote many articles for German newspapers concerning the return flight. At 9 a.m. on May 19th [1932] .. the fully laden ship took off for her 1264 mile flight to Newfoundland."

Heavy seas and fog forced the DO-X to circle the Avalon Peninsula, and with fuel running dangerously low, Captain Mertz decided to put down in Trinity Bay, at Dildo, for fuel. From Stewardess Strassman:

"4 p.m. - Newfoundland in sight. We climb, bare mountains shaped like bowling pins appear. Deep cutting fjords. Small towns. Lakes, high between the mountains. It reminds [me] of Norway. We fly over this strange land for 15 km after a 12½ hour flight. We land in Dildo in the Trinity Bay. We fail, due to the slowness of the Newfoundlanders, to get fuel before dark. We have to wait and lose 24 hours...Bedrolls. We sleep splendid. Friday, May 20th, 1932. Wakening at 4:30 a.m. Pick up coffee on land. Finally the awaited fuel arrives. Clear to fly —starting. We fly over Harbour Grace and ½ hour to Holyrood, a small place at the end of Conception Bay, our [main]fueling station. 27,000 liters fuel are taken aboard, and the Newfoundland mail. I glue some stamps for a change.."

The DO-X had its own post office, as indicated by Strassman, and a number of visitors handed letters directly to crew members. J.G. Hodder, Deputy Minister of the Department of Posts and Telegraphs, had announced the day before the issuance of a special surcharged stamp for the flight to Europe, with up to 3,000 letters carried on the flight. Eight thousand of the current \$1 air mail, in blocks of four, were surcharged to \$1.50 for the flight.

Figure 6 shows the Dornier sitting in the water near the Government Wharf at Holyrood, the day nine-year old John Murphy saw the plane. Figure 7 (a photo made in Germany) shows more details of the 12 engines.

"I was driven out the Conception Bay narrow gravel highway in the back of Robert Anthony Evans' big square bodied Dodge car. Uncle Tony I always called him. He was not actually my uncle but my mother's first cousin...We passed through Seal Cove and as we neared Holyrood, I caught my first glimpse of the elegant, graceful, high craft as she rode at anchor in Holyrood Bay. The wind was so strong that three heavy ship's anchors had been added to the seaplane's own sea anchor."

Later, on the way home, Murphy recalls:

"I remember on the way home my uncle Tony, who had the great privilege of going on board, telling us of the sumptuous accommodations. The passengers had a cabin called the 'Club Hall' and a special 'Smoking Room', some private cabins with berths and also a special seating area that could be turned into sleeping accommodations at night."

Remember, this was in 1932!

The next morning (May 21, 1932) Mrs. Strassman got up at 3:30 a.m. to serve her comrades breakfast. By 5:30 a.m. with the sky brighter, the crew prepared for take-off. All 12 engines started perfectly and Dornier left Holyrood:

**Figure 6: Dornier-DOX in Harbour at Holyrood, 1932.**



**Figure 7: Detailed look at Dornier DO-X's 12 engines.**

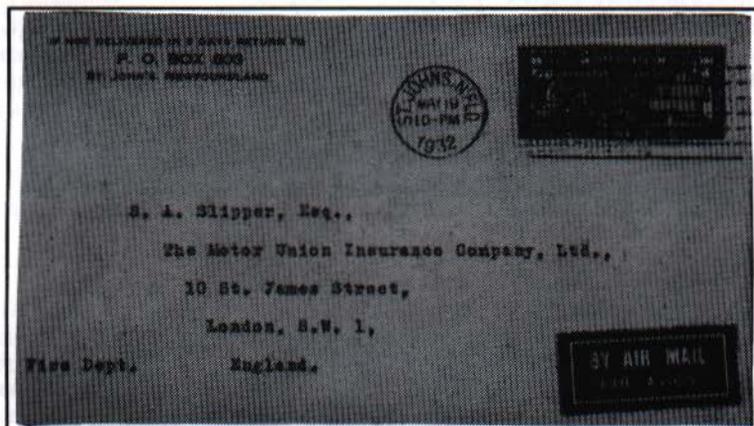


"We have rolled out of Conception Bay. Full speed ahead. Everyone is checking their stopwatches. The ship gains speed, chases over the water crest to wave crest. Last crest, and we are flying calmly in the air. One minute and 50 second starting time. It is hard to believe. 6:30 a.m. Newfoundland time. We go on course at once. Direction southeast - wind southwest ... in the misty bay lies St. John's. Altitude 5 meters. Visibility good. Rain showers appear and some fog patches but that does not bother us. Newfoundland disappearing behind us in the mist. Our speed accelerates. Below us heavy seas. Everyone on board is delighted."

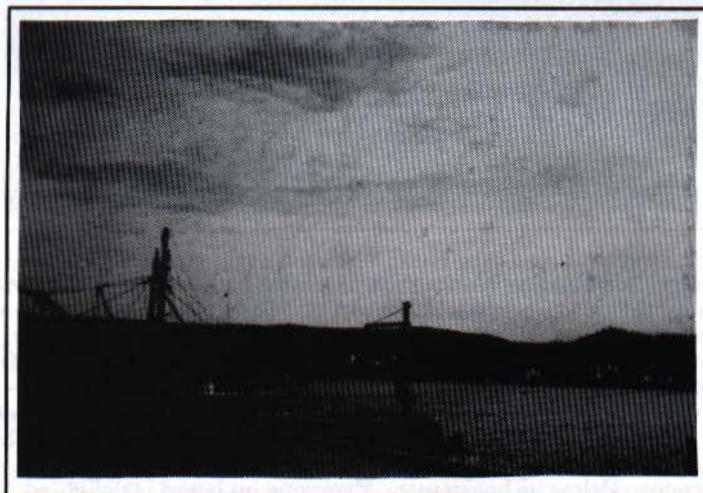
The return flight was successful with the giant plane gliding to a smooth landing 14½ hours later at Horta in the Azores. Figure 8 shows one of the 1800 surcharged

covers carried. Covers were postmarked in St. John's on either May 19th or 20th. The DO-X would then go on to Spain, England and finally, home to Germany. The plane was never sold, but was used for special sightseeing tours for several years in Germany. It ended its days in the German Luftfahrt Museum, and was destroyed there by Allied bombers.

**Figure 8: Dornier DO-X Flight Cover.**



**Figure 9: View of Government Wharf at Holyrood, 1997.**



Holyrood is 5 km off of Canada Highway 1 on Route 62, and less than 50 west of St. John's. It has a population of approximately 2,000 today. Friends told me it is a great squidjigging spot, whatever that means. In any case, the sky was broken the day I visited in September of 1997. I found no monuments to the flight, but the City Clerk at city hall let me peruse a large file and select some items for copying—including Murphy's speech given some five years earlier. She said the Dornier took off in front of the government wharf. Figure 9 shows what the take-off spot looks like today, with the town in the background. I estimate this spot is about 1 kilometer northwest of city hall, right off the main road heading to Harbour Main.

I visited one of the few antique stores that Newfoundland has, in Holyrood, but found no Dornier "souvenirs." Anything good was snatched up long ago. Period photographs or postcards of these early flights just cannot be found outside of philatelic circles. It is often easier to buy flown covers from these flights than old photos of the planes!

### **Harbour Grace and the Miss Columbia**

Following the road north from Holyrood along the coast for about 60 kilometers leads to Harbour Grace. It was once the second largest town in Newfoundland, but a series of devastating fires, through 1944, have taken their toll. Resulting building code changes and insurance costs have driven most businesses from the town, which now has a population of less than 4,000. See Figure 10 for a 1997 view of the town.

**Figure 10: The Town of Harbour Grace, 1997.**



Harbour Grace should be familiar to those who collect flight covers. Its aero-history started in 1919, with Admiral Kerr's unsuccessful attempts to cross the Atlantic in the Handley-Page. This flight took off at the northern part of town, before the town had an official airstrip. While in Harbour Grace I did do some research on the Handley-Page but the focus of this article is the flights from the 1930s, in this case the Miss Columbia flight of 1930.

Visitors to Harbour Grace should visit the Conception Bay Museum at Water Street East. On the second floor are exhibits of some of the famous flights, including the

Handley-Page flight, emanating from the town. Unfortunately, the museum is only open during the summer, and has no related literature for sale.

In 1927, Fred Koehler of Stinson Aircraft Corporation of Detroit, visited Harbour Grace in search of a hopping off place for a proposed around-the-world flight. This led the local citizens to form the Harbour Grace Airport Trust Company [6]. Koehler contributed some money and the government kicked in a grant. With the hard work of the citizens, clearing debris and hauling off rocks, a new airstrip was created northwest of town. It would be from this site that many famous flights would depart over the next decade, including the Columbia.

When completed, the strip was 4,000 feet long with a smooth gravel surface, with a 4% declining grade on the eastern end of the field (it ran west-east). This grade was helpful to aircraft taking off with heavy loads. On August 27, 1927, William S. Brock and Edward Schlee used the field for their monoplane, "The Pride of Detroit." They reached Croydon, England but their round-the-world attempt was unsuccessful.

Of the successful 20-25 long-distance flights leaving the field from 1930-1936, those carrying Newfoundland mail are listed below:

DATE	FLIGHT NAME	CREW	LANDING
June 25, 1930	Southern Cross	Smith-van Dyk, etc.	New York
October 9, 1930	Miss Columbia	Boyd-Connor	Tresco Island, Eng.
June 24, 1931	Liberty	Horils-Hillig, etc.	Krefeld, Germany
July 15, 1931	Justice for Hungary	Endres-Magyar	Bicske, Hungary
September 20, 1936	Lady Peace	Merrill-Richman	New York
October 29, 1936	Miss Dorothy	Mollison	Croydon, Eng.

Of the above, only the Miss Columbia flight led to a surcharged stamp.

Amelia Earhart also flew from this field on May 20, 1932, accomplishing the first solo Atlantic crossing by a woman, but no Newfoundland mail was carried.

Captain J. Erroll Boyd and Lt. Harry Connor arrived in Harbour Grace on September 22, 1930 in their Bellanca monoplane with its Wright Whirlwind engine and were approached by postal authorities to carry mail on their planned transatlantic flight. They agreed to carry up to five pounds of mail. On September 25th, the Minister of Posts and Telegraphs, W.W. Halfyard, announced "a special stamp will be overprinted."

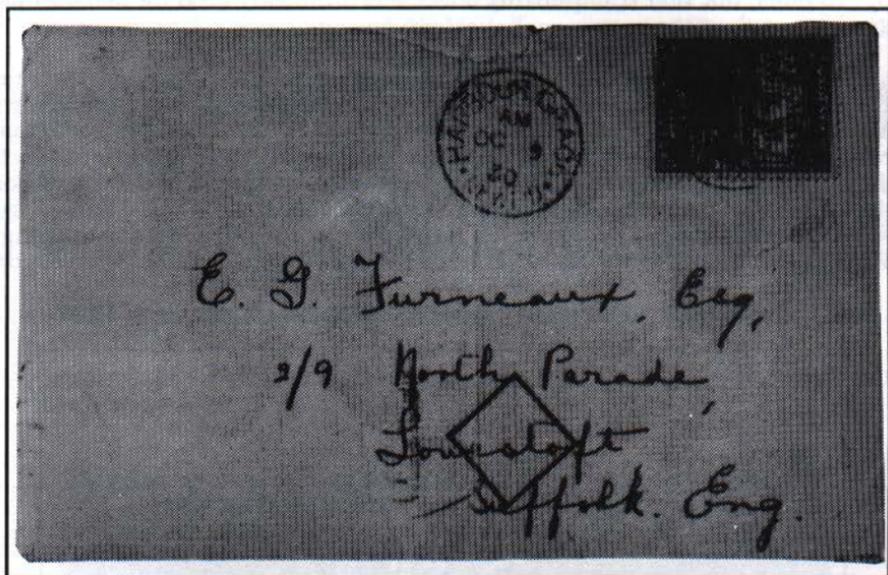
Three sheets of 100 of the 36¢ Caribou stamp were surcharged in blocks of four to 50¢ for the flight (Figure 11). Two hundred and fifty-two stamps were sold in St. John's and the balance in Harbour Grace.

**Figure 11: The 50¢ Columbia Air Mail Stamp.**



Collectors saved most of the stamps and only 100 were ultimately used to frank mail. Of those, 65 show September 25th postmarks from St. John's, and 35 October 9th postmarks from Harbour Grace (Figure 12).

**Figure 12: Columbia Cover Postmarked in Harbour Grace.**



At 4:20 p.m. the Columbia departed, with the crew nattily attired according to Rosc Smyth, who wrote about the flight in a 1994 COPA newspaper [7]:

“Believing their flight a precursor of regular trans-oceanic transport, Boyd and Connor had worn business clothes to stress the routine nature of the flight that they considered a scientific endeavor.”

Well, “routine” it was until they were forced down 2,750 miles later, at Tresco Island (part of the Scilly Isles, 40 kilometers from Land’s End, England)! The problem was a rear petrol tank being out of order. After refueling, they reached Croydon the next day.

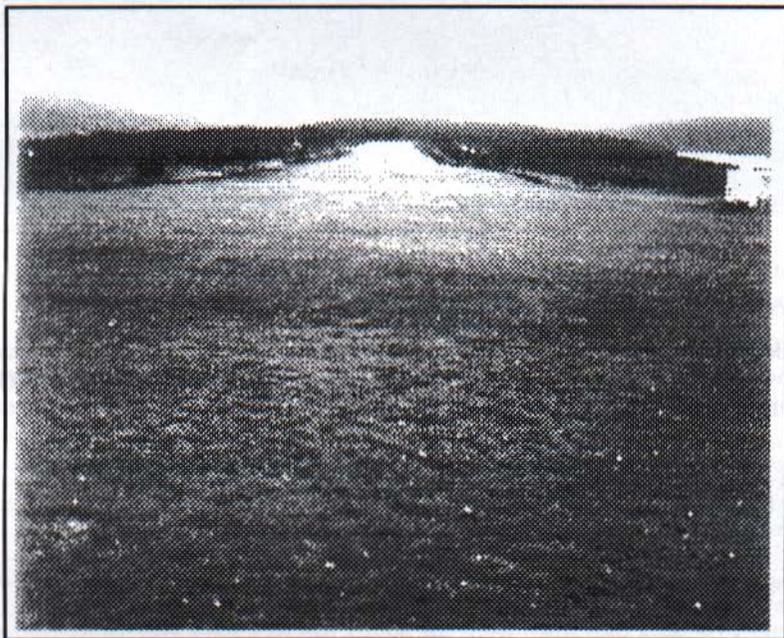
Finding the airstrip from which the Columbia and other famous flights took-off was not easy! I hope my tips help those who follow me. To start with, it looked like an easy quest. Coming into town from the south you will see a large sign indicating a historic airfield and a road to take. The road is paved at the beginning and goes by some residences. Then it turns into a dirt road. “O.K.,” I thought, “not so threatening”, but the road forked—with no advice as to how to proceed. I took the left fork (“even odds” I calculated) and then the road forked *again* with no directions (“trouble—now only one chance in four!”). I took the left fork, but the road seemed to be wandering off forever, so I quit and went back to town.

I later met Gordon French, who operates the Victoria Manor museum in the town with his wife, Mary, and he introduced me to Claude Stevenson, “caretaker” of the airstrip. Claude told me only one plane still used it, and this was housed there in

a shed. Also, he said that the runway, now grass, was still in good shape. Above all, it existed. The problem was, per Stevenson, that the nice wooden direction markers, with their quaint planes atop them, were too much of a temptation for hunters who used them for target practice. Claude said the strip wasn't too far outside of town, and suggested I persevere and make a second attempt at finding it. Newfoundland was massaging my psyche again—forcing a fast-paced California “boy” to relax, but that tranquilizing effect was ultimately good for me after all, I figure.

So, I tried again. After all, four options (if the road did not split again!) were not bad. Without any further ado, here is the way to find the strip. When the dirt road first splits, go *left*. When it splits again, go *right*. The road will eventually straighten out and move between fields, with some water off to the left. To the right you will see a grassy headland. Take a right in the direction of the highpoint in the headland, and you will come to a locked gate with a “NO GOLFING” sign. You have found the field. Now all you have to do is crawl through the opening in the fence. Figure 13 shows the airstrip, as I found it in 1997, on an overcast day.

**Figure 13: The Harbour Grace Airstrip, Looking East, 1997.**



There is a monument on the western end of the strip. I did not photograph it as it did not mention the Columbia flight, but dwelt on the Earhart flight and a few others. To me, the slope looked like more than 4%, as if one could roll down the grass, but I had definitely found the spot. The search was fun, actually, but it is a shame the field is hard to find. I felt in the presence of history, and could imagine what all those pilots must have felt leaving the spot on their transatlantic flights.

I hope my adventures inspire others to search out these historic sights. I would also recommend you visit the site in St. John's from which Alcock and Brown left in

1919 in the Vickers-Vimy for the first successful non-stop transatlantic flight. They apparently departed from Blackmarsh Road—but that is another story! I paid homage to them, also, but was unable to get down to Trepassy at the bottom of the Avalon Peninsula, the starting point of the 1927 de Pinedo flight. Perhaps, on my next visit to this fascinating province.

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## **GROW WITH THE ROYAL**

# THE ABANDONED FLIGHT OF THE "NEWFOUNDLANDER"

## Jerome C. Jarnick

In the listing of Newfoundland air mail stamps, Scott illustrates a \$1.00 stamp bearing the date 1932 and inscribed "First Transatlantic Air Mail and Passenger Flight." The caption reads "A stamp of this design was produced in the US in 1932 by a private company under contract with Newfoundland authorities. The government canceled the contract and the stamp was not valid for prepayment of postage." Behind that statement lies a strange and fantastic tale of pioneering aviation, a promotion worthy of P.T. Barnum, and an attempt to wring a profit from a severely undercapitalized enterprise.

The tale starts in 1931. Aviation was a topic of great public interest. The euphoria of Lindbergh's solo flight across the Atlantic four years earlier was still fresh. Air mail and passenger services were being developed. Early that year, Australian, Capt. Patrick T. McCarty, formerly of the British Royal Flying Corps, appeared in Minneapolis, Minnesota. McCarty contacted Lawrence S. Clark, an area stamp dealer, and proposed a transatlantic flight to be primarily financed by the sale of postage stamps and covers. The plan began to take form. The services of Brent Balchen were obtained to pilot the flight. Balchen was an aviator of recognized ability, having piloted the first flight over the South Pole, in 1929, while with the Byrd Expedition. Arrangements were made to obtain a Sikorsky S-40 aircraft, then being built for Pan American Airways. A corporation, Aerial World Tours, Inc, was formed and investors recruited largely from the Minneapolis suburb of Wayzata, located on the north shore of Lake Minnetonka. A preliminary projection indicated the flight could be quite profitable:

Income:		
300,000 stamps @ 80¢ each		\$240,000
5 passengers @ \$5,000		25,000
Resale of airplane		<u>100,000</u>
Total income		\$365,000
Expenses:		
Cost of the airplane	170,000	
Cost of stamps, marketing	2,500	
Equipment	10,000	
Flight expense	<u>25,000</u>	
Total expense		<u>\$207,500</u>
Projected profit		<u>\$157,500</u>

Charles Ray, a Minneapolis philatelist and artist, completed a sketch of a stamp for the proposed flight. Aerial World Tours dispatched Richard E. Peakes, a confidant of Geo. Palmer Putnam, the aviation enthusiast husband of Amelia Earhart, to St. John's to arrange for the issue of a special stamp and to make other arrangements for the flight. Peakes had previously handled the Newfoundland ground arrangements for Amelia Earhart's successful solo flight across the North Atlantic from Newfoundland. The flight route proposed by Aerial World Tours was from Lake Minnetonka to Newfoundland, then to Iceland, Norway, Sweden, Germany, Denmark and England. A purchase agreement was in place to sell the airplane upon arrival in England. The agreement reached with the Government of

Newfoundland called for 400,000 stamps to be printed with a face value of \$1.00 each. Three hundred thousand stamps would be released to Aerial World Tours in lots of 25,000, the remaining 100,000 stamps would be shipped to Newfoundland for sale in the colony. Of the stamps allocated to the promoter, 80¢ of the face value would be retained by them, with 20¢ being paid to the Newfoundland government.

On July 23, 1932, the following telegram was received by the Bureau of Engraving, a commercial printing firm in Minneapolis:

"You are hereby authorized to print 400,000 Newfoundland air mail postage stamps as per design delivered by Aerial World Tours Incorporated. Said stamps are to be printed under supervision of representative of Northwestern National Bank who will certify that above number only printed and die thereupon destroyed. Stamps are to be delivered to said bank in accordance with agreement between Aerial World Tours and Government. It is definitely understood that all expenses and charges are to be paid by Aerial World Tours the Government assuming no responsibility.

(Signed) J C Puddester, Secretary of State."

A telegram dispatched to the Northwestern National Bank read:

"Newfoundland Government appoint you as their representatives under agreement with Aerial World Tours Incorporated. Your official will be present at Minneapolis Bureau of Engraving during printing of Four Hundred Thousand Newfoundland One Dollar Airmail postage stamps satisfying himself that no more than four hundred thousand are printed when said stamps are printed to destroy the die giving bank certificate under oath to that effect. Stamps are to be delivered to your bank under terms agreement your bank will deliver three hundred thousand to Aerial World Tours in lots of twenty five thousand and the remaining one hundred thousand to the Bank Montreal as agent for this government. The said Company will pay you amount as under terms agreement in respect of each lot delivered and your bank will pay said amount to Bank of Montreal for credit this government. All expenses and charges are to be borne by Company this Government assuming no responsibility.

J.C. Puddester, Secretary of State."

Figure 1: The \$1.00 "Wayzata"



The Bureau of Engraving proceeded with printing the 400,000 stamps at a cost of approximately \$1,200. The stamps (Figure 1) were steel engraved, chalky blue in

color, and printed in sheets of 20. Everything looked ready for the flight. Aerial World Tours had an aircraft and crew lined up, the stamps had been duly authorized and the printing completed. All that remained was the sale of the stamps and covers.

However, by this time the scheme had begun to fall apart. The major obstacle lay in the fact that Aerial World Tours was broke. The original capital had been exhausted and prospects of raising any more funds from investors were practically non-existent. The company found that funds which they believed had been committed to the project failed to materialize. In a valiant effort to survive, Aerial World Tours withdrew the first lot of 25,000 stamps from the Northwestern National Bank. In order to raise the \$5,000 payment, representing the 20% share due to the Newfoundland Government, the promoters borrowed the money using the stamps themselves as collateral. It became readily apparent that the corporation's goal of acquiring the Sikorsky S-40 was out of the question. A smaller Douglas amphibian was considered, but the problem of paying for it was still an insurmountable obstacle. They then located a Sikorsky S-38, an eight passenger, twin engined aircraft designed for ocean flight. Owned by Charles Rutherford Walgreen, the Chicago drug store magnate, the promoters scraped some cash together for a lease payment and the airplane was flown to Lake Minnetonka on August 31, 1932.

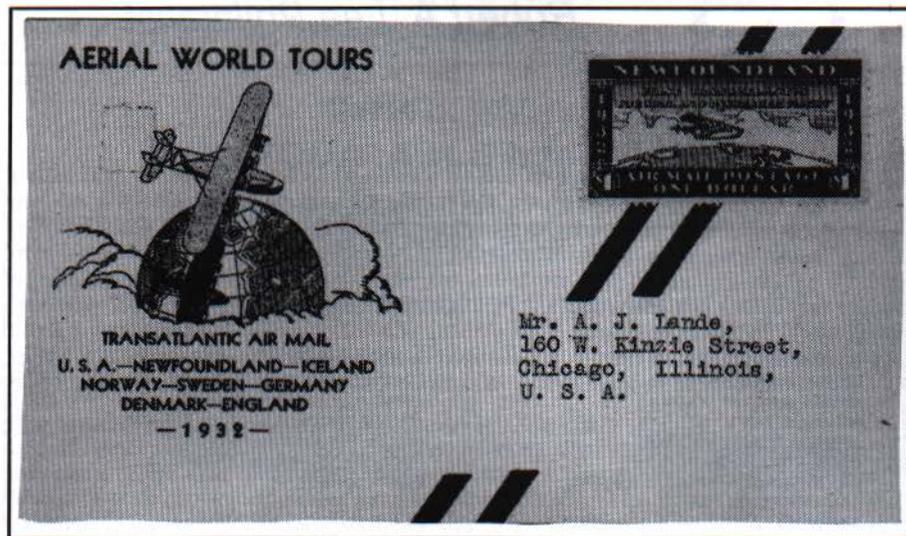
The Minnesota State Fair opened a few days later and the aircraft, now rechristened the "Newfoundlander", was exhibited at the fair and sparked a valiant effort sell the stamps and covers. Despite disappointing stamp sales, it was determined that the flight would depart for Newfoundland on the first leg of its journey not later than September 25th. A major sales campaign was planned for the week of September 12th. Before this final campaign was launched, on Saturday, September 10th, a telegram arrived from the Attorney General of Newfoundland directing Aerial World Tours to return all unsold stamps to the Northwestern National Bank and to recall all stamps which had been sold. A similar telegram to the Bank instructed it to release no more stamps and to recall those that had been sold. On the following Tuesday, the Canadian Press carried a dispatch which read:

"St. John's Newfoundland, Sept. 13 (CP) -- The Newfoundland Government has cancelled its special issue of 400,000 stamps which were to be sold during a world flight sponsored by Aerial World Tours, Inc., of Minneapolis. This action was taken because the flight has not started, it was stated officially today. About 25,000 stamps have been issued and the Government has demanded their collection and return."

This action proved to be the final death knell for an already precarious enterprise. Any hopes of still completing the flight were abandoned. The 375,000 stamps remaining in the hands of the Northwestern National Bank, along with the essays, proofs, and dies were incinerated by the Bank. In an attempt to obtain recognition for the stamps, Aerial World Tours forwarded the prepared covers to Newfoundland, asking that they be postmarked and forwarded to the addresses. The Newfoundland authorities refused to cancel the covers (Figure 2), but did forward them under official cover. Of the 25,000 released to Aerial World Tours, those which had not been sold, subsequently were offered by Clark, operating under the name of the Minneapolis Stamp Committee, to collectors. The offering price was \$1.15 for less than 50 stamps, \$1.10 if 50 to 100 were purchased, and \$1.00 each for quantities over 100.

The final episode in the story occurred when the remaining stock of the stamps, estimated at approximately 12,000, was taken from Clark in a Minneapolis area

Figure 2: A Prepared Wayzata Cover



home robbery in the late 1960s. The robbery was one of three which took place on successive days in the Minneapolis suburbs. The thieves have never been identified. Since Clark's death, in 1992, the stamps, known to collectors as the "Wayzata", have appeared on the philatelic market with regular frequency.

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# The Foreign Exchange Control Board and the Canadian Post Office: 1939-51—Part I

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David H. Whiteley

At the risk of being burnt at the stake by our editor for dabbling in subjects that have been decreed to be on the interdicted list, the interest that has been generated by Jeff Switt's article "Passed For, Approved For, and Authorized for Export" [1], forces me to once more delve into the Foreign Exchange Control Board and its regulations. Further research into the creation and operation of the Foreign Exchange Board has shed considerable light on the meaning and use of the various markings found on covers. For the information from the Bank of Nova Scotia Archives, the references found in the Canada Gazette and in some of the statutory instruments I am grateful for the assistance of Christopher Ryan.

## **The Enabling Legislation and Necessity for the F.E.C.B.**

As Jeff Switt states, the F.E.C.B. was created by the Governor-General under the provisions of the War Measures Act by an Order-In-Council effective September 15, 1939 [2] under provisions of the War Measures Act [3]. The Board consisted of G.F. Towers, Governor of the Bank of Canada or D. Gordon, the Deputy Governor as chairperson, W.C. Clark, the Deputy Minister of Finance, H. Fortier, the Chief Inspector for Postal Services, N.A. Robertson, Acting Under Secretary of State for External Affairs, H.D. Scully, the Commissioner of Customs and L.D. Wilgress, the Deputy Minister of Trade and Commerce [4 (pg. 183), 5]. The reasons and necessity for the creation of the F.E.C.B. were six-fold. One: to assist in the conservation of United States funds so that the purchase of munitions and essential supplies could be increased as much as possible and as rapidly as the war programme might require (and to ensure that Canada could maintain her payments of foreign currency debits). Two: to stabilize exchange rates and so discourage speculation. Three: to mobilize Canada's assets by private individuals as well as banks, commercial companies and other institutions for a common pool to ensure a liquid reserve. Four: to prevent unnecessary export of capital and to prevent dissipation of such reserves. Five: to co-operate with the Exchange Control Boards of other British and Allied Countries. Six: to safeguard Canada's security markets and Investment values.

## **The Organization and Administration of the F.E.C.B.**

The legislation empowered the F.E.C.B. to make any necessary regulations and to administer any such regulations or orders. Its principal office was established in Ottawa with another principal office in Vancouver. Offices with limited powers were established in Montreal, Windsor and Toronto. Once established, a number of orders and regulations were promulgated that established the means by which the functions of the Board would be administered. The initial set of regulations was promulgated on September 15, 1939, and was followed by further enactments on September 17 and September 22, 1939. Section 32 of the Foreign Exchange Control Board Order established the ten Canadian chartered banks and their 3,300 branches as dealers in foreign exchange. They were authorized by the Board to act as agents of the Board [4 (pg. 184), 6]. They had the right to buy and sell foreign exchange for the Board's account and to exercise such rights and duties with respect to the granting of permits and licenses as the Board prescribed.

Section 36 of the Order, established on September 15, 1939, empowered the Board to authorize every postmaster and customs and excise official to act as an agent of

the Board, if so required, with the limited authority under instructions of the Board to issue Export and Import Licences [7 (p. 919)].

Sections 7 (a) and 7 (b) of the regulations established on September 15, 1939 conferred specific duties under the legislation to the Post Office and its employees:

- (7a) Every postmaster and postal clerk shall act as agent of the board in accordance with instructions of the Board relating to the control of exports by mail and parcel post.
- (7b) The Postmaster General and all postmasters are hereby appointed agents of the Board to sell foreign exchange in accordance with instructions of the Board, in the form of postal money orders payable in any foreign currency for which the Board may from time to time prescribe rates of exchange [7 (p. 922)].

Further additions were made to the regulations on September 17, 1939, (nos. 8-13), on September 22, 1939 (nos. 14-17), on October 14, 1939 (nos. 18-34), on November 1, 1939 (nos. 35-39), on November 22, 1939 (nos. 40-42), and December 1, 1939 (no. 43) [8]. None of the additional regulations directly affected the Post Office Department or its role as Agent for the Board. The regulations as enacted during 1939 provided in part that every export from and import into Canada required a licence attested to by the Collector of Customs at the port of exit or entry excepting goods of a value not exceeding \$5.00 and gifts to members of the armed forces. The sender of goods not exceeding \$5.00 had to submit the goods for examination by the postmaster at the point of mailing who would, if satisfied that no export licence was necessary, certify that the parcel had been passed for export. If this procedure was not followed there could be "needless delay in delivery of the parcel" [9, 10].

On April 30, 1940 the Foreign Exchange Acquisition Order, (P.C. 1735) was proclaimed [11] requiring all Canadian residents to sell to the Board all foreign exchange in their possession. Also all foreign exchange received by residents in Canada had to be sold to an authorized dealer or other agent of the Board and all foreign exchange required by residents of Canada had to be purchased from an authorized dealer or other agent. Thus, the F.E.C.B. through its accredited agents had complete control over both the individual and corporate assets of Canadian residents and businesses.

As a consequence of all the amendments to the regulations as promulgated in 1939, it was deemed, at the meeting of the Board on April 26, 1940, advisable to revoke the existing regulations (numbers one to fifty-two inclusive) and replace them with a new set of regulations numbered one to twenty-eight, effective May 2, 1940. Section 1(c) of these consolidated regulations prescribed the duties and obligations of the Post Office Department [12].

- 1(c) Every postmaster and postal clerk shall act as agent of the Board in accordance with Instructions of the Board relating to the control of exports by mail, and the Postmaster General and all postmasters are hereby appointed agents of the Board to sell foreign exchange in accordance with Instructions of the Board.

These same regulations at Section 1(d) authorized the following Institutions to act as Special Agents for the Board—the Montreal & District Savings Bank, La Casse d'Economie de Notre Dame de Quebec, Province of Ontario Savings Office, Province of Alberta Treasury Branches (were not included in the 1940 regulations, but were included in the 1941 regulations), Canadian Pacific Express Company, Canadian National Express Department, American Express Company, and Thos. Cook & Son

Ltd.—with the authority to buy and sell foreign exchange and issue licences and permits in such circumstances and subject to such terms and conditions as may be prescribed in Instructions of the Board [12, 13]. Sections 15 and 16 provided authority for any life insurance company authorized to do business in Canada and authorized to do business in any country or countries outside of Canada to continue to conduct its business in accordance with its normal procedure. Any life insurance company designated as above was permitted to transact its normal business outside of Canada without the necessity of obtaining permits. The only stipulation was that all cheques, and instruments payable in Canadian dollars to a non-resident had to show the address of such non-resident and have written or stamped thereon the letters FECB.

On December 12, 1941, the Regulations heretofore enacted numbered 1-31 were repealed and a new set of regulations numbered 1-35 were enacted with an effective date of January 2, 1942 [14]. The new regulations did not alter the duties of the Postmaster-General, postmasters or postal employees or those of the Customs and Excise collectors.

On the August 31, 1946 a Foreign Exchange Control Act was passed, (*Statutes of Canada*, Geo. VI. Cap. 53. 1946) to become effective January 1, 1947. This Act replaced the Federal Exchange Control Order issued under the Provisions of the War Measures Act. Once the F.E.C. Act came into force it became necessary to issue a new set of regulations to replace the previous Regulations issued by the F.E.C.B.. The new Regulations were issued on December 19, 1946 by Order-in-Council (P.C. 5215). Besides confirming the established dealers and agents in their position vis-à-vis the Board a long list of banks, express companies, trust and loan companies, insurance companies, and active members of the Canadian Stock Exchange and Investment Dealers Association were identified as accredited agents of the Board (a list will be provided as an appendix to Part II of the present article) [15]. These regulations were revoked on April 29, 1948, and a new set of regulations was issued (P.C. 1909) which did not substantially alter the number or classes of dealers or agents of the Board, but were more an attempt to ease the free transit of foreign exchange [16]. On April 29, 1949 a further set of regulations were issued (P.C.1909), replacing those issued in 1948. These regulations defined a special Agent as "a dealer and agent of the Board appointed under section five of these regulations." Section five detailed the various banks trust companies brokers insurance companies as delineated in the previous regulations [17]. On February 21, 1951, a further set of regulations, (P.C. 887) was issued revoking those established in 1949. These new regulations greatly modified the classes of Foreign Exchange that required import and export licences, but did not radically alter the institutions authorized by the Board to act as Dealers and Agents of the Board.

### **General Policies of the Board Applicable to the Post Office and Foreign Exchange passing through the Canadian Mail System.**

It was decreed that all Financial transactions between residents of Canada and residents of other countries would be subject to the Board's control. Transfers of Canadian dollars by residents to non-residents could be made only under permit from the Board. All exports and imports of goods, currency, securities and other property could only be made under licence from the Board. Regulations permitted a number of small transactions to be exempted from the necessity of licence or permit.

Postmasters, besides being agents of the Board and having the power to buy and sell foreign exchange, were responsible for ensuring that no goods, monies or other security in excess of the legal limit was allowed to pass through the mails to non-residents. Under the regulations the Post Office Department was given certain

duties to ensure that the regulations were not circumvented by the use of the mails. Postmasters were instructed as follows.

The Postmaster will satisfy himself as to the contents of a letter or parcel by questioning the mailer and will accept his answers unless there are grounds for doubt. In case of doubt the mailer is to be requested to prove the contents by opening the letter or parcel.

Based on all of the above instructions the postmaster or any post office official designated by him had to ensure that all mail matter destined for points outside of Canada which he knew or suspected of containing foreign exchange, currency etc. complied with the various rules, regulations and instructions issued by the Board and the appropriate endorsements were clearly marked on the outer covers of all mail matter. The Post Office was also required to inspect and scrutinize registered, insured and first class foreign mail, as well as other foreign mail matter entering the country. Any bulky letters or other mail matter suspected of containing goods, bank notes, or coupons for which an import licence was required were to be removed for examination, unless such mail matter was addressed to listed institutions (cf. the appendix that will appear in Part II). Addressees of mail to be examined were to be notified by means of Notice Card Form E-14. After examination and the presentation of the required permit or licence, if necessary, the addressee may have been permitted to take delivery of his mail matter [18]. Figures 1 and 2 illustrate two covers from American correspondents that were intercepted, opened and inspected by the Post Office in accordance with F.E.C.B. instructions and then transferred to Customs for further action.

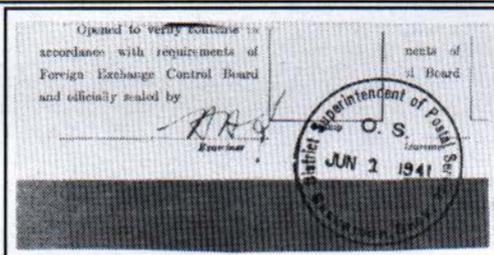
**Figure 1: New York to Saskatoon. New York Dec. 12, 1942 datestamp; F.E.C.B. sealing Tape I-B. 50,000 Sheets -3-4-41; blue circular National Revenue Saskatoon, Sask. duty free postal parcel Dec. 17, 1942 datestamp. Magenta District Superintendent Saskatoon, Sask. E. Dec. 16, 1942 datestamp (on back).**



The first is a letter from New York, December 12, 1942, to Saskatoon, examined at Saskatoon on December 16, and stamped Duty Free by Customs officials on December 17. The second is a package from Hartford, May 29, 1941 to Saskatoon,

examined at Saskatoon June 2, 1941, and stamped Duty Free by Customs officials on June 3, 1941.

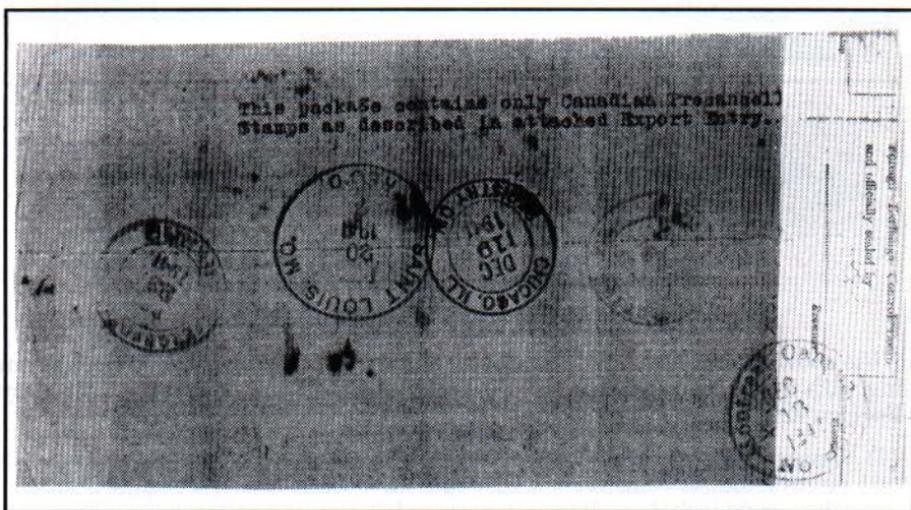
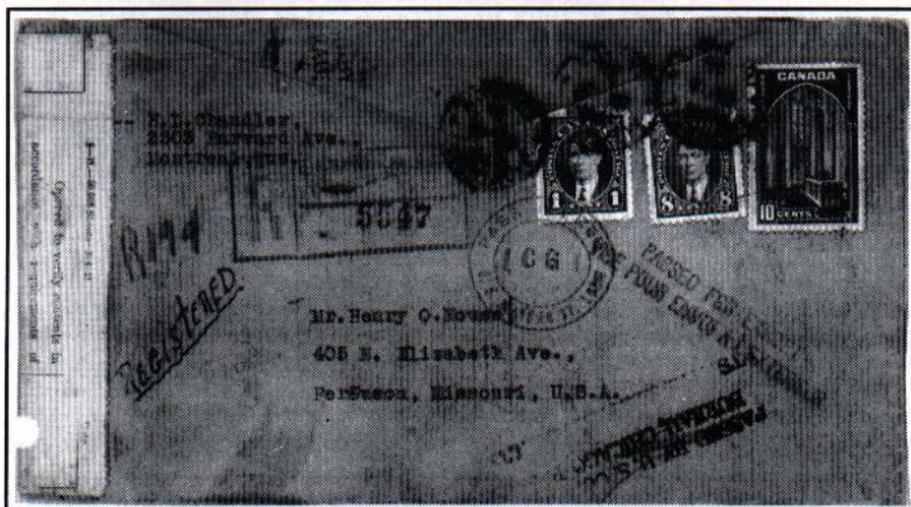
**Figure 2: Small package from Hartford, Conn. to Saskatoon. Hartford May 29, 1941 datestamp; F.E.C.B. Sealing Tape Type I-B. - 25,000 sheets -4-1-40; red circular National Revenue Saskatoon, Sask. Duty free June 3, 1941 handstamp. Red circular District Superintendent of Postal Services Saskatoon, Sask. O.S. datestamp June 2, 1941 on back is shown below.**



From the above it is apparent the post office officials had a number of choices when dealing with mail matter known or believed to contain items subject to control by the Foreign Exchange Control Board.

- (1) Items presented at a post office correctly addressed with the necessary endorsements were passed through the system without inspection. This would include mail from Chartered Banks, Trust Companies and all other institutions authorized by the Board to act as Dealers or Agents of the Board.
- (2) Matter presented to the Post Office with the appropriate permits or licences and an oral description of the contents would also be passed through the system without further inspection. This would include all

**Figure 3: Registered package from Montreal to Ferguson, Mo. Montreal Dec. 18, 1941 datestamp; F.E.C.B. sealing tape Type I-B. - 50,000 Sheets -3-4-41.; "PASSED FOR EXPORT..." marking in green. Blue circular Montreal Canada No. 885 Dec. 19, 1941 datestamp (on back, below).**



**Figure 4: Registered letter from Yorkton, Sask. to Hartford, Connecticut. Yorkton April 16, 1942 datestamp; sealing tape Type I-B. - 80,000 Sheets -18-7-41; blue circular District of Postal Services, Winnipeg, Man. April 17, 1942 datestamp. Hartford receiver Apr. 20, 1942 on the back.**



mail matter that the post office official deemed to comply with the rules and regulations.

- (3) Suspect mail matter would be delayed, opened and the contents checked.

The rules and regulations applying to chartered banks, trust companies, special agents, and the head offices of certain life insurance companies will be discussed below. Mail matter that fell into category number two would, after being passed, be franked with what I would call an instructional marking "PASSED FOR EXPORT" rubber handstamp with the initials of the Post Office official receiving the letter or package (for example as shown by Switt [1], Figures 1-6), and then placed into the regular mail stream. It should be noted that some correspondence, especially that emanated from Quebec, usually bore a bilingual marking, "PASSED FOR EXPORT VISE POUR ENVOI A L'EXTERIEUR." Figure 3 shows an example of the bilingual marking on a registered package, accompanied by the requisite export permit from H.L. Chandler, Montreal to Ferguson, Missouri, dated December 18, 1941. It is endorsed on the reverse "This package contains only Canadian Precancelled stamps as described in attached Export Entry." On the front it was handstamped in green "PASSED FOR EXPORT VISE POUR ENVOI A L'EXTERIEUR." The package was opened and resealed with F.E.C.B. sealing tape with a Montreal Canada No.835/ DEC/ 18/ 1941 date stamp (here the postal clerk accepting the package decided that notwithstanding the manuscript endorsement the package should be opened and contents verified).

If a post office examiner decided to open a piece of mail already in the system to verify the contents, then a different procedure followed. The suspect mail would be sent to one of the twenty-one F.E.C.B. examining offices across Canada where after examination, and provided the mail matter fell within the Regulations, the correspondence was allowed to proceed after being sealed with the prescribed sealing tape, which contained the following message:

Opened to verify contents in accordance with requirements  
of the Foreign Exchange Control Board and officially sealed by

.....Examiner

and then initialed by the Examiner, who would then stamp the correspondence with a large circular steel District Director of Postal Services City Province and date hand stamp. These hand stamps appear in a variety of colours: black, blue, magenta, red and green. The following are examples of mail matter that post office officials decided that the contents needed verification.

Figure 4 shows a registered letter from the Great West Life Assurance Company, Yorkton, Saskatchewan to the Aetna Life Ins. Co. Hartford, Connecticut, handed in at the Yorkton Post Office on April 16, 1942 where after questioning it was passed without being opened and franked with a magenta "PASSED FOR EXPORT" hand stamp (similar ink to the Yorkton registration stamp). On arrival in Winnipeg the District Examiner decided that notwithstanding the Yorkton office's marking the contents should be verified. The letter was opened, resealed and franked with a blue District Director's April 17, 1942 date stamp and endorsed with a blue "PASSED FOR EXPORT" handstamp.

**Figure 5: Registered letter from Wolseley Sask. to Silver Springs, Md. Wolseley July 11, 1941 datestamp; F.E.C.B. sealing tape Type I-B. - 20,000 Sheets -18-7-40; blue circular District Director of Postal Services Winnipeg, Man. July 14, 1941 datestamp.**



Figure 5 shows a registered cover from Wolseley, Saskatchewan, dated July 11, 1941 to Silver Springs, Maryland which was endorsed in manuscript "Passed For Export Vincent J.B." and then placed in the mail stream. On arrival of the letter at the Winnipeg District Office the endorsement was erased with blue ink; the letter was opened, the contents examined and then the letter was resealed with F.E.C.B. tape and date stamped with a blue circular District Director of Postal Services July 14, 1941 cancelling device.

The Regulations also empowered the Canadian chartered banks and all their branches to be authorized dealers and to exercise the powers and duties of an authorized dealer. Initially the chartered banks were informed that mail to banks

outside of Canada would have to be presented at the post office and all packages and letters containing securities Form K would have to be presented to the Postmaster.

In order to control the export of securities and currency as provided by the Foreign Exchange Control Board, the Post Office will scrutinize all mail from Banks addressed to Banks outside of Canada but that on the verbal assurance of the Bank that no securities are contained in the letter the mail will be passed. All such mail, therefore, will have to be presented to the Post Office and such assurance given where applicable.

In case of letters or parcels containing securities Form K in quadruplicate must be presented to the Postmaster.

H.F. Patterson, General Manager (Bank of Nova Scotia) [19]

This procedure was, very quickly, found to be time consuming and a source of considerable delay, which was modified by the Federal Exchange Board as follows. The new procedure to be followed by the Chartered Banks was circulated to all branches of the Bank of Nova Scotia in Canada and Newfoundland on September 21, 1939 as follows:

In connection with recent delays in mail deliveries we are now in receipt of the following advice from the Foreign Exchange Control Board.

To facilitate the operation of Banks we are instructing Collectors of Customs and Postmasters that all mail matter sent or received under cover of Branches of Canadian Banks may be passed without examination or export or import licence. This ruling is being made subject to (the) assurance of Banks that they will file with the Board export or import licences where called for under the Foreign Exchange Control Order with particular reference to transportation of securities, currency and similar items.

Suitable instructions have been given to Postmasters and collectors of Customs. In our instructions to them we have stated that mail matter despatched by your branches to points outside of Canada, containing securities, currency, cheques, etc. will be marked or rubber stamped as follows:

Authorized for Export by

FOREIGN EXCHANGE CONTROL BOARD

and initialed by an officer of the sending branch. It is important, therefore, that mail shipments addressed to points outside of Canada, containing securities currency cheques etc., should be so marked, and to avoid the possibility of delays you may consider it advisable to mark all mail addressed to points outside of Canada in this manner.

The foregoing does not absolve the bank or its branches from the general requirements that exports and imports of goods, currency, securities, foreign exchange, and other property may be made only in accordance with the terms of the appropriate licences, granted by the Board. This letter may be regarded as a general licence to export and import without prior approval provided that Form K is completed promptly with respect to each export of currency, securities, foreign exchange or other property at the time of export, that Form E is completed promptly with respect to each import at the time of such import, and that in each case the form is

forwarded direct to the Board without delay. Will you please forward us your undertaking to comply with these requirements.'

We have given the Board our undertaking that the general requirements above mentioned will be observed, and Branches will please see to this. Branches will also see that mail matter to points outside of Canada will be marked in the manner above outlined.

H.F. Patterson, General Manager [20]

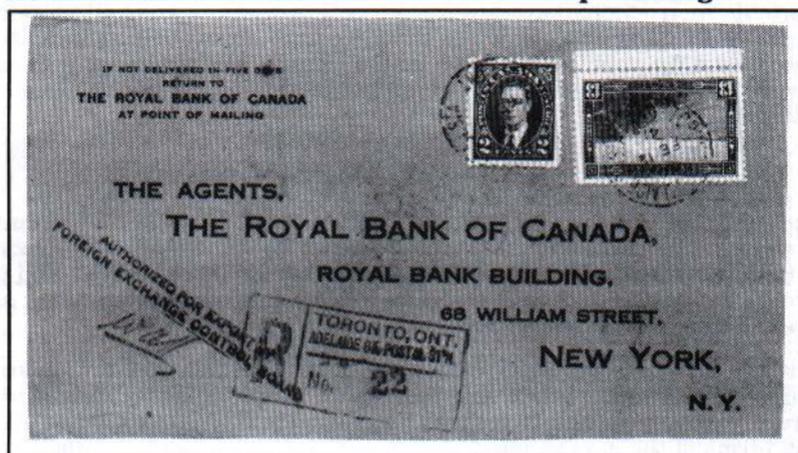
Although not stated in H.F. Patterson's circular, the return address of the despatching bank at point of mailing had also to be clearly marked on the face of the cover. On September 28, 1939 the same privileges were granted to the major Canadian trust companies.

On September 28, 1939 the Foreign Exchange Control Board issued a set of Rules and Instructions for Trust Companies, applicable to "all companies appearing on the register of trust companies kept by the Foreign Exchange Control Board."

#### 1. USE OF MAILS FOR IMPORTS AND EXPORTS

By arrangement made with the Post Office and the Customs Departments, all mail coming from abroad addressed to trust companies may be delivered to them without requiring any import licence. Similarly, the Post Office and Customs Departments will accept for shipment to points outside of Canada, without licence or permit, all mail which bears on its face the address of the trust company making the shipment, provided that such mail has written or stamped upon its face the words "APPROVED FOR EXPORT ON BEHALF OF THE FOREIGN EXCHANGE CONTROL BOARD," and is initialed or signed by a responsible officer of the trust company. . . [21].

**Figure 6: Registered cover from Royal Bank of Canada to its Agents in New York. Toronto Feb. 12, 1941 datestamp; magenta "AUTHORIZED FOR EXPORT . . ." handstamp marking.**



Numerous examples of these two markings have been recorded in a variety of colours and styles. Some of the widely different styles are shown here. In Figure 6 a blue Royal Bank of Canada registered cover to its agents in New York, N.Y., dated February 12, 1941, and endorsed with a magenta "AUTHORIZED FOR EXPORT BY FOREIGN EXCHANGE CONTROL BOARD" accompanied by a bank officials

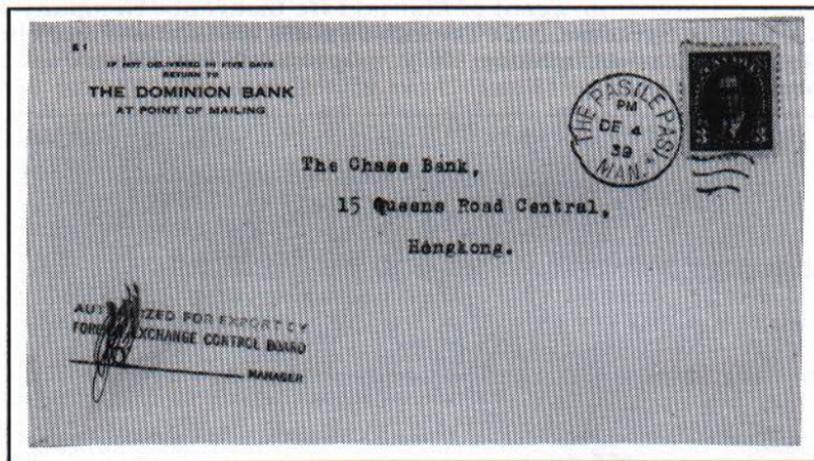
initials (W.W.H.). In Figure 7 is a photocopy of a Dominion Bank, The Pas, Manitoba cover dated December 4, 1939 to the Chase Bank, Hong Kong endorsed with a magenta "AUTHORIZED FOR EXPORT BY FOREIGN EXCHANGE CONTROL BOARD.....(Initials)..... MANAGER" rubber hand stamp. Both of these letters passed through the postal system without any further examination. It is known however, that on occasion bankers were prone to abuse their position. This abuse caused H.D. Burns, Assistant General Manager of the Bank of Nova Scotia to circulate the following warning to his branch managers on March 13, 1940.

It has been brought to our attention that the stamp "Authorized for Export by Foreign Exchange Control Board," which chartered banks have been authorized to use on their foreign mail, has been placed on envelopes for use by private parties and pertaining to other than bank business. Needless to say, the Board must take a serious view of any abuse of a privilege of this character, and we should appreciate it if you would circulate your staff impressing on them the seriousness of the misuse of privilege.

H.D. Burns, Assistant General Manager. [22]

An example of a cover where this type of abuse occurred was illustrated by Jeff Switt where there was the approved endorsement but no return address as required by the Regulations (Switt [1, pp.50-51 and Figure 9]).

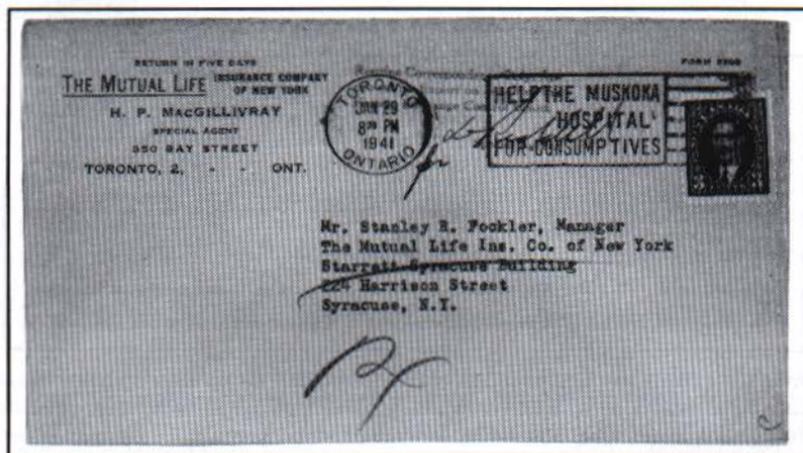
**Figure 7: Cover from Dominion Bank, The Pas, Man. to Chase Bank, Hong Kong. The Pas Dec. 4, 1939 handstamp; magenta "AUTHORIZED FOR EXPORT . . ." marking.**



It appears that from the examples of correspondence examined by myself and Jeff Switt that mail matter from registered life insurance companies caused considerable confusion to the Post Office. As stated initially the Regulations permitted the Head Offices in named cities (this group included 257 insurance companies and thirteen other financial institutions) to act as authorized Dealers of the Board and with limited powers to approve for export outgoing mail provided it met regulations and was endorsed either "APPROVED FOR EXPORT ON BEHALF OF THE FOREIGN EXCHANGE CONTROL BOARD" or "AUTHORIZED FOR EXPORT BY FOREIGN EXCHANGE CONTROL BOARD" and initialed by a company officer and marked on the face with the senders return address [23] (to date, only the "Approved for Export" handstamp has been reported). How often this group of

companies exercised its rights is unknown. The cover shown in Figure 4 is an Insurance Company cover that was handled by the Post Office. Jeff Switt illustrated one Confederation Life Cover to Internal Revenue, Detroit, Michigan, dated Toronto, October 18, 1939 with a rectangular boxed "APPROVED FOR EXPORT ON BEHALF OF FOREIGN EXCHANGE CONTROL BOARD CONFEDERATION LIFE ASSN." with a signature. Notwithstanding the regulations this cover when received at the post office was endorsed with a "PASSED FOR EXPORT" rubber hand stamp with a Post Office official's signature, which as Jeff points out was technically unnecessary (except that the cover did not quite comply with the regulations which required the return address of the sender to be on the face of the cover (Switt [1, Figure 9] ). A second cover, illustrated in Figure 8, is a letter from The Mutual Life Insurance Company of New York, H.P. MacGillivray, Special Agent, 350 Bay Street, Toronto 2, Ont., dated at Toronto January 29, 1941, sent to the Syracuse, N.Y. office of the same company. The Toronto office appears to have been recognized as a Special Agent Company by the Board, as the letter was endorsed with a blue rubber hand stamp "Routine Correspondence Only. Approved for Export on Behalf of the FOREIGN Exchange Control Board per D. Redhill (signature) Special Agent," instead of with the hand stamps authorized by the Regulations. As Toronto was not the Canadian Head Office of The Mutual Life Insurance Company of New York, was there some special dispensation for what would be a busy office to have one of its officers designated a Special Agent? Special agents included designated employees of the three express companies, Cook's (Travel Agents) and provincial savings offices [24].

**Figure 8: Cover from agent of Mutual Life Insurance Company of New York to Syracuse, N.Y. Toronto Jan. 29, 1941 datestamp; blue "Routine Correspondence Only. Approved for Export . . ." handstamp.**



It appears from the contemporary literature that the greatest confusion arose over the exportation of goods small amounts of currency and securities. Currency could only be exported under permit, yet a good number of people were attempting to send currency out of Canada through the mails although it constituted an export with the result that all correspondence found containing currency without first having obtained the necessary permit was sent back again when found [25]. The export of securities appears to have been another area where some confusion

existed. The regulations stated that the export of securities required a licence except when being exported by a bank acting as an authorized dealer for the Board. Solicitors in particular appeared to have been prone to misinterpreting this regulation by attempting to export securities through the mails without having first obtained the necessary licence or permit [26].

(to be continued in a future issue of *BNA Topics*)

## References

- [1] Switt, J., "Those PASSED FOR, APPROVED FOR, and AUTHORIZED FOR EXPORT Markings" *BNA Topics* Vol. 52 No. 3, pp. 44-51 (1995).
- [2] Order-In Council P.C. 2716 and amendments Consolidated by Order-In-Council P.C. 7378 December 13th, 1940 and amended by Order-In-Council P.C. 1672 March 7th, 1941, P.C.2780 April 22nd, 1941 and P.C. 3081 May 5th, 1941. The full text of the Foreign Exchange Control Order and Regulations was published in *The Canada Gazette*, Vol. 73, September 23rd, 1939, pp 915 - 923.
- [3] *Revised Statutes of Canada* Chapter 206, 1927.
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- [5] *Foreign Exchange Control Board*, Bulletin No. 1, Foreign Exchange Control, (Ottawa, May 1st 1941), pg. 3.
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- [7] *The Canada Gazette*, September 23, 1939.
- [8] *The Canada Gazette*, September, 1939, pg.1038, October 28, 1939, pg.1356-58, pg. 1482, December 2, 1939, pg. 1741 and December 9, 1939, pg. 1815.
- [9] *Foreign Exchange Control Board*, Bulletin No. 2 Exports of Goods (Ottawa, August 1, 1941), pg.13.
- [10] Bulletin No. 3 Imports of Goods (Ottawa, August 1, 1941), pg. 3.
- [11] Order-In-Council P.C. 1735.
- [12] *The Canada Gazette*, Vol. 73, May 11, 1940, pp 3469-fwd.
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- [15] *The Canada Gazette*, Part I. Vol. 81, January 11, 1947, pp. 97-115.
- [16] *The Canada Gazette*, Part II. Vol. 82, June 23, 1948, pp. 1477-1519.
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- [18] *Government of Canada*, Miscellaneous Administrative Orders Part II, Department of National Revenue, WM No.2 (4th Revision), Memorandum (Customs Division) Ottawa 1st September, 1945, Foreign Exchange Control Board, Section 22, pg. 384.
- [19] *Bank of Nova Scotia Archives*, Chief General Manager Circulars and Letters, Circular 2479, 18 Sept. 1939.

- [20] *Bank of Nova Scotia Archives*, Chief General Manager Circulars and Letters, Circular 2486, 21 Sept. 1939.
- [21] *Bank of Nova Scotia Archives*, Chief General Manager Circulars and Letters, Circular 2502, 2 Oct. 1939.
- [22] *Bank of Nova Scotia Archives*, Chief General Manager Circulars and Letters, Circular, 2702, 13 March 1940.
- [23] *Canadian War Orders and Regulations*, 1945, Vol. 3, pp 375-390.
- [24] Jones, H.B.L., "Foreign Exchange Control Board," in *Wartime Emergency Orders and Administrative Tribunals* (Toronto: The Carswell Company Ltd. 1943), pg. 86. It should also be noted that authorized Head Office in Canada of the Mutual Life Insurance Company of New York was Registered in Montreal, Ontario, and hence the necessity for some type of marking.
- [25] Reference [24], pg. 89.
- [26] *Bank of Nova Scotia Archives*. Chief General Managers Circulars and Letters, Circular 4402, 24 August 1945, Attachment. See also *Canadian War Orders and Regulations*, 1945, Miscellaneous Administrative Orders WM No.2 (4th revision) 1 Sept. 1945, pp 375-387 which gave similar relief to Trust Companies and Life Insurance Companies and other institution as listed in the appendices.

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# Postal Pot-pourri

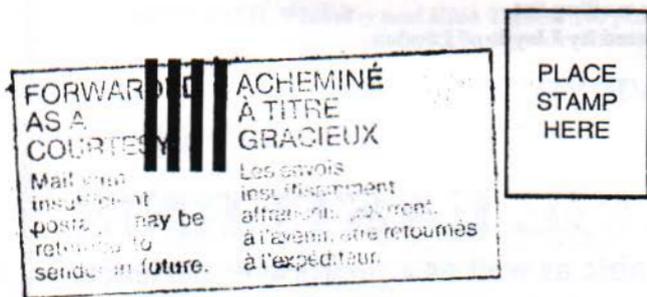
Earle L. Covert

As I promised we will talk about new things produced by the Post Office and things salvaged from the garbage.

The last mail in Calgary before the 1997 postal strike was cancelled on November 19, but not delivered until after the strike which was ended December 4 by back-to-work legislation. Some union officials predicted that mail would be sent to wrong destinations and mail with insufficient postage would be processed without being charged postage due.

Utility return envelopes were seen with a red hand stamp "FORWARDED AS A COURTESY" (Figure 1). This hand stamp is not new but it was not usually applied to commercial mail. These unstamped envelopes were supplied by the utility and

Figure 1



required the user to apply the postage. Past experience has shown that for every thousand of these envelopes there are 1 to 10 that have insufficient postage or none at all. Usually these receive a tax hand stamp—commonly circular—of many different varieties (Figures 2, 3). These envelopes are banded together and a hand

written value of the total postage due in the group of envelopes is placed on the top envelope.

Figure 2

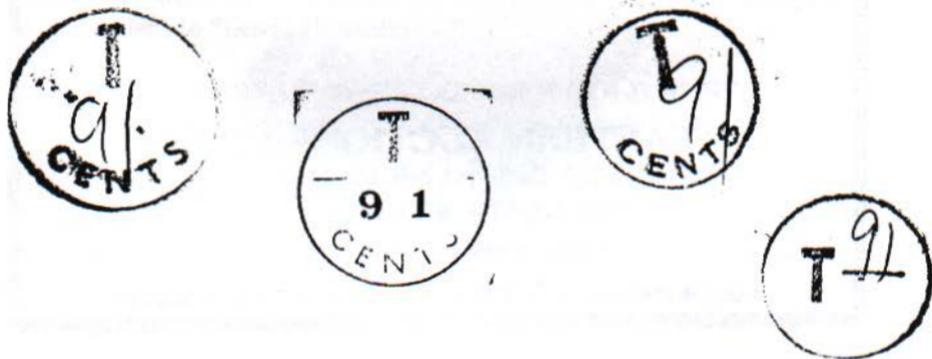


Figure 3



Void When Coated  
Covered defaced  
Re-used or taped over  
Annuler quand saburrat  
couvert. Lacerer  
reemployer ou bôiduc

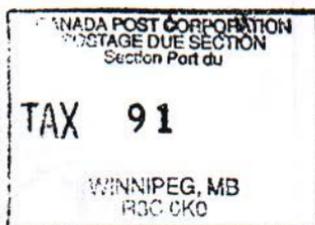


Figure 4



A number of these postage due envelopes receive other interesting handstamps—indicating some special handling outside the regular mail stream (Figures 4, 5).

The 087 Jet Spray machine has been seen with some unusual dates. The usual sequence has been YYMMDD where YY is the year, MM is the two digit month and DD is the day of the month. Thus 971206 would be correct for December 12, 1997. We have seen examples 971206 (correct) but 970512 97 (the month and day were reversed) with a machine cancel dated before the strike on 18 XI 97. I can easily recognize how this could happen. However it is very unusual to find 950201 with a machine cancel 4 XII 1997 and confirmed by a red date on the reverse of DE 4T (Figure 6).

In previous mail strikes, mail, especially from the USA, has received markings such as "Embargo / Return to sender" in a number of different wordings, colours and settings. After this strike I only found one such marking and it was on philatelic mail.

There was only one strike label that I have seen. It reads "POSTAL STRIKE 1997 / SASKATCHEWAN / CROSS BORDER COURIER / November 21, 1997" overprinted in red on JUAN DE FUCA DESPATCH the 1983 ROYAL VISIT YEAR (Figure 7). Apparently there were only a small number of these, and the overprint was not printed on all values of the earlier labels.

Figure 5

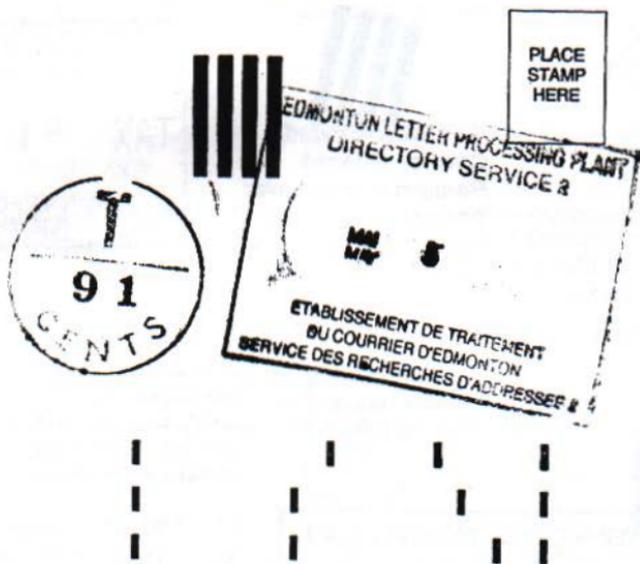


Figure 6



Figure 7



Figure 8



New types of JET SPRAY cancels appear. For instance a larger and heavier set "613 M4L 3T0 980122 03:07" top line and "POSTAL CODE/LOVE POSTAL" bottom line with 3 rows of " / / / / / / / /" with small black bar coding at the bottom (Figure 8). If you are not familiar with these, 613 is the machine number, next is the postal code of the sorting plant, then the date in YYMMDD format and finally the time in hours and minutes on a 24 hour clock.

Figure 9

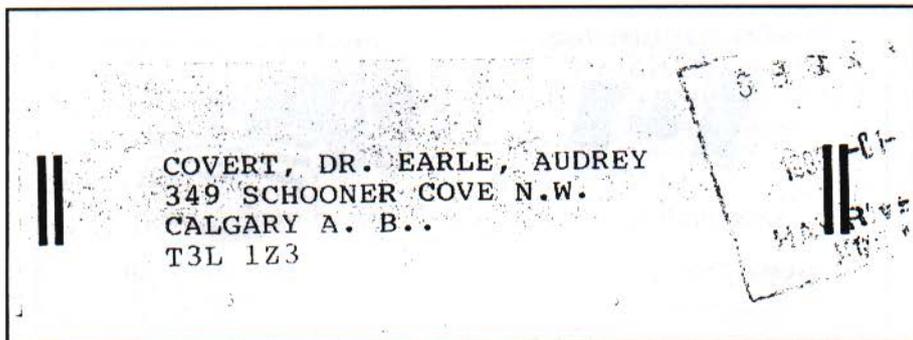
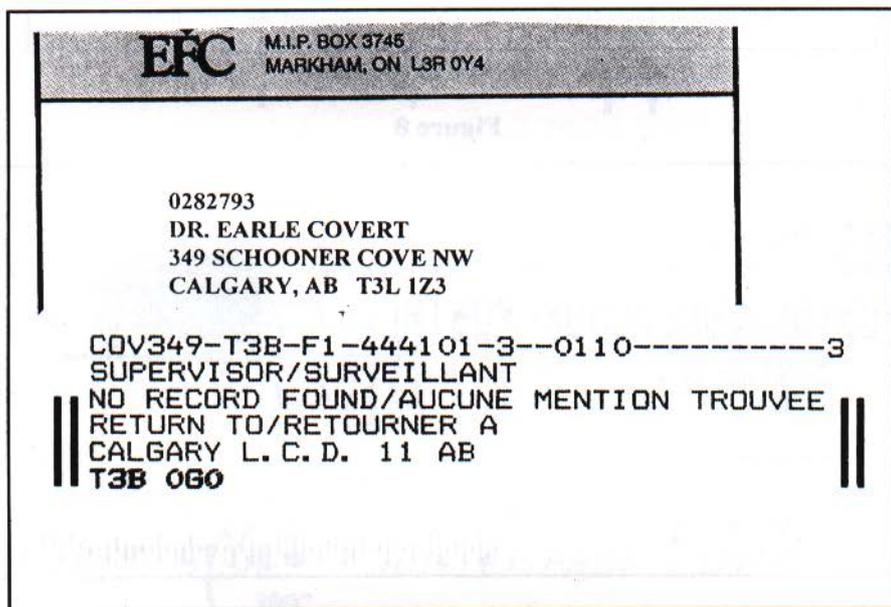


Figure 10



We moved in 1996 from Hay River in the NWT to Calgary and still get some mail redirected for about \$64 per year. The redirected mail comes with our Calgary address printed on a label with 2 black vertical bars at each end. The top of the label is yellow and the bottom is grey. These labels are self adhesive (Figure 9).

Recently I got a letter with a label over part of the address. It had been sent from Markham, Ontario and said to myself 'I must change that address.' When I opened the letter I realized that I had sent a change of address a long time ago, and looked more closely at the label which read "COV349-T3B-F1-444101-3-0110-----3 /SUPERVISOR/SURVEILLEMENT/NO RECORD FOUND /AUCUNE MENTION TROUVEE/RETOURN TO/RETOURNER A /CALGARY L.C.D. 11 AB/T3B 0G0"

(Figure 10). When I peeled the label off I found my correct address on the envelope and NO postal code markings front or back. It apparently was sent to "T3B" instead of "T3L," returned to Calgary Letter Carrier Depot 11 and then made its way on correctly with the label over the bottom line of the address. The top line of the label may read "COV" for Covert, "349" for my house number; the "T3B" was the area it ended up in. Can anyone tell us what the rest of this line meant?

Thanks to Hugh Delaney, Jim Karr and Saskatoon Stamp Centre for some of the items illustrated.

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# Fancy Cancellation Mystery

## Christopher Anstead

While examining a British dealer's stock of Canadian postal history two items caught my attention. Together they were clues to a mystery that begged solution. Although I had arrived at my conclusion before reading "Fancy Cancellations 1870-1885" by Sue Sheffield (*BNA Topics*, Vol. 54, #3, pg. 56), that study provided a framework to analyze the fancy cancels. Quotations are from that article.

**Figure 1: Cap Santé, Quebec to Quebec (City), 1884**

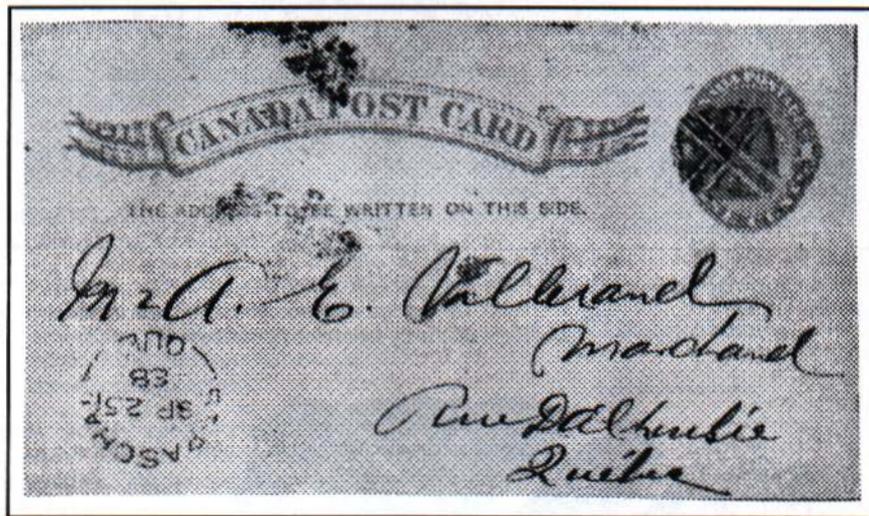


Figure 1 shows postal stationery (Scott UX5) addressed to M. A.E. Vallerand, Marchand, Rue Dalhousie, Quebec; posted in Cap Santé, Que NO 24/1884 with a fancy cancellation in violet. Cap Santé is about 50 km upstream from Quebec City on the north shore of the St. Lawrence River. The sender writes that he did not receive anything by boat and will travel soon to Quebec to see.

Figure 2 shows postal stationery (UX7) addressed to Monsieur A. E. Vallerand, rue Dalhousie No. 67, Basse ville Quebec; posted in St. Pascal, Que SP 25/1888 with a fancy cancellation in violet. St. Paschal is near the south shore of the St. Lawrence River about 140 km downstream from Quebec City. The sender requests that two quarts of coal oil be sent.

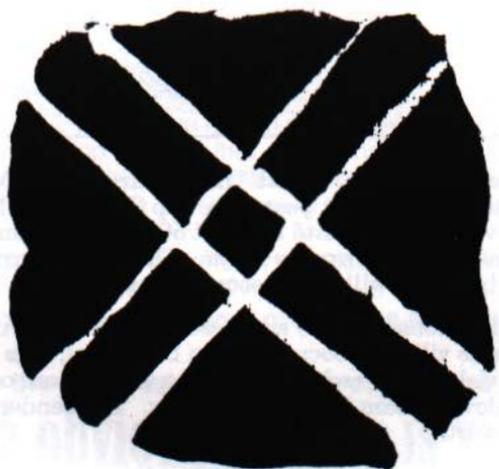
Comparison of the fancy cancellations on the two items reveals much in common. Once the cancels are rotated to align the same irregularities are seen in both. The cancels are of the same size and the violet is the same shade. Discrepancies can be attributed to more ink being used on one item.

"The identical cancel was issued and used in the same time period by several different post offices. ... There could have been a supplier of that might have sold his product directly to the Canadian Post Office Department."

**Figure 2: St. Paschal Quebec to Quebec (City), 1888**



**Figure 3 - tracing of fancy cancel (enlarged)**



← 1.5 cm →

This does not seem logical here as the cancel is relatively crude and does not have a manufactured appearance. No record of the cancel is found in "Canadian Fancy Cancels of the Nineteenth Century" by Day and Smythies. That the fancy cancels were applied in violet ink in two different post offices seems an unlikely coincidence.

Fancy cancels were

"Impressed on the outgoing mail of the day, and occasionally on incoming mail."

Could the fancy cancellations have been applied in Quebec City four years apart?

"In reviewing calendar dated copies of a cork or fancy obliterator identified from a specific post office, I noted that the lifespan of a fancy cancel is often limited. Chips and omissions from the original pattern quickly develop."

If used in Quebec City heavy usage and wear would be expected.

"Only after exhaustive research and comparison can any example of a fancy cancel strike be proven to be of questionable origin."

Thus, after considering the tests proposed in Sue Sheffield's article, fakery of the fancy cancels is the most probable answer to this particular puzzle. As postal stationery could not be reused it was common to leave the upper right corner without obliteration. Therefore postal stationery can be an easy target for scurrilous markings. As the two items were delivered to the same address, it is logical that they were acquired together by a collector, agent or dealer. Somewhere between Quebec City and their present home in Great Britain the two items were altered. Is it possible that the same fancy cancel was used more than twice?

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# A Tagging Oddity—What is it?

M. Painter

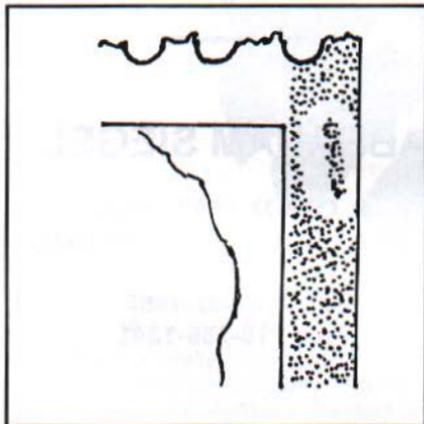
Almost ten years ago, in the May-June 1988 *Topics*, I reported a tagging oddity on an 8¢ Centennial Queen coil. In the right margin was a bit of missing tagging in the form of a perfect "O" (Figure 1). The violet fluorescence of the untagged paper in the "O" showed up in ultraviolet light in sharp contrast to the pale yellow tagging around it. The stamp had been examined by fourteen members of the Centennial Study Group, but none could offer an explanation. The 1988 article in *Topics* brought no suggestions either.

Now I've found another perfect "O" of missing tagging in the top margin of the current 45¢ flag coil (Figure 2). This one is a slightly different shape but shows up the same way—a bright violet in UV light, surrounded by yellow tagging. In ordinary light neither of these stamps shows any sign of the "O" and the paper is not scuffed or otherwise disturbed.

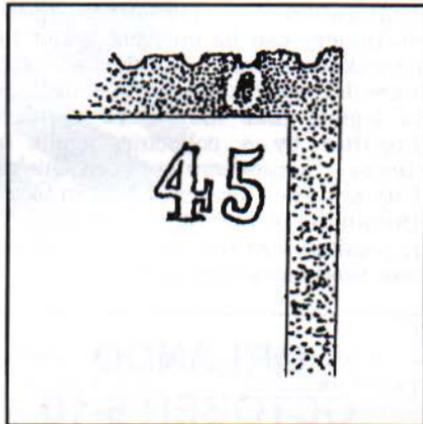
In the previous article I suggested possible explanations; 1) something in the paper repelled the tagging, 2) something thin stuck temporarily to the paper and then fell off, taking the tagging with it, 3) there was an "O" shaped recess in the surface applying the tagging. These sounded a bit far-fetched then and still do.

I suppose I've examined several hundred thousand stamps under a UV lamp in the last decade or so, and only these two had this peculiarity. Thus, it doesn't seem to be something like a control number that appears regularly in the printing process. So what is it? I'm stumped.

**Figure 1: The "O" in the tagging of the 8¢ Centennial coil. The dotted part of the sketch represents the tagging.**



**Figure 2: A Similar "O" in the tagging of the current 45¢ flag coil.**



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## The Steinhart Legacy

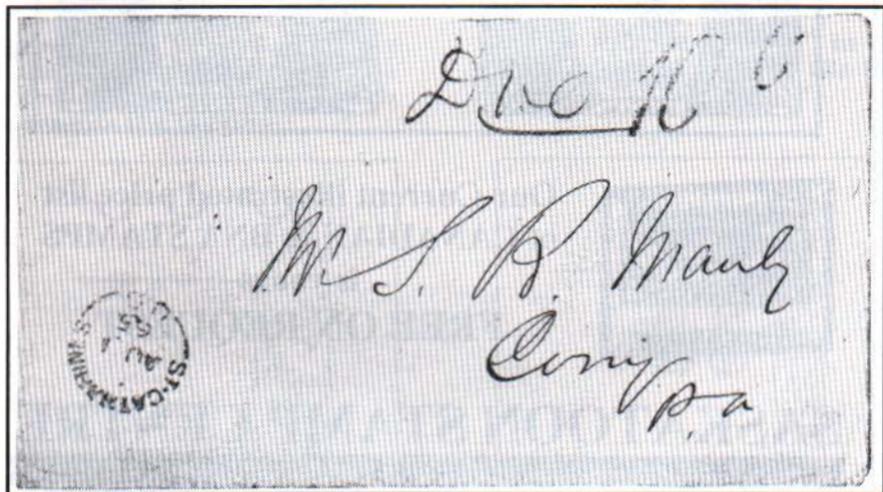
Allan L. Steinhart

### Provisional Uses and Conversions of the 10d Cy. Handstamp

In July of 1859 Canada converted from pence to cents, and thus the 10d Cy. (8d sterling) Canada-Great Britain transatlantic rate by Cunard British steamer per closed bag through the United States became 17¢. As a result of this change in money a number of previous transatlantic rate handstamps become redundant (see *BNA Topics*, Vol. 54, #4, pg. 57), including not only those previously issued to post offices, but the back-up extra hammers held by the Post Office. Such hammers were generally issued only to post offices exchanging mails with Britain in closed bags such as Quebec, Montreal, Kingston, Toronto and Hamilton. These are recorded in Arnell as D.23, with 1860 the latest reported use of any of them.

These covers show the modifications of the "10d Cy." handstamp to "10 c". The first two display markings from modified hammers used at St. Catharines and Port Hope to indicate the 10¢ collect rate to the United States. Our third example is a cover from Cap Santé, L.C. to the U.S.A. marked Paid 5 cts., which is improper. The 5 cents paid was disregarded, and the cover rated due 10¢ at the exchange post office at Montreal using this modified handstamp. The fourth example was used at Galt, C.W. in 1862, and the marking is in red. There is in addition a PAID handstamp struck with it to indicate the PAID 10¢ rate to the U.S.A.

### Modified 10d Cy. Handstamp used as 10¢ Handstamp at St. Catharines



It appears Montreal retained and modified its old 10d Cy. handstamp; the Galt, St. Catharines and Port Hope handstamps were modified from extra hammers held by the Post Office.

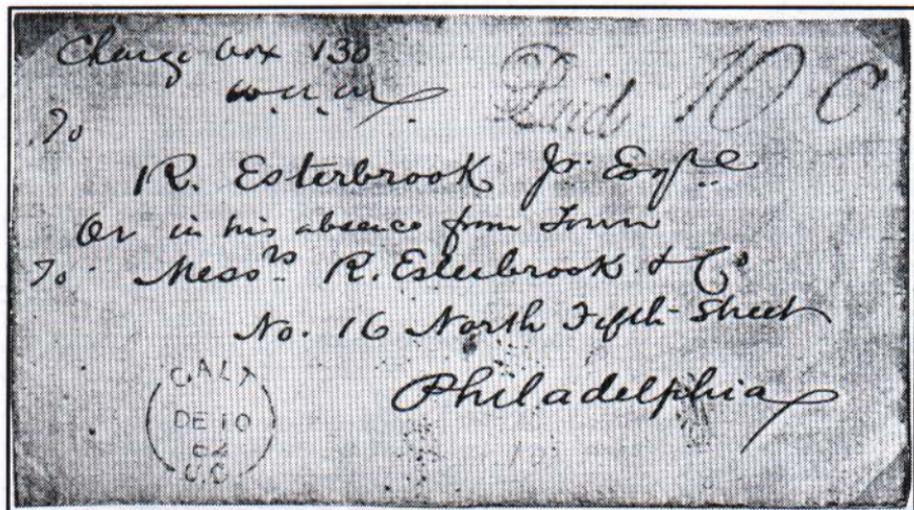
**Modified 10d Cy. Handstamp used as 10¢ Handstamp at Port Hope**



**Modified 10d Cy. Handstamp used as 10¢ Handstamp at Montreal**



**Modified 10d Cy. Handstamp used as 10¢ Handstamp at Galt**



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Steel engraving has made an impressive return with the \$8.00 Grizzly stamp. The highest value ever released by Canada Post, this is the first in a new series of high-value definitives featuring Canadian mammals. It will be of interest to bear, mammal, and wildlife collectors, and also possibly to botanists—anyone collect dandelions on stamps? There is a good specimen in front of the grizzly's hindmost foot, with two buds, one flower, and two seed-heads. In a nice tribute to the detail possible with steel engraving, it seems quite certain to be common dandelion (*Taraxacum officinale*), judging by the reflexed outer involucre bracts (folded down at the base of the bud), and the notches in the leaves being well-separated from the mid-ribs. Red-seeded dandelion (*T. laevigatum*, the other weedy dandelion) generally has deeper notches cutting in close to the midrib, and more appressed outer bracts (folded up closer to the bud). However, there is some overlap in appearance between these species, and *T. officinale* usually has even less-dissected leaves than those shown. The high mountain native species of dandelion have appressed bracts and generally less dissected leaves. (I'll confess I haven't looked into it, but the collection might be complete with relatively few stamps. Anyone know for sure? Any other BNA dandelions? If you don't collect dandelions on stamps, why not start now?)

Aside from depicting a dandelion, the Grizzly stamp also breaks with tradition for Canadian definitives in being released in a set run of 10 million stamps, according to Canada's Stamp Details. Normally definitives are produced as a continuous run, with new printings being released as earlier stock is used up; but perhaps because of more limited use for such a high value, this one is being produced in a quantity typical of a commemorative stamp.

Another issue which attracts attention (I'm trying to avoid saying "attractive", although maybe it is) is the Hallowe'en issue, released for Stamp Month. The images certainly evoke the essence of Hallowe'en, warding off evil spirits and other supernatural creatures. Although not a joint issue, they were released at approximately the same time as stamps on a similar theme by Britain, Ireland, and the United States. It is perhaps hard to see anything specifically Canadian in Dracula, but the other three spooks have long histories in this country. (No dandelions on these ones.)

The Christmas stamps are simple and elegant, showing three stained-glass windows. The words "Christmas/Noel" are printed as if from an illuminated manuscript, and nicely balance the images of the windows. Canada's Christmas stamps have been consistently attractive, and these ones continue the tradition.

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

Issue	Hockey	Politicians	Hallowe'en	Grizzly	Christmas	Agricultural Fair
Value	2 x 45¢ s-t	4 x 45¢ s-t	4 x 45¢ s-t	\$8.00	45¢, 52¢, 90¢	45¢
Issued	20 Sept. 97	26 Sept. 97	6 Oct. 97	15 Oct. 97	3 Nov. 97	6 Nov. 97
Printer	A-P	CBN	A-P	CBN	A-P	CBN
Quantity (stamps)	18MM	7.5MM	16MM	10MM	(a)	8MM
Size (mm)	40 x 29 (b)	30 x 40	40 x 39.5	64 x 48.9	48 x 26	40 x 27.5
Paper	CP	CP	CP	CP	CP	CP
Process	5CL	6CL (c)	6CL+varn	5CL+1SE	6CL	7CL
Pane	10 (SP)	20	16	4	(a)	20
Tag	G4S	G4S	G4S	G4S	G4S	G4S
Gum	PVA	PVA	PVA	PVA	PVA	PVA
Perf	12.6 x 13.2	13.3 x 13.0	12.5 x 13.2	12.5 x 13.1	(a)	12.5 x 13.2
Teeth	25 x 19	20 x 26	25 x 26	40 x 32	(a)	25 x 18

(a) Statistics for the Christmas stamps are:

Panes: perf. 12.5 x 13.1; teeth, 30 x 17; panes of 50 stamps; quantity (stamps): 45¢, 39,305,650; 52¢, 9,601,250; 90¢, 10,381,900.

Booklets: perf. 12.5 x imperforate; teeth, 30 x imperforate; 45¢, pane of 10; 52¢, 90¢, panes of 5; quantity (booklets): 45¢, 4,941,585; 52¢, 982,415; 90¢, 1,128,486.

(b) I have listed the official size. My own measurements are 39.75 x 28.75 mm, which is also consistent with the measured perforation.

(c) Canada's Stamp Details (Vol. VI No. 5 1997) lists the process for the Politicians stamps as 5CL, but the stamp selvage shows six colour dots.

ABBREVIATIONS: 5(6,7)CL = five (six, seven) colour lithography; A-P = Ashton-Potter; CBN = Canadian Bank Note Company; CP = Coated Papers; G4S = general tagging (four sides); MM = million; s-t = se-tenant; SE = steel engraving; SP = stamp pack; varn = varnish.

## On The Fringes

This quarter I am going to start off with a dire warning to all editors and those volunteers that put the newsletters in the mail. Simply put, you will find your newsletters being returned—address unknown—if you do not *update your mailing lists*. I moved on June 1st 1997. The *new address* is 605-77 Edmonton Street, Winnipeg MB, R3C 4H8. This address has been published in the last two editions of both *PortraitS* and *Topics*. Having said that I would like to wish you all a happy and prosperous New Year and may all your philatelic dreams come true. Until very recently the weather here on the prairies has been unseasonably mild with very little snow unlike last year. The mail strike has slowed down the flow of correspondence, but the newsletters are once again beginning to arrive.

The *Slogan Box* came out with a special bumper 50th anniversary jubilee issue devoted to Dan Rosenblat's newly updated and illustrated listing of proprietary slogans issued in Canada between 1912 and 1953. Illustrations, where available, have been taken from the Archives proof books, from the author's own extensive collection and using contributions from others. For anyone interested in slogan cancels this work is a necessity as it is probably the only extant listing of this material. Both the September/October and the November/December editions of the Canadian Re-Entry Study Group's newsletter have arrived. One can only admire the standard of reproduction of the illustrations—would you like to share your secret with the rest of us? The September/October edition contains information on a major find on the 8½¢ value of the Nova Scotia 1860 issue (re-entry on stamp 92). New re-entries are still being reported on the Jubilees, Admirals and Small Queen issues. The November/December issue comes news from John Jamieson that it is now possible to plate the 5¢ Newfoundland seal issue which first appeared in 1864 (brown), 1868 (black) and 1876 (blue), and from the plating it has been possible to identify plate positions for re-entries. Again more new finds are reported on The Jubilee, Small Queen, Numeral, and Admiral issues with another new find on the 1927 Confederation issue—this one on the 12¢. The November edition of the *Round-Up Annex* (Squared Circle Cancel group) contains a number of new reports and an update on the roster project. Responses have been received to requests one through eight, and sheet #9 is enclosed. Jim Miller has another discussion paper (#12) on the orb cancels—this time on the subject of the "Ottawa 2-ring Orb."

Len Kruczynski sent along the December copy of the Centennial Definitive Study Group's newsletter with an interesting letter from Madhukar Belkhode. He has made an in depth study of the centennial coil strips and has been able to establish that there is a wide variation in the spacing between stamps in jump strips. Differences of between 0.5 mm and 1.66 mm from the normal spacing are reported. Len contributes a review of the *Unitrade Specialized Catalogue of Canadian Stamps, 1998 edition*, as it relates to the Centennial Issue. Finally David Platt would like to know the issue date of the six cent orange booklet. This is listed in Irwin and Freedman with an issue date of October 1968, when the sheet stamps were issued in November 1968. Can anyone help? Malcolm Montgomery (Transatlantic Mail Study Group) has sent along a great story on one of the early pioneer North Atlantic steamships, *The British Queen*, with a complete schedule of crossings. Hr includes illustrations of a number of covers carried by this short-lived steamer that only made twelve crossings in each direction between the United Kingdom and New York between 1839 and 1842. From the British Columbia Postal

### Study Groups

**Admirals:** Robert Bayes, P.O. Box 34512, 1268 Marine Drive West, North Vancouver, BC V7P 3T2

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

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

**BNA Perfins:** Steve Koning, R.R.1, Bloomfield, ON K0K 1G0

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

**Duplex Cancellations of BNA:** in process of being amalgamated with the Miscellaneous Cancels and Markings group (see below under Groups Being Organized).

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

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

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

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

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

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

**Postal Stationery:** Steven Whitcombe, RR #2 Box 378, Underwood, MN 56586

**Re-Entries:** John Jamieson, Box 1870, Saskatoon, SK S7K 3S2

**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 29211, 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

### Groups Being Organized

**Essays and Proofs:** John Jamieson, Box 1870, Saskatoon, SK S7K 3S2

**First Day Covers:** Pierre Ethier, 101 McDonald Drive, #246, Aurora, ON LAG 3M2

**Miscellaneous Cancels and Markings:** Michael Rixon, 749 Agnes St., Montreal, QC H4C 2P9

**WWII:** William Pekonen, 201 - 7300 Moffatt Road, Richmond, B.C. V6Y 1X8

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

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

History Research Group I received a copy of their September newsletter. It contained an article by Bill Topping on the activities of the Foreign Exchange Control Board in B.C. with illustrations of the known cachets and cancellations. Bill is willing to collate additional listings and will publish them at a future date. There is also an illustrated piece on the Canadian Post Office Flat Sorting Machines (FSM) which are in use at Major sorting offices. The December copy of the B.C. Postal History Newsletter contains a number of short pieces on various topics. Three new books were also reviewed—Gray Scrimgeour's "John Boyd and Cottonwood, B.C.," Mike Sager's "The Catalogue of Money Order Numbers (MOON) Cancellations of British Columbia (1950-1973)," and W.J. Bailey and R. Toop's, "Canadian Military Postal Markings, 1881 - 1995." Two copies of the R.P.O. Newsletter have been received. The October edition contains a report on BNAPEX, a short piece supplied by Chris Anstead on "Improvements in Mail Service in the Western Provinces - 1924" based on a memorandum from the Chief Superintendent Railway Mail Service. Colin Campbell contributed a sketch of the route of the Gaspé and Matapédia line (extended to Campbellton, N.B. after purchase of the line by the C.N.R. in 1929) and describes an R.P.O. marking used on this line. The December issue contains obituaries to both Ron Kitchen and Robson Lowe. There is a lengthy extract from "Leahy's Hotel Guide and Railway Distance Map," covering British Columbia, Alberta, Saskatchewan and Manitoba.

The December release of the Revenue Group's Newsletter, contains an article by Chris Ryan on "Municipal Excise Tax on Receipts", which is followed by a piece by Bill Walton and Chris Ryan on "Ontario Luxury Tax Proofs" from the British

American Bank Note Company. The illustrations were taken from a dismembered BABN proof book by Bill Walton. There is also an item by Mervin E. Woike and Chris Ryan on a "Possible Quebec Law Stamp Provisional" circa 1926. The Air Mail Group's December issue contains a pot-pourri of items—Jim Brown has a piece on the "Era of The Flying Boat," with thematic illustrations of stamps depicting flying boats. This is followed by a discussion on covers "Autographed by the Pilot" with contributions from Chris Hargreaves and Trelle Morrow. John Bloor submitted an article on "A Pioneer Air Mail Booklet Pane?" It concerns the white and blue stamp issued by the Aero Club of Canada to be used on covers flown in the New York - Toronto air race (August 26th 1919). Illustrated is a pane of ten stamps (5 x 2) and an accompanying Brown card cover stamped on the back "The Aero Club of Canada." With the items were four sheets of tissue, probably interleaving, and a note indicating the stamps would be issued in strips of ten and in books containing fifty stamps. No mention of any form of a booklet associated with this issue has heretofore appeared in the philatelic literature on the subject of Air Mail Stamps or labels. *Postal Stationery Notes* for September contained a number of pieces of interest on the new scenic window envelopes, more printed prepaid post cards, a new type of tobacco card (by the late Allan Steinhart), a continuation of the listing of Bulova cards and an up-date on "XPRESSPOST —new designs to look out for. There were also a couple of short items about post cards. One dealt with a newly reported private three line pre-cancel used on Webb post card P51c by Bradner Fur Co. Montreal; a second was entitled "More New Christmas Seal Post Cards. The November issue of *Postal Stationery Notes* contains the concluding instalment on the "Bulova Project." There is also an interesting article on "Canadian Air Letter Forerunners" by Pierre Gauthier. Pierre has also reported the unannounced appearance of more of the postage prepaid Canadian picture post cards published under licence by the The Postcard Factory. Canada Post, when questioned, gave an official release date of 97-11-03. However, Pierre states he was able to purchase some of them at least two weeks prior to that date in Montreal. Bill Walton would like to know "Who Has These Railway View Cards?" He lists a number of cards that he thinks should exist but have not been reported. The list is too long to reproduce here, but I am sure Bill will send along the list to any interested party. The issue is rounded out with an update on "GO Letters."

November's copy of the Military Mail Group's Newsletter was once again dominated by a Christmas theme, with illustrations of military Christmas greeting cards as contributed by Leslie C. Clinton, Steven Luciak, W.D. Whitehouse, A.D. Hanes, Bill Pekonen, J.C. Campbell, Colin Pomfret and with pictures of cards from the late Alan J. Brown collection which was sold by Cavendish Auctions December 1996. On a more sombre note Dean Mario sent along a notice for a Service of Thanksgiving for the end of the war (WW I) to be held at the Third Avenue Methodist Church Saskatoon on November 27, 1918. The November copy of *Confederation* contained further discussion by John Hillson on the six cent Small Queen perf. 12 x 11.5. Ron Ribler contributed a piece on the joys of exhibiting in which he urged more collectors to exhibit Canadian material south of the border. This was followed by more examples of mixed franking (Canada and United States postage) transatlantic covers. John Burnett contributed an article on the "Treaty Rate to the USA" (circa 1868-1873). The Fancy Cancel newsletter for November contains reports from several members on probable new finds. These are followed by illustrations of patriotic and flags, hearts and anchor fancy cancels. From Newfoundland came both the July/August and September editions of the *Newfie Newsletter*, with apologies for the lateness of the July/August issue, which contained a report on BNAPEX. The issue also had a short item on "Labrador Phantoms," a letter from Horace Harrison illustrating a scarce Newfoundland post card (a message half of the 1892 message and reply card) and two Dead Letter Office

cachets. The September issue contains a letter from Ronald Harkness, Perth, Scotland, who is collecting covers from Canadian Terminal points of transoceanic submarine radio and telegraphic cables. He requests information on covers from those points, especially any making reference to the cables. Horace Harrison sent along some more examples of postal stationery from his vast collection. Doug Campbell sent along some "Golden Oldies," including a 1903 Money Order Office cachet and an 1899 "Mail Service Suspended Letter to The Transvaal. Don Wilson illustrated one of three letters given by John Croker of Bristol England to the Captain of the "Mathew" a carried to Bonavista. The remainder of the newsletter is made up with a further instalment of Kevin O'Reilly's Labrador post marks.

Both the September/October and November/December editions of the *Corgi Times* are to hand. The earlier edition contained a report on ORAPEX'97 by John Monteiro with an analysis of exhibit material versus literature. Dean Mario sent along an analysis and report on the various auctions with Elizabethan material offered. Specialized areas are well covered by a variety of items from a number of contributors on different aspects of the Elizabethan period - including, Wildings, Caricature and Landscapes, Environments, Commemoratives, Artifacts and National Parks, Fruit Tree Definitives and a note by John Arn on the "Red Dues - Special Usage." Charles Verge has added his comments on Joseph Monteiro's article on ORAPEX'97. John Arn contributed an item on "One Frame Exhibits" with judging criteria developed by the American Association of Philatelic Exhibitors (AAPE). There is then the usual round-up of specialized areas. Of particular note as an interesting piece by Robin Harris on the "Self Adhesive Greeting Booklets (1994-1997)." The December issue of "*The Flag Pole*," has also been received, and it contains contributions by Larry Paige and John Robertson illustrating examples of a number of different Flag Cancellations from Montreal, Hamilton, Gananogue, Toronto A.P.O. 190, and Collingwood.

That completes the offerings for this period so I will close with a final word please ensure you mail your newsletters to the correct address. As of January 14, I was still receiving mail from some study groups that had been forwarded from my old address.

## NEW BOOKS

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**"Canadian Military Postal Markings", by W.J. Bailey and E.R. Toop, edited by W.J. Bailey, 2 volumes, 1997, Charles G. Firby Publications, 6695 Highland Road, Suite #107, Waterford, MI 48327, U.S.A., CAN\$150 per set.**

Who would have thought that a small paper-backed work entitled *Canadian Military Post Offices* could have spawned this massive two volume listing of Canadian Military Postal Markings—from the Military District 4 Brigade Camp example of 1886 to the current Canadian Forces Base and UN Peacekeeping marks? The chronological listing of markings is clear, and the indexing should allow you to find any marking with a minimum of effort.

This publication should provide the definitive listing of such markings for many years to come. The research into the archives and many collections has been massive, and the compilation has been thorough. Thousands of postal markings have been compiled, listed, numbered, and allotted an approximate Rarity Factor ranging from "A" - very common, to "E" - rare, less than ten examples reported.

Some markings known only from the Post Office Proof Books are shown with a "\*" rating. A "U" is used to show that the marking has been observed on other documents, but has not been reported postally used. Naturally such a simple system cannot be used directly to infer a dollar value for an item—as there are many variables to be considered - such as condition of the item, and whether on cover, piece or stamp. It is, however, a guide to relative rarity when comparing like items.

The graphics and production by Don Bowen of Calgary are clear and precise. The authors have taken great pains to produce excellent examples of all markings, and the layout is consistently clear and pleasant.

The numbering system is logical and simple. It allows one to find markings easily by consulting the index to find the Chapter and, hence, the first Part of the number. For example, all the early markings in Chapter 1 have the prefix M1- and then a sequential number starting with 1 for the Aldershot Camp split Circle, and ending with 14 for the Yukon Field Force oval orderly room marking.

Some difficulty may be encountered in such places as Chapter 13 listing the Military Post Office markings inside Canada in World War 2. The markings initially listed—starting with M13-1 for Military Post Office 101 at St. Thomas, Ontario (p. 234), and ending with M13-494 for M.P.O. 1317, Calgary, Alberta (p. 332)—are all in order strictly by M.P.O. number and date of use. Items located after compilation of this initial listing have been added—commencing with M13-495, a roller for M.P.O. 101 and ending with M13-667 a MOTO for M.P.O. 1317 (p. 367). So long as the user knows this and checks for later entries, there should be no problem.

For anyone interested in or collecting the Military Postal Markings of Canada these books will be indispensable.

W.G. Robinson

**"Until Next Year. Letter Writing and the Mails in the Canadas, 1640-1830." Harrison, Jane E., Wilfred Laurier University Press, Waterloo, Ontario 1997, \$49.95 (co-published with the Canadian Postal Museum of the Canadian Museum of Civilization).**

*Until Next Year* was the brain child of Francine Brousseau, now the director of the Canadian Postal Museum who commissioned Jane Harrison to prepare a research paper in 1987 on the means of communication in both Upper and Lower Canada from the earliest colonial days to about 1830. Ms. Harrison's mandate was to examine extant archival holdings to see if it would be possible to explain and understand how the mails circulated in the colony's formative years. After completing her research and obtaining her PhD, Ms. Harrison was asked to revise her manuscript for publication for the Canadian Museum of Civilization.

Ms. Harrison has produced, in the words of Francine Brousseau and Jack Willis, "a new reading of our ancestors' mail [which] is buttressed by a tradition of social history scholarship." The book therefore is a well researched commentary on the methods and mechanics of letter writing and means of communication available to the early settlers of French Canada and later English Canada. For her thesis Ms. Harrison states that the purpose of the book was to consider why letters were written, for what purpose and how they got to the intended recipient. The book, as Ms. Harrison points out, is not intended as a comprehensive history of the mails. Nor has there been any effort to incorporate either the primary or secondary sources, but relied on the information obtainable from extant correspondence.

Given Ms. Harrison's own parameters she has written an outstanding and interesting book which should be of great interest to collectors of early postal history, especially during the French period, as it gives us an interesting window on the amount of correspondence, from some of the writers, who mainly belonged to three classes; the clergy, the business and administrative classes.

The book is broken down into three main sections. Section one deals with the letter itself, its composition, the paper, pens and inks used and the folding thereof, all subjects familiar to the postal historian. Section two concerns itself with the French period and concentrates on the difficulties and vagaries of communication between New France and France. Her main source of information comes from the voluminous correspondence, both official and private, of Soeur Marie del'Incarnation, an Ursuline nun, who arrived at Quebec on August 1, 1642. Her letters give detailed accounts of when vessels arrived and left the colony and often records the number of vessels that arrived each year. Other correspondents were able to comment on the existence or non-existence of organized post roads within the Colony itself. This section makes fascinating reading and should be of great value to postal historians. Section three covers the post-conquest period in both Upper and Lower Canada and takes the reader up to about 1830. The earlier part of this section contains material from contemporary correspondents which throw new and expanded perspectives on the means of communication and distribution of mail matter both within the colonies to the outside world. Ms. Harrison emphasizes the importance of the Montreal - New York Corridor as a year round outlet for overseas mail, which heretofore had been seasonal.

If it appears that I have been only recommending this book to those postal historians interested in early trans-Atlantic mails, I would hasten to say that this book will be of great interest to both collectors and those many people interested in the early social and cultural history of our country. This book also fills a void that has long existed especially in our understanding of the postal arrangements, both official and unofficial, within New France prior to the conquest.

This is a book that is well worth reading and would be a significant reference work for students of early Canadian social, cultural and communication history.

David H. Whiteley

**MODERN CANADA DEFINITIVES: Five New Books by Robin Harris. All five handbooks are available postpaid for \$72.95 (Canada) or \$53.95 (U.S.), either coil or pre-punched, from Saskatoon Stamp Centre, P.O. Box 1870, Saskatoon, Saskatchewan S7K 3S2 Canada or, for further information, call toll-free 1-800-205-8814.**

The May - June 1996 issue of *Corgi Times*, the Elizabethan II Study Group newsletter, announced "there are important happenings about to occur in the Elizabethan period. Robin Harris is planning five comprehensive handbooks covering each of the definitive series subsequent to the Centennial definitive issues." A year later, the May - June 1997 issue of the newsletter reported "the five books were released three months ago. I have now had an opportunity to review the entire set and can only reaffirm my previous reports that they are excellent and a set should be in every members library."

Timing permitted the entire set of books to be entered in Canada's 4th National Philatelic Literature Exhibition held during ORAPEX'97. The set received a Vermeil award - an outstanding accomplishment.

Eight months later (this is being written in February, 1998) my original assessment has not changed and reports I receive continue to confirm the excellence of the books. While marketed as five individual books I believe they should be referred to as handbooks. A handbook has the connotation of being the definitive works on a specific subject. A book is whatever the author decides to include between the covers. Here we have five high quality handbooks:

- 1972-78 Caricature and Landscape
- 1977-89 Environment
- 1982-89 Artifact & Parliament
- 1987-96 Wildlife & Architecture
- 1989-96 Fruit & Flag

The objective in preparing this series was to assemble all of the information needed to form an in-depth collection of each definitive series. This meant including background data, historical notes, series and specific period time lines, rates and usage, perfins, and complete booklet coverage including pane layouts. Terminology and abbreviations are explained, significant errors are listed, tagging is explained and illustrated, catalogue numbers, values, checklist capability for both mint and used, quantity information, withdrawal dates and more are all provided.

Several years ago while mounting my Caricature and Landscape material for exhibiting, I had at least ten different catalogues and special subject books in constant use as I worked my way through the project. I still experienced a great deal of frustration over missing information. Now, virtually all aspects of each series is available in Robin Harris's handbooks.

Anyone who has avoided modern Canada definitive stamps because of lack of knowledge need do so no longer. With a bit of study, these handbooks quickly prepare the reader to participate in modern Canada philately.

Another facet of the project was bringing the complete package to market at one time. All five handbooks were immediately available either coil bound or 3-hole punched. For anyone specializing in a series or the entire series the 3 hole punched system is a super offering since it facilitates a number of aspects: pages may be rearranged to fit your own specific objectives (for example I am fairly deep in the Environment Series but I assemble the series differently); the 3-ring binder permits adding supplementary material such as personal notes, findings, photocopies, other articles as well as future revisions or additions.

Finally, for those preferring prepared album pages as well those who carefully restrict the erosion of their hobby time from undue intrusion of the computer Mr. Harris has available a set of album pages for each Series. For prices contact Saskatoon Stamp Centre (Mr. Harris jointed the Saskatoon Stamp Centre on 1 Sept. 1997).

Looking ahead, two additional handbooks are planned: the Karsh/Wilding Series and the Centennial Series. Timing for these has not been announced, but both are expected later this year.

Should anything have been included or changed? I think not. Small nit-picks are always possible but not significant. While the handbooks are very readable a larger font size would have been nice. Realistically, to have done so would have introduced massive complexities in the layout let alone added costs of production.

John D. Arn

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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:

Illustrated is a folded letter posted at Montreal September 5 1855. Addressed to Portland Maine it made the trip *via* the Montreal and Island Pond leg of the Grand Trunk Railway. This item presents two questions. First, the "CANADA 10 Cts." U.S. postage equivalency rate mark apparently applied at Montreal. This marking is listed in Jarrett as marking 497 with the description "On stamped Cover, 1858. From Montreal to Portland, Maine." Is it a simple coincidence that the item illustrated bears this marking and is addressed to Portland as the Jarrett description? Or, was this marking used only on cross-border mail from Montreal to Portland? Can any reader provide additional examples of this marking on similar covers, or covers from Montreal to other destinations?

### Montreal to Portland Maine, 1855 (reduced to 80%)



Second, Shaw indicates that mail from Montreal to Portland travelled entirely by train beginning in 1853. At some time was Portland Maine or Island Pond established as an exchange office with Montreal? I have found no reference to this in Boggs or Robson Lowe Vol. V, both of which list earlier establishment of exchange offices.

Jeff Switt

---

Sir;

Recently the Calgary Regional Group of BNAPS had a tour of the printing plant of Unicom Graphics in lieu of its regular monthly meeting. Unicom is the successor of Universal Engraving Ltd, whose FDC cachets, done by Hubert Larle, are familiar to collectors of 1950s and 1960s Canada.

Printing technology has advanced incredibly in the past decade, and as I toured the plant with the Calgary group, I got to wondering if philatelists realize just how much it has changed. Unicom doesn't print postage stamps, but the security printers who do are just as advanced. Printing plates are no longer prepared by labourious hand makeup; they are assembled on a computer screen, transmitted directly to another machine, and thence directly to the press as a polished product that was never once touched by human hands. Retouches and re-entries are a thing of the past~ Our tour guide mentioned that if a scratch or flaw was spotted on a plate, it would be faster and easier just to run off a corrected plate.

Specialists in modern issues might be well advised to brush up on Apple computers (the standard of the graphics industry) rather than dies-and step-and-repeat cameras. Interestingly, our tour guide mentioned that while older problems have been eliminated, newer ones arise, such as incompatible computer formats or corrupted files. Proofreaders are still needed, as spellcheckers can't catch wrong colours or incorrect numbers.

Years from now, we may see learned articles in philatelic journals about how a stamp must have been prepared in such-and-such a way on PhotoShop software via Apple and Acer computers, via a Linotype-Hell central processor.

Dale Speirs

---

Sir ,

This is in response to Dr. Arnell's letter in the Oct/Dec issue of *Topics*, Vol. 54, #4. This letter referred to his article "Stories Behind My Covers 29" which appeared in the April/June issue, Vol, 54 #2, and specifically to the cover shown in Figure 1 of that article.

I can understand why Dr. Arnell believes that Newfoundland was covered by Article 34 when a number of covers are known from there with the Great Britain accountancy mark G.B.1F60c. Dr. Arnell's cover was posted in Newfoundland and carried by Cunard steamer *via* Halifax to England. This route and service comes under Article 35 for the British North America provinces and for Newfoundland. It is so listed in a letter bill, pattern M, that is included in the tables annexed to the Articles of Execution of the January 1, 1857 Anglo-French Convention. I have sent a copy of this page to Dr. Arnell. Letters from Newfoundland sent under

other conditions may have been subject to Article 34. Nevertheless there seem to be some covers from British North America and Newfoundland that were inappropriately marked.

Since the latter part of 1856 Great Britain had been negotiating with the British North America provinces and Newfoundland for a reduction in the Colonial inland postage from 8d per 30 grams to 4d . Because communication moved slowly in those days, and because of glitches that arose along the way, this took considerable time. During this time the accountancy marks G.B.3F02c and G.B.2F40c are seen on covers, reflecting the 8d per 30 grams rate. By January 1, 1858 the reduction to 4d resulted in these marks being changed to G.B.2F62c and G.B.2F-. This is confirmed in correspondence from the G.P.O. Post 48/136, pp. 714-715. I have sent a copy of this information to Dr. Arnell and hope it helps to clarify the issue.

Maggie Toms

---

Sir:

Perforation pin bending is a myth.

Let us perform a simple experiment. Take an ordinary sewing needle between your thumb and forefinger of each hand and try to bend it. It takes considerable force to cause it to bend appreciably, and then it bends only with a large radius of curvature.

Now let us perform a mental experiment. We will remove all but 10 consecutive pins from each of say 10 perforation wheels. We now reassemble the "Benrose" machine but leave out the set screws that hold the pin wheels in angular alignment. Align the pin wheels on top of the hole wheels and turn the shafts until the pins on the 10 wheels first start to attempt to enter their respective holes. Now tighten the set screws.

If we now try and cause the wheels to rotate by operating the treadle we are of course trying to bend those 10 pins simultaneously. If we are strong enough, maybe we can cause the next 10 pins to engage. We are now bending 20 pins. The force required is now very large. This is of course disregarding the frictional forces as the pins try and slide into the holes.

The "Benrose" machine was operated by a woman merely pressing on a treadle(sewing machine). There is no way she could exert enough pressure to bend even 20 pins let alone 30, 40 etc. Even if she were an amazon the belt drive, which is shown in the "Benrose" patent, would merely slip.

Surely this simple analysis will dispel forever the bending pin concept.

I welcome any comments on this letter or my previous article.

Bob Tomlinson

---

Sir;

I read Bill Bailey's excellent article on Military Postal Rates in *BNA Topics* (Vol. 54, No. 3, p 35-52) again recently and it reminded me of some interesting covers

I have. I collect U.S. APO's located in Canada and obtained an auction lot some time ago where an American Major in the U.S. Army sent some covers from Winnipeg using "free" franking that were passed through the Canadian postal system (e.g., Figure 1). I have located a post card (Figure 2) with a similar "free" franking sent from Winnipeg by a Private in the US Air Force. These items span the period from June 27, 1943 to March 31, 1944. I am wondering if this "free" franking privilege for U.S. military personnel in Canada was authorized by the Canadian Post Office Department.

Kevin O'Reilly

Figure 1 (O'Reilly)

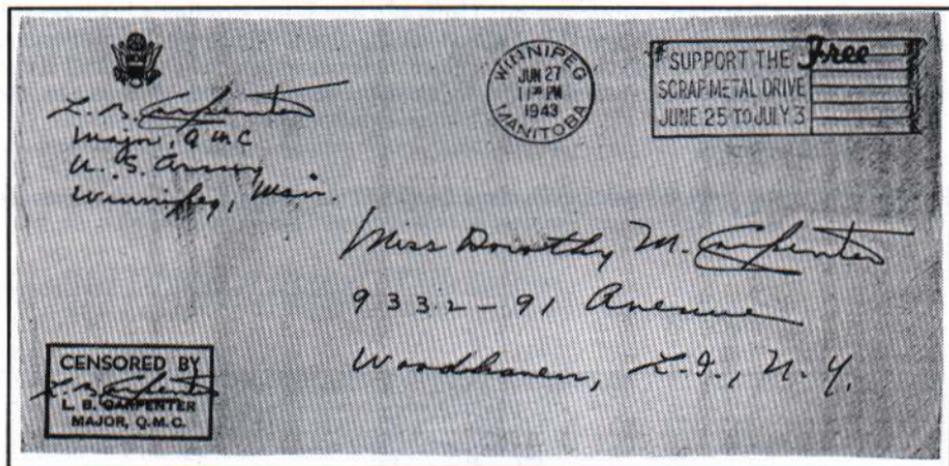
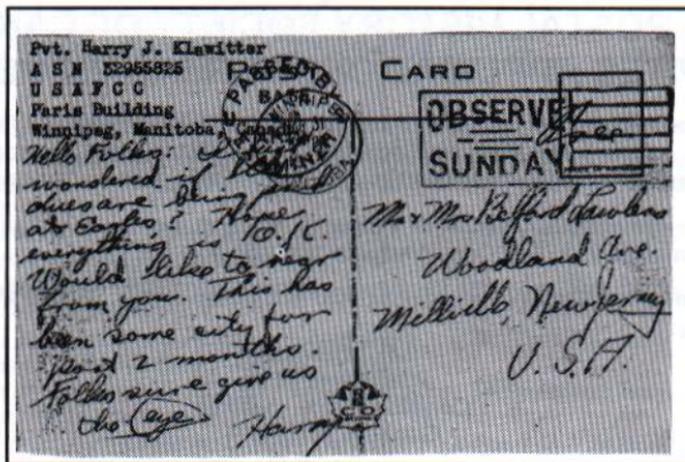


Figure 2 (O'Reilly)



Sir;

I found Bill Pekonen's article "Map Stamp Chronology", Part I (*BNA Topics*, Third Quarter, 1997) to be quite interesting and informative; however, his statement about the so-called "muddy waters" varieties (second paragraph under "A Phantom Variety") beginning "Some dealers in the past . . ." needs to include the words "and present." There are still philatelic establishments (mail bid sales, etc.) in both Canada and the U.S. that advertise these ocean colors from blackish green to sage green and dirty yellow to tan to "lovely" golden to dark bronze—as shade varieties.

Neither Scott's Standard Catalogue nor Unitrade nor Whit Bradley's book on the Canadian Map Stamp says anything about them. I'm willing to bet that dealers would be less inclined to sell them (and collectors less inclined to buy them) if the various catalogues were to warn collectors that these colour changelings are just that.

John Grosvenor

(editor's note: For more information on the subject of "Map Stamp" colour changelings, see L. Kruczynski's article in this issue of *Topics*, pp. 17-19.)



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(continued from page 2)

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