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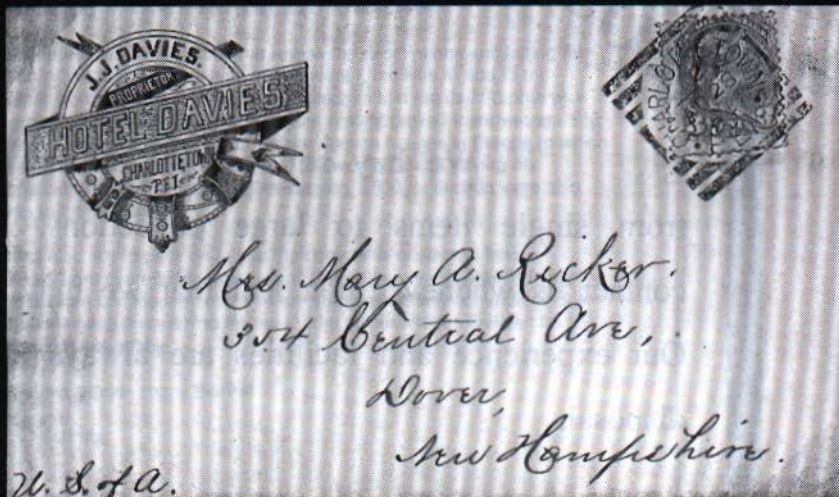
Topics

VOL 55

NO 2

WHOLE NO 475

SECOND QUARTER ♦ 1998



FEATURING:

CHARLOTTETOWN SQUARED CIRCLES

BY DOUG MURRAY

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I should also like to pass on to you the comments of several fellow-collectors from overseas to the effect that they were very pleased to bid with complete confidence on lots where your wonderfully accurate colour illustrations gave them a true feeling for the colour shades that can be so important in our hobby.

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BNA TOPICS

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY LTD.

VOL 55

NO 2

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(continued on page 84)

Philately is a very absorbing hobby, and we tend to take it very seriously. However, unlike writings about more frivolous pursuits such as politics and science, humour in philatelic literature is not all that common. There are a few recent exceptions (certain issues of the *Flag Pole* come to mind), but twenty-five years ago Ed Hausmann, then editor of *BNA Topics*, produced a two-page "April Fools" item (Vol. 30, #4, pp. 94-95) that remains one of my all-time favorite pieces. From the announcement of the release of the "new high-value \$4.90 definitive"—well it seemed hilariously high-valued in 1973 when thoughts of an \$8.00 definitive would have been considered absurd—to the review of the newly issued book "Inverted Zeros on Canada Squared Circles" the piece pointedly spoofed both the Post Office and overly-serious collectors of BNA material. Excessive new issues (at least they seemed so at the time) were lampooned (e.g., "Christmas 1974—set of 18 different designs suggested by Christmas wrapping paper") and the then recently introduced postal code seemed to be a particular target. The subtle selection of a picture of the unissued New Brunswick Connell stamp for the cover also was appropriate. At least two BNAPSers, Dr. Bob Carr and Dr. Ian Taylor, were sufficiently amused to write supportive letters to the editor (*BNA Topics*, June-July 1973), although approval does not seem to have been unanimous. Even after the intervening years the article wears well, and I encourage readers to search it out.

Helping Your Editor

I am sometimes asked why certain articles languish in my in-basket for an inordinate amount of time. There are many reasons, but here are some things to consider that can help me prepare your piece for faster publication. First, remember the size of a *Topics* page when preparing your figures and tables. *Topics* pages are *not* standard 8½" x 11" pages. If I need to spend ten hours resizing the contents of several large tables, the article will probably be delayed. If you photoreduce your pictures from the original items to a size that will comfortably fit on a *Topics* page, it can save me hours of tinkering, and provides better reproduction. You may want to make your article "look nice" in the typescript or computer file you send, but eventually all articles must be entered in Word Perfect 6.1 (I still work in Windows 3.1 on a 486-33), and removing embedded footnotes, underlining, bolding, superscripts or unusual formatting takes time. Computer word-processing files should be as simple as possible, and be saved in as low a version as possible (e.g., Word 2.0, Word Perfect 6.1). I try (not always successfully) to keep references in a standard format. If you look at a recent issue of *Topics* and follow the format used there, it helps. Minimally, I need the last name and initials of the author and the title of the cited article as well as the volume, issue, page and year of publication (if a journal article) or the publisher, edition and year of publication (for a book). What you do not supply, I need to look up (and you know your references and subject area better than I, so it takes me longer). All references should be cited in the text. Thanks for your help. If I am pressed for time, articles in well-prepared computer files do tend to get used first, but only for reasons of convenience. Typescript, and even manuscript, submissions are still most welcome.

1. Box 1870, Deep River, ON, K0J 1P0, Canada; 1-613-584-1574, 102124.1304@compuserve.com
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Exhibits mounted; dealer setup: 4:00 p.m. - 8:00 p.m.
- Oct. 8:** Study groups: 10:00 a.m. - 5:00 p.m.
Exhibits/bourse: 10:00 a.m. - 5:00 p.m.
Reception and Luau dinner, poolside: 6:00 p.m. - 9:00 p.m.
- Oct. 9:** Optional group trip to Epcot: 10:00 a.m. - 3:00 p.m.
Study groups: 10:00 a.m. - 5:00 p.m.
Exhibits/bourse: 10:00 a.m. - 5:00 p.m.
Past Presidents' reception: 6:00 p.m. - 7:00 p.m.
- Oct. 10:** General BNAPS meeting: 8:00 a.m. - 10:00 a.m.
Optional group trip to Kennedy Space Center: 10:00 a.m. - 3:00 p.m.
Study groups: 10:00 a.m. - 3:00 p.m.
Exhibits/bourse: 10:00 a.m. - 3:00 p.m.
Exhibits takedown: 3:00 p.m. - 4:30 p.m.
Reception: 6:00 p.m. - 7:00 p.m.
Awards Banquet: 7:00 p.m. - 10:00 p.m.

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A 12½ Cent Decimal Cover From Canada to New Brunswick

Victor L. Willson

In the recent Firby (October 1996) auction was a Canadian 12½ cent cover from Sam Nickle's collection that was not listed in Arfken and Leggett's (1996) book on Decimal postal history [1]. I believe I saw the cover in Ed Richardson's collection at one time, although I did not record it. It is shown below (to see it in colour check the BNAPS home page: "<http://www.wep.ab.ca/bnaps>").



What makes the cover interesting is the franking and destination. The cover was sent from Montreal on July 27, 1860, to Chatham, New Brunswick. Arfken and Leggett do not record any 12½ cent covers to New Brunswick via Cunard line, although they illustrate a lone 12½ cent cover to Fredericton that they argue went the overland route based on the backstamps. The rate for the cover going overland was 5 cents per half ounce, and the overpayment may have been based on the writer's intention that the cover go via Boston or Portland on the Cunard line to Halifax.

The cover discussed here has an endorsement "per *Arabian*." This endorsement opens up a number of issues. First, if it was intended for the Cunard ship *Arabia*, the letter could have indeed gone that route, except the *Arabia* left Boston on July 25. However, the addition of the "n" at the end of the endorsement implies a different ship. Arnell [2] noted on p. 189 that in 1858 the *Lady Head* began fortnightly service for the Canadian Post Office on a Quebec - Pictou route down the St. Lawrence with Gaspé and New Brunswick stops. In 1859 another packet joined this service, the *Arabian*, alternating weekly service with the *Lady Head*. Now we have a new development. Clearly, during the summer a packet down the St. Lawrence that stopped at Miramichi, endorsed on the cover, would be likely the quickest way to reach Chatham. The packets were timed by 1860 to leave right after the arrival of mail ships from England to Quebec so that mail for the Lower Ports could be sent via the packets with little loss of time.

Turning to the reverse of the cover, there are two postmarks. A very clear Chatham split double circle cancel is dated Aug. 2. Thus, the entire trip from Montreal to Quebec, by special Friday night train, then by packet to Chatham, is feasible in six days. A second postmark is quite unclear, except that the date is Aug. 31, and it is a New Brunswick postmark, with a possible last letter N or I for the town. If the packet sailed after the arrival of the *Bohemian* on the 30th, it is impossible to receive a NB postmark on the 31st via the packet. Thus, the *Arabian* was not the likely route.

The remaining alternatives are the GTR route from Montreal to Riviere du Loup and wagon into central New Brunswick or the GTR-Central RR to Bangor and stage to St. John, NB, then forwarded to Chatham. The latter route would seem likely to be quicker and the more probable for Chatham as ultimate destination by land. Finally, there was the GTR to Portland and International Steamship Co. to St. John, sailings were on Mondays, so the cover could have gone this route.

The question remains why the rate was put at 12½ cents, since all of the rates discussed above were 5 cents. Firby noted in his auction that he attributed it to a double weight letter overpaid 2 cents. An alternative is that a ship letter fee was collected for the St. Lawrence route, although Whitworth [3] showed an 1866 cover that went for 5 cents. The author of the letter clearly wanted the *Arabian* as the routing and franked the letter with the 12½ cent stamp. There is little evidence that the letter was as heavy as one ounce, and from the folding it appears that it could have had only about one sheet enclosure because of the way the backstamps overlap the two halves of the cover fold. The cover is to a company and was likely business correspondence. In any case it represents an addition to what Arfken and Leggett [1] recorded as only twelve covers franked with the 12½ cent stamp to the Maritimes in the Decimal period.

References

- [1] Arfken, G., Leggett, A., "Canada's Decimal Era", V.G. Greene Foundation Toronto: (1996).
- [2] Arnell, J. C., "Atlantic Mails", National Postal Museum, Ottawa (1980).
- [3] Whitworth, G., "First decimal issue - A winter route to New Brunswick, a summer route to Nova Scotia", *Maple Leaves*, Vol. 12, 316-318 (1969).

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Stories Behind My Covers

33. An Unusual Harnden & Co. Forwarded Letter to B.N.A.

Jack Arnell

William F. Harnden was the original transatlantic forwarding agent, who got started by providing a much needed service between Boston and New York. While in his early twenties in the 1830s, he was a train conductor and later a Boston ticket agent of the fledgling Boston & Worcester Railroad. Recognizing the potential of the burgeoning railway system, he made an agreement with his company to provide a personal service of carrying drafts, bills, notes, packages, etc. between Boston and New York using the train. In 1839, he was listed in the Boston Directory as an "Express Package Carrier, 8 Court Street, Boston." He set up a subsidiary express office in New York in 1840. At the start of this business, "a medium sized valise" was adequate to carry the packages entrusted to him.

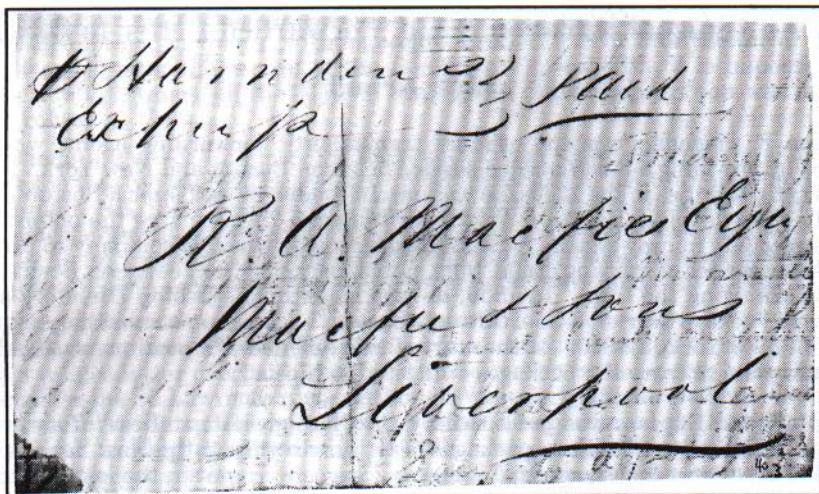
The Harnden Express was pressured by the "foreign letter offices" (forwarding agents) in Boston to take their packages of letters directly to the New York sailing packets; experience had shown that if these packages were put in the last mail prior to the sailing of a packet, the mail would not be sorted in time for the connection to be made. Harnden explained this situation to the Boston postmaster, who worked out an arrangement whereby he would take his packages, addressed to himself, to the post office and pay the postage; they would then be put in a special bag, which he would carry to New York as a special postal agent and deliver to the New York postmaster, who would open the bag and deliver the packages to the Harnden agent to be delivered to the sailing packet.

When the Cunard service began in July 1840, Harnden was made its Boston agent for managing the freighting business, consisting of light goods and small packages, as a result of his reputation for reliability and honesty. To control this activity in Liverpool, Harnden established an office in that port. This in turn allowed the expansion of the business into that of a merchant banker, handling bills of exchange, etc.

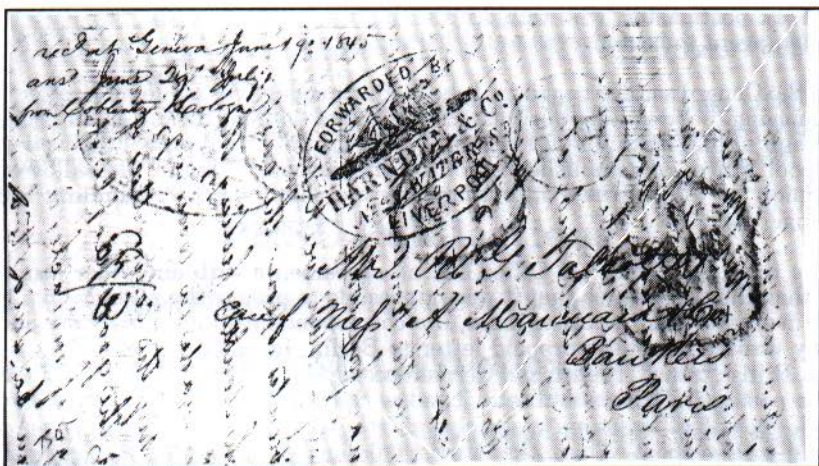
At this time, the U.S. Post Office had no agreements with any other countries, other than the Canadas, so that it was impossible to prepay the postage on a letter going overseas. On the other hand, if a correspondent in an inland city such as Albany wanted to send a prepaid letter to Berlin, he could pay the U.S. inland, packet, British transit, French and German postage to a Harnden agent, who would pay the postage to Boston and send it to the Harnden office there, where it would be enclosed with other letters in a package to the Liverpool agent, with the postage prepaid to Liverpool. There the letter would be put in the British post with the postage paid to its destination.

The U.S.P.O. became concerned that it was losing revenue through this Harnden service and his post office contract was cancelled sometime around 1844. However, his service was so well established as an overseas linkage, that it continued. William Harnden died on 14 January 1845 at the early age of thirty-one, and the local component of the company was sold to other express companies, while the foreign operation continued as Harnden & Co. until 1851.

**Figure 1: A cover from New York to Liverpool
Forwarded through Harnden and Co.**



**Figure 2: A cover from Hartford to Paris
Forwarded through Harnden and Co.**



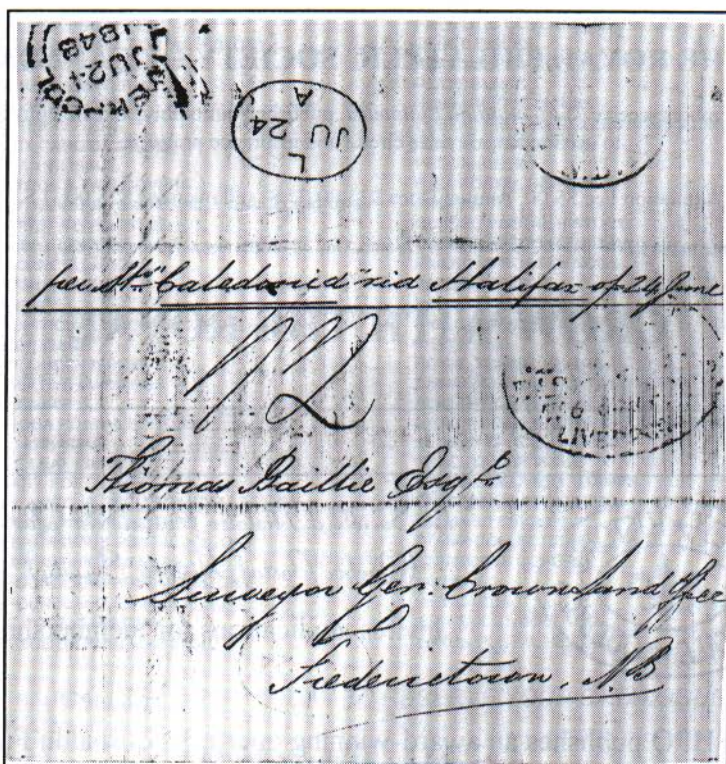
As letters could be sent either unpaid or paid by the Cunard steamers, there are no eastbound letters forwarded through the Harnden offices to the Canadas to my knowledge. Because of this, I have used two letters from the United States to show the method.

The first (Figure 1) is part of letter from New York of unknown date, but thought to be in the early days of the Harnden New York office, as it was marked "p Harndens Express) Paid" and only an encircled *red* "PAID/H & C" handstamp was used, instead of a later larger oval one. It was backstamped with a *red* oval

"FORWARDED BY HARNDEN & CO BOSTON." It was probably sent in a larger package to the Liverpool office and delivered privately.

The second (Figure 2) is a letter from Hartford to Paris dated 29 April 1845. This reached the Harnden Boston office by private means, where it was struck with an oval "FORWARDED FROM HARNDEN'S PACKAGE EXPRESS & FOREIGN LETTER OFFICE N° 8 COURT S^T BOSTON" in red, and forwarded to the Liverpool office under cover on the *Caledonia* departing on 1 May and arriving at Liverpool on 13 May. The Liverpool office noted the ongoing postage at left "5d. + 5 = 10", representing the 5d. Stg. British transit fee and 5 décimes (equivalent to 5d. Stg.) for a total of 10 pence or décimes, and struck a red encircled "P^d H" and a black oval "FORWARDED BY HARNDEN & C° N° 20 WATER S^T LIVERPOOL." The piece was datestamped "PAID" at the Liverpool post office on 14 May in red, and at London the following day, where it was struck with an encircled red "P D" to show that the postage was paid to destination. Finally it was datestamped with a double circle "ANGL. BOULOGNE" on 17 May and forwarded to Paris.

Figure 3: A Harnden and Co. Cover from Liverpool to Fredericton, N.B.



The excuse for the above explanation is this possibly unique Harnden letter to Fredericton, N.B. (Figure 3). It is a shipping notice and bill of lading from Harnden & Co., Liverpool dated 23 June 1848 for two cases from Throughton & Simms, London shipped on the *Caledonia* from Liverpool on 24 June, along with this letter. The letter was struck with the same style of oval handstamp in black as the

previous letter, except that the address had been changed to "6 Cook Street." As it was going directly to B.N.A., the letter was sent unpaid in the mail, being backstamped at both the local and packet offices in Liverpool on 24 June, where it was rated 1s. 2d. Stg. postage due and put in a closed bag for Fredericton. The steamer arrived at Halifax on 6 July, and the letter was backstamped at Fredericton on 8 July.

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Major Errors in the Architecture Definitives of Canada

Joseph Monteiro

The Canadian Architecture stamps will be remembered most by philatelists for the major errors that were discovered. These errors will undoubtedly go down in stamp history, as some of them are truly sensational. To the lucky finder, Alexander Pope's remark "*to err is human...*" can better be rephrased as "*to err is divine.*" Three major types of errors were discovered: inverts, missing inscriptions, and imperforates—full and partial. In addition to these major errors, numerous other types of errors were discovered such as misperforated errors, print shifts, etc. In this article, the major errors will be examined followed by a brief review of the other types of errors with illustrations.

I. Major Errors

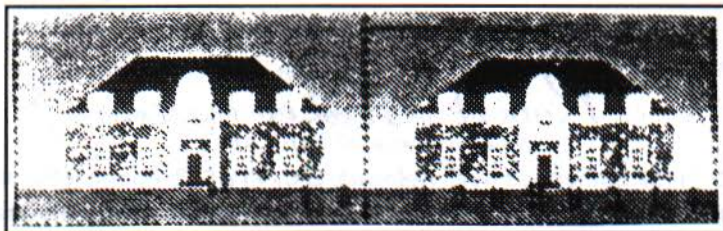
a) Inverts

There are two major inverts in this series: 1) the \$1 Runnymede Library and 2) the \$2 Truro Provincial Normal School.

1) \$1 Runnymede Public Library [1 - 5]

The \$1 Runnymede Public Library stamp was issued on May 5, 1989. There were two printings of this stamp. Stamps from the second printing were released on August 28, 1992. The inverted error of this stamp occurs on copies from the second (Canadian Bank Note Company) printing. The error resulted from sheets being fed upside down to the second printing machine; the sheets were fed with a shift, or the borders on the sheets that were trimmed off were unequal.

The \$1 Runnymede Library invert was been described by Fred Baumann [1] as follows: "On the pane ... the inverted intaglio black appears to have been offset about ½ inch to the left. The result is that the inverted text on 20 of the 25 stamps now reads "\$1 CANADA" and the small inscription that is now across the top of the stamp, instead of being centered, is shifted sharply to the left. ... The vertical strip of five stamps on the left shows only the intaglio inscription "\$1" and various intaglio marginal markings. The shift also resulted in the "DA" of "CANADA" and part of the bilingual inscription being printed in the right margin selvage of the pane. The stamp at position 11 is unique in the pane, showing only the inverted "\$1" and no other portion of the intaglio black printing." The best way to describe the error is through the illustration shown, as aptly pointed out by the Chinese adage "*One picture is worth more than a thousand words*" (editor's note: perhaps not in this case—the black printing on blue, converted to greyscale, does not provide much contrast).

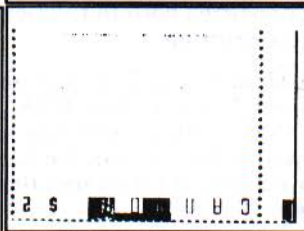
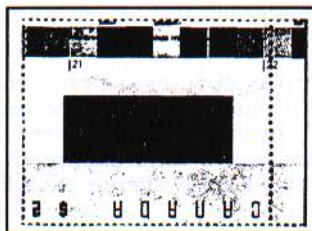
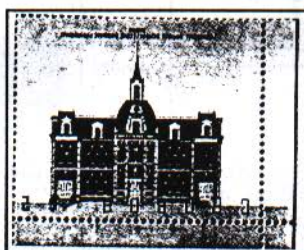


The \$1 Runnymede Library inverted and with shifted inscription was discovered in Ontario in the summer of 1993. *Linns Stamp News* reported that "The pane of Canada's 1989 \$1 Runnymede Library stamp with the black text printed by intaglio upside down was purchased in the summer of 1993 by a lucky and alert American tourist at a postal retail outlet in Ontario. He thought that the pane of 25 stamps looked a little peculiar, and put it aside to examine at a later date. When he contacted a few dealers in Canada and the United States about a year later to ask about his find, he was stunned and delighted to discover its potential enormous value." [1]. *Superior Stamp & Coin* in the U.S. was appointed as the auctioneer of this error [2]. The Director of this company noted that "the newly revealed \$1 Runnymede Library inverts are six to eight times scarcer than the renown(ed) 5¢ Seaway inverts, and may therefore one day command significantly higher prices" [1]. So far only one pane has been brought to light. Given the printing format, at least one sheet with six panes should have been printed.

2) \$2 Provincial Normal School, Truro [6 - 16]

The Truro Provincial Normal School is featured on the \$2 Architecture stamp. This stamp was first issued on February 21, 1994. A second printing, by Canadian Bank Note Co., was released on February 20, 1995.

This invert may be described as a stamp with the design inverted or with the steel engraved inscriptions inverted. These inverts can be classified in terms of one basic invert and three sub-varieties *i.e.*, four types in total. Holding Pane 1 with the Truro Building upside down, the errors may be described as: first, the normal invert (*i.e.*, with the Truro Building upside down and the inscription appearing normally (or *vice versa*)). Second is a variety with the inscription "CANADA \$2" with the green colour background on the upper third of the stamp. Below this is a large dark green rectangle, and at the bottom are different colour squares and the fine inscription print; above one of the colour squares is a number on each stamp. This variety is from the fourth row of Pane 1. Third is a variety with the inscription, but no part of the stamp design or colour background of the stamp (other than the three or four colour squares which normally appear in the gutter, but which are cut off during the usual production procedure). This variety is from the fifth row of Pane 1. Fourth, a variety that is similar to the second variety, except that at the bottom of the stamp there are no colour squares and number on each stamp. Instead of the latter, there appears the same green colour background that appears



in the upper third of the stamp. This variety appears in Pane 2 from the fourth row.

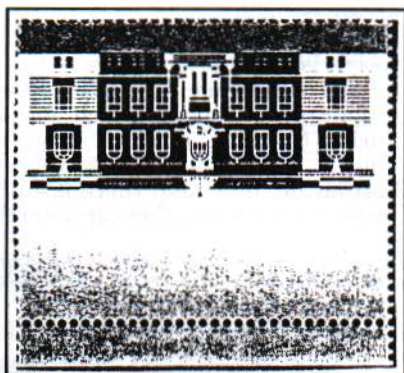
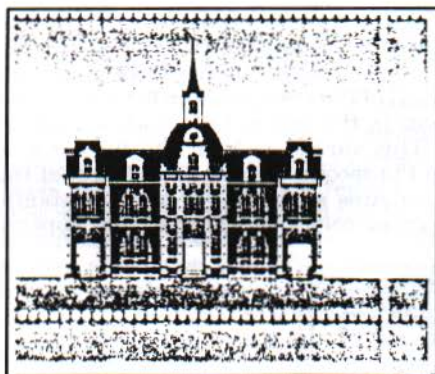
This invert has so far been reported to have been found in several locations: New Brunswick (two panes), Southern Ontario (two panes), Ottawa and Calgary (five panes—undistributed stocks at regional postal depots). The location where one other pane was found is not known, and there are rumours that the error has also been found in Montreal and British Columbia. Tim McGuin, a spokesman for Canada Post Corporation, was reported to have said “a small number of sheets—certainly less than a dozen—were removed from the stock remaining to be shipped to post offices because they were inverted or misperforated” [12].

Adding up the known discoveries discussed above, so far 10 panes are understood to exist. Four of these panes are in private hands and six panes are in the hands of the Canada Post. Given the manner in which the inverted errors are produced in the printing process, 70 normal inverts should exist per sheet and 10 stamps each of the three varieties. Pane 1 (or the upper panes) has 15 normal inverts and 5 stamps of each of the varieties 2 and 3. Pane 2 (or the lower panes) has 20 normal inverts and 5 stamps of variety 4.

These inverts are very dramatic.

b) Missing inscriptions

There are three major errors with the inscription missing in this series—two from the printings of the \$2 Truro Provincial Normal School stamp, and one from the printing of the \$1 Yorkton Court House.



1) \$2 Provincial Normal School, Truro (Leigh-Mardon Pty Ltd.) [6, 13, 17-22]

This error may be described as a stamp with the missing steel engraved inscriptions. In the words of Ian Robertson [17], the stamp lacks “the word ‘CANADA,’ a value tablet, and ‘Provincial Normal School/École Normale Provinciale’ text.” This error occurred both in the Leigh-Mardon Pty Ltd. printing and the Canadian Bank Note printing.

The error from the Leigh-Mardon Pty Ltd. printing was discovered first, was reported in *Canadian Stamp News* in May 1995 [17], and has since received considerable publicity. The CBN printing error has only been recently discovered, and is discussed in more detail below. Given the format in which the stamps are printed (four panes of 25 to a sheet), it is believed that at least 100 stamps of each of these errors were printed.

The Leigh-Mardon Pty Ltd. \$2 Truro error pane was initially discovered in Sunnyside, Newfoundland, before or during February 1995. The person who found the pane used seven of the stamps before he noticed that something was wrong. A second pane was discovered in Cambridge, Ontario. This pane was offered for sale in a *Siasons Stamp Auction*. The error, lot 480, was described in the auction catalogue [18] as follows:

"S 1994, \$2. Normal School, full sheet of 25 MISSING THE BLACK PRINTING [Embossing only showing] & untagged, A truly dramatic modern error which may prove to be one of the rarest Canadian varieties, NH, VF (1376) PHE 20,000 - 25,000."

The discovery of a third pane was reported in the *Corgi Times* [6]. It has been assumed that this pane was discovered in eastern Canada. In the same source indicated above, the existence of a fourth pane found in Montreal, Quebec was noted.

2) \$2 Provincial Normal School, Truro (Canadian Bank Note Printing)

The inscription on the \$2 Truro School stamp was also found missing on stamps printed by Canadian Bank Note (the CBN stamp was issued on February 20, 1995). The description in a catalogue from *Saskatoon Stamp Centre* that listed this error reads [15]:

"648 1376ii var *MC \$2 Truro Normal School, CBN Ptg, MISSING COLOUR with "CANADA \$2" & "PROVINCIAL NORMAL.." inscription missing. Perf 13.3x13.1, Pos. 11 from pane of 25. VF NH. CS Unlisted (Colour photo pg 116)..C\$1,500.00=US\$1,117.50."

The above statement indicates that at least one pane of 25 exists from the CBN printing. Given the printing format of these stamps, *i.e.*, four panes per sheet, at least three other panes should exist. These three panes may have been found by postal inspectors or may be in the hands of the public.

3) \$1 Yorkton Court House

The Yorkton Court House stamps printed by Canadian Bank Note were issued on February 20, 1995. The inverted error found on this stamp is similar to the two \$2 errors. The name of the country "CANADA," the value "1" and the inscription "COURT HOUSE/PALAIS DE JUSTICE YORKTON" are missing from the stamp.

The error was found in May 1997, and was reported in *Saskatoon Stamp Centre Catalogue # 197* [23] where it was listed as:

"256 1375i var *MC UR BLANK CORNER BLOCK of 4. VF NH. CS Unlisted... (photo - back cover) ... C\$6,500=US\$4,712.50."

So far one pane has been reported to have been found in Ontario. Given the manner in which the stamps were printed, it is believed that at least four panes of 25 (*i.e.*, at least 100 copies) of this error were produced. The error was also reported (almost simultaneously) in an Eastern Auction Limited mail auction [24].

c) Imperforates

There are five major imperforates in the Canadian Architecture Definitive series: 1) two of the \$1 Runnymede Library; 2) two of the \$2 McAdam Railway Station; and 3) one of the \$5 Bonsecours Market.

1) \$1 Runnymede Library [25 -26]

There are two types of imperforate errors known for the \$1 Runnymede Library stamp: 1) fully imperforate errors, and 2) partially imperforate errors. Since the

two errors are found together, they will be dealt with simultaneously. It should be noted that similar types of errors were produced on two different occasions in two different positions in the panes of a sheet.

The first occasion when this error (or errors) was widely publicized was when a photograph appeared on the front page of the *Canadian Stamp News* [25] in 1992. The stamps were found in Montreal, and a Saskatoon stamp dealer provided a photograph to *Canadian Stamp News*. The error has missing horizontal perforations on the top and bottom of the first row and is missing the vertical perforations on stamps in the first and second columns. While the vertical perforations exist in the top selvage, the horizontal perforations do not [25]. In other words, the first row of stamps is completely imperforate and the second row is partially imperforate with perforations only at the bottom of the stamps. It appears that the 2-row T-comb perforator missed the first strike on the pane. Only one pane containing 5 pairs of both imperforates has so far been reported.

The second occurrence of this error (or errors) was disclosed in a catalogue (#196) of the *Saskatoon Stamp Centre*. The error is missing the horizontal perforations from the last two rows of the pane and missing the vertical perforations from the last row of the pane. The horizontal perforations in the selvage are missing from the last row of the pane and the vertical perforations from the bottom selvage of the pane. In other words, the last row of stamps is completely imperforate and the second last row of stamps is partially imperforate with perforations missing from the bottom of the stamps. In this case, it appears that the 2-row T-comb perforator missed the final strike on the pane. Only five panes containing 20 vertical strips or five horizontal strips from the final row have so far been reported.

The total number of these two types of errors depends on four factors: the format in which the stamps were printed (i.e., the number of panes per row and the number of columns), the number of sheets simultaneously perforated, the number of stamps per pane, and the format of the stamps per pane. Each sheet contained six panes. Assuming that they were printed in a format of two panes per row, each sheet should produce two panes with this error. Since it is believed that five sheets are normally perforated at a time, there should be five sheets with this error or ten panes. The number of errors that exists also depends on the number of stamps printed per pane and their format. Since twenty-five stamps were printed per pane in five rows by five columns, each pane contained five full imperforates per row and five partial imperforates per row.

2) \$2 McAdam Railway Station [23, 27 - 32]

The \$2 stamp depicting McAdam Station has also been found with both fully imperforate and partially imperforate errors. The fully imperforate stamps were found in complete sheets and also in sheets in conjunction with partially imperforate copies.

There are two possible explanations for the fully imperforate errors: first, a sheet advanced too far so as to miss the strike of the perforator; second, some sheets were taken for examination before being perforated and were inadvertently placed with the stack of perforated sheets. This latter explanation seems more plausible given the number of panes that have been found imperforate.

An explanation provided by Leopold Beudet [27] for the partial imperforate sheet is more interesting: "Normally, after each strike of the comb, the sheet is shifted two rows. I believe that after the perforator struck rows one and two, the sheet was not shifted. The perforator came down a second time on rows one and two, the sheet was then shifted by four rows instead of two, and everything returned to normal." This explanation, though quite different from the usual explanation,

seems very reasonable if one examines the partially imperforate errors carefully—the perforations on the first and second rows appear oval in shape. Since the stamps were perforated by a 2-row T-comb perforator, it simultaneously created two types of errors—a row of fully imperforate errors and a row of partial imperforate errors.

Imperforate and Partially Perforated Varieties



As a result, the partially imperforate errors do not have any horizontal perforations at the top and bottom of the third row of stamps together with their selvage. In addition, the vertical perforations are absent on the third and fourth rows. This creates full imperforates from the third row, and partial imperforates from the fourth row (with the perforations missing from the bottom of the stamp).

The full imperforate error has so far been reported to have been found in Toronto and Port Colborne. In 1991 it was reported that the \$2 stamp was discovered in imperforate sheets in Toronto [26]. It is believed that this is from the J.N. Sissons collection. It appears that six panes of 25 stamps were found [31]. Another source indicated that nine imperforate panes turned up in Southern Ontario [29]. The location of this discovery apparently was Port Colborne. Whether these nine panes included the six reported from the J.N. Sissons collection is not known. As of June 1992, information supplied by the Saskatoon Stamp Centre, which kept track of these imperforates, indicated that ten panes of this error exist for certain. A number of panes (at least three) were sold to an investor when these imperforates were first offered for sale in a large lot. Since each pane of 25 stamps produces 12 imperforate pairs and a single, the ten panes discovered should result in 120 pairs and 10 singles. Given the format in which these panes were printed (six panes to a sheet), at least twelve panes should exist. It is quite possible that more than twelve panes could exist, in multiples of six.

The partially imperforate error was reported to have been discovered in Calgary and Montreal. The *UNITRADE Specialized Catalogue of Canadian Stamps* lists this variety as No. 1182ii [36]. Five panes of this partially imperforate error (*i.e.*, in rows three and four) were found in Calgary. John Jamieson of Saskatoon Stamp Centre bought the five panes from a Calgary dealer [23]. One pane of this partially imperforate error was found in Montreal. Since five panes are usually perforated simultaneously, it has been suggested that there should be another four panes from this discovery [27]. A pane of the partially imperforate error produces five imperforate vertical pairs, as each pane of 25 stamps is printed in five rows by five columns. The six known panes should therefore result in 30 partially imperforate errors. It is likely that 50 partially imperforate pairs exist, given the format of each pane and the number of panes that are likely to have been perforated simultaneously. It is also possible that more than ten panes could have this error; if so, these would most likely have been produced in multiples of five panes.

3) \$5 Bonsecours Market [33-34]

The \$5 Bonsecours Market stamp of the Architecture series was first issued on May 28, 1990 and is printed in blue-green and silver. It also has been found partially imperforate. The initial printing was by British American Bank Note Co. on Peterborough paper. Canadian Bank Note Co. printed plate 2 on Coated paper (issued September 11, 1992).

The \$5 Bonsecours Market error stamp is a partially imperforate error with the horizontal row of perforations missing from the top of the second row of stamps. In addition, half of the vertical column of perforations are missing from the bottom of the second row of stamps. The first row of stamps has the top horizontal row of perforations shifted downward, passing through the top of the dome but below the turret. Though it is not known whether the stamp is on Peterborough or Coated paper (since the stamp was printed on two types of papers), it appears from the error that the stamp is on Peterborough paper. It is most likely that this error was the result of a malfunction of a T-comb (cylinder) perforator (used by British American), and not an H-comb perforator as is used by Canadian Bank Note Company.

The existence of this error was made known through a listing in an Eastern Auctions Ltd. catalogue. The catalogue described this error as follows [34]:

"3253 *# 1183 var, \$5 Bonsecours market showing dramatic misplaced and missing perforation error, VF NH.....(PH).....E 350.00+."

II. Other Errors [35 - 40]

There are two other types of errors that have so far been reported: a) misperforated errors, and b) print shifts. Though these errors are not as high on the totem pole as the types of errors noted in Section I, the effect of these errors is often quite dramatic and they make interesting show pieces. Therefore, we shall briefly review them, but not go into these errors in detail.

a) Misperforated errors

The well known misperforated errors are listed in Table 1. The type of misperforation is shown in the second last column.

Table 1 - Misperforated Canadian Architecture stamps* [35-38]

Value	Printer [‡]	Perf.	Perforator	FDI	Type of misperf	Plate No.
\$1 Runnymede	B.A.	13.1x13.7	T-comb	May 5, 1989	horizontal (print shift)	blank corner
\$2 McAdam	B.A.	13.1x13.7	T-comb	May 5, 1989	vertical	blank corner
\$5 Bonsecours	B.A.	13.1x13.7	T-comb	May 5, 1989	vertical	blank corner
\$5 Bonsecours	B.A.	13.1x13.7	T-comb	May 5, 1989	horizontal	blank corner
\$1 Yorkton	L.M.	?	?	?	horizontal	blank corner

* all produced by a combination of lithography and engraving, and issued untagged

‡ B.A.=British American Bank Note Co., Ottawa. L.M.= Leigh-Mardon Pty Ltd.

b) Print shifts

As summarized in Table 2, major print shifts are known to exist on several of the stamps. The vertical shift on the \$1 Runnymede Library stamp is well known; several of the others have been reported in the descriptions of lots in auctions of the Saskatoon Stamp Centre and the mail auctions publications of Eastern Auctions Ltd.

c) Other Freak Errors

Other freak errors have also been noted—line missing perforations, offset, etc. These errors are not discussed here as they are beyond the scope of this article.

In conclusion, the Canadian Architecture series will go down in philatelic history as one of the most memorable, since it resulted in outstanding errors. There are two inverts: the \$1 Runnymede Library with two varieties; and the \$2 Truro School with four varieties. Further, there are two missing inscription errors (the \$2 Truro School with two varieties (*i.e.*, the L-M printing and the CBN printing); and the \$1 Yorkton Court House. Furthermore, there are three stamps that have fully imperforate and/or partially imperforate errors. First, there is the \$1 Runnymede error—full and partial imperforates in conjunction (from two different positions in the panes). Second, there are \$2 McAdam errors in full and partial imperforates (the first from full and partial imperforate panes; and the second from partial imperforate panes). Third, there is the \$5 Bonsecours Market partially imperforate error. In addition, to these major errors, there were other errors, *i.e.*, misperforated errors and print shift errors.

Table 2 - Canadian Architecture Stamps* with Print Shifts

Value	Printer [‡]	Perf.	Perforator	FDI	Type of misperf	Plate No.
\$1 Runnymede	B.A.	13.1x13.7	T-comb	May 5, 1989	Vertical (Print shift) [39]	blank corner
\$1 Runnymede	B.A.	13.1x13.7	T-comb	May 5, 1989	Horizontal (Print shift)	blank corner
\$1 Yorkton	CBN	13.2x13.2	H-comb	Feb. 20, 1995	Vertical (Print shift, 9mm up and 2-3mm up) [40a]	blank corner
\$1 Yorkton	CBN	13.2x13.2	H-comb	Feb. 20, 1995	Horizontal (Print shift, 3-5mm left) [24]	blank corner
\$2 Truro	CBN	13.2x13.2	H-comb	Feb. 20, 1995	Horizontal (Print shift, 3-5mm left) [24]	blank corner
\$2 Truro	CBN	13.3x13.3	H-comb	Feb. 20, 1995	Horizontal (Print shift, 3-5mm up) [40b]	blank corner
\$2 Truro	CBN	13.2x13.2	H-comb	Feb. 20, 1995	Vertical (Print shift, 3-5mm down) [24]	blank corner
\$5 Bonsecours	B.A.	13.1x13.7	T-comb	May 5, 1989	Vertical	blank corner

* all stamps prepared by lithography and engraving, and issued untagged

‡ CBN=Canadian Bank Note. B.A.=British American Bank Note Co., Ottawa

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Self-Adhesive Greeting Booklets (1994–1997)

Robin Harris

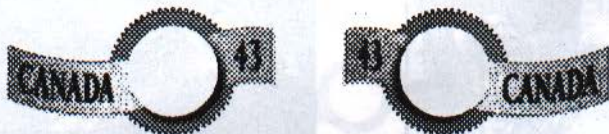
January 1994 saw the release by Canada Post of a new-style self-adhesive stamp that offered a number of firsts in Canadian philately:

- the design and format of the stamps was such that there are no squared “corners”—the edges are curved.
- the stamps were designed in a such a way that the public was able to “build” their own stamp. Seven different special occasion stickers were supplied that fit nicely onto the stamp image resulting in the possibility of 7 different stamps (in fact, the number is limitless, as we will see).
- as was customary with all previous Canadian self-adhesive stamps, the 43¢ Greeting booklet stamps were sold for a small premium over face value. However, all 45¢ booklets have been sold for their face value.

This article will touch upon the various booklets that have been issued, the numerous stickers that have appeared, how to identify the *individual* stamps and stickers, and finally a look at the inevitable errors that have occurred.

Booklets

This design of booklet has been aptly called “Greeting” by Canada Post due to their design. Two different stamp designs were provided: a “left” and “right” facing image.



The stamps in the first Greeting booklet to appear had a face value of 43¢, the first-class rate in effect at the time. A year and half later, with the rate increase of 2¢, to 45¢, a second Greeting booklet was issued. To date, there have been *five* separate releases of Greeting booklets. Table 1 lists the different booklets that have been issued.

Illustrated on the next two pages are the front covers of the booklets that have been issued, and the style types. The cover of the most recent booklet to be issued (August 15, 1997) is identical *in design* to the booklet issued September 1, 1995 (however, as the chart indicates, the *paper* used for each of these booklets is different).

The back cover of each booklet provided instructions on the use of the stamps. (BK183 also included a brief history of the Canadian Memorial Chiropractic College in Toronto).



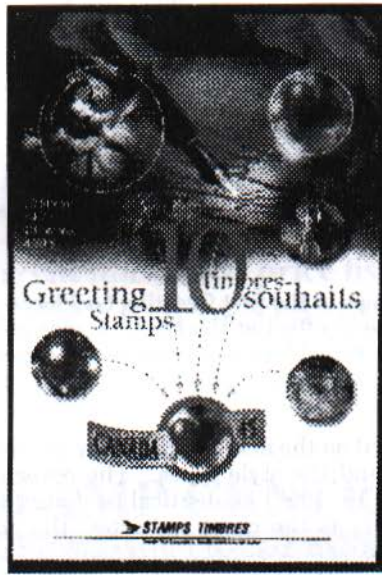
BK166 Jan. 28, 1994



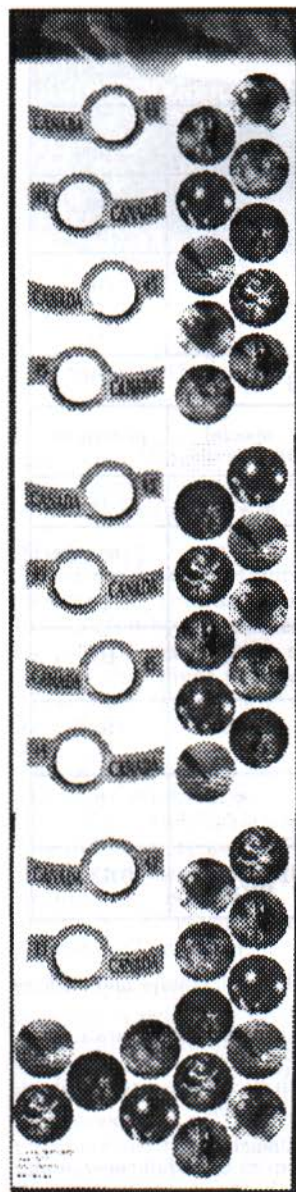
BK182 Sept. 1, 1995
BK200 Aug. 15, 1997



BK183 Sept. 15, 1995



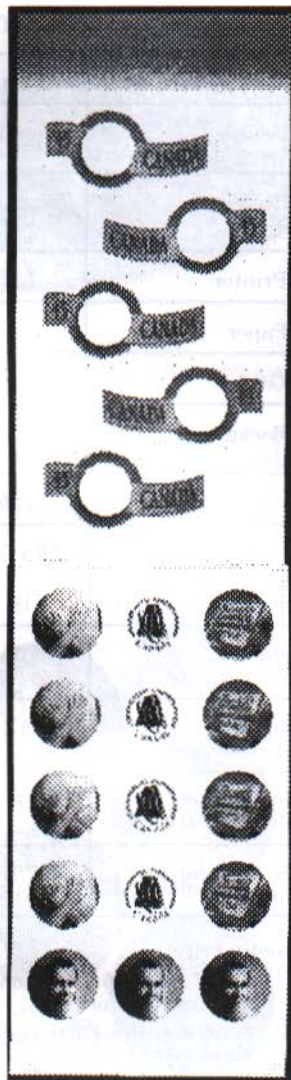
BK190 Jan. 15, 1996



①



②



③

The Three Styles of Self-Adhesive Greeting Booklets

Table 1: Greetings Booklets

	43¢	45¢			
Issued	Jan. 28 1994	Sept. 1 1995	Sept. 15 1995	Jan. 15 1996	Aug. 15 1997
Booklet Style	①	②	③	①	③
Printer	LM	AP	AP	LM	AP
Paper	J	J	C	F	C
Colour	grey	gold			
Background	special occasions	provinces		special occasions	provinces
hidden date	© 1994	© 1995	© 1994	© 1994	© 1995
stamp size (mm)	56 x 30	51½ x 28	51½ x 28	56 x 30	51½ x 28
sticker size (mm)	19	17	17	19	17
stamp fluorescence	HB	HB	HB	HB	HB
sticker fluorescence	HB	HB	dull	HB	dull
number of different stickers	7	4	4 chiropractic	7	7
Scott Catalogue number	1507/1508 BK166	1568/1569 BK182	BK183	1600/1601 BK190	BK200

Booklet Styles:

- ① folded size: 105 x 155 mm; unfolded size: 105 x 438 mm; 2 folds with stamps and stickers together on same pane
- ② folded size: 78 x 155 mm; unfolded size: 78 x 298 mm; 1 fold with stickers on separate sheet, glued to the *top* inside half of booklet at the *bottom* of the sticker sheet.
- ③ folded size: 78 x 155 mm; unfolded size: 78 x 298 mm; 1 fold with stickers on separate sheet, glued to the *bottom* inside half of booklet at the *top* of the sticker sheet.

Printers: LM: Leigh-Mardon Pty of Australia; AP: Ashton-Potter Canada Ltd

Papers: J: JAC (hi-brite paper, very smooth appearance); C: Coated Papers Ltd. (dull paper, under magnification it looks like a mixture of "pulp"); F: Fasson Canada Inc. (hi-brite paper, very smooth appearance)

There are two subtle differences in the designs of the stamps employed by the two different printers: background and copyright notice (of course, the *size* of the stamps from the two printers are different).



Leigh-Mardon
Special Occasion Background



AshtonPotter
Provincial Names Background

The Leigh-Mardon printings have special occasion words in the background of the design and a copyright notice of 1994; the Ashton-Potter printings have the names of the Canadian provinces in the background and a 1995 copyright notice.

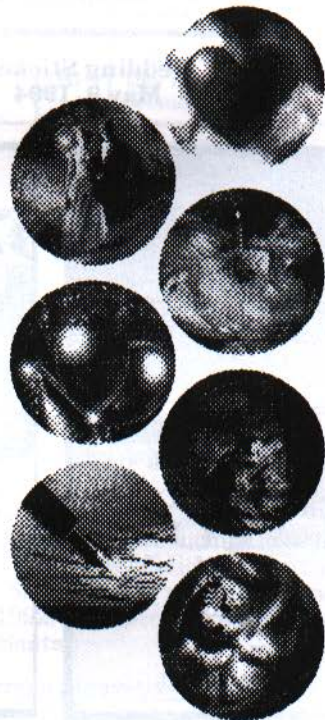
Stickers

A unique feature of each booklet is the inclusion of round "stickers" that could be selected by the mailer and fitted into the white space of the stamp. It is the sticker that gives the stamp its name of "Greeting." The booklets supplied either 4 or 7 different designs.

Two of the five booklets contained seven different stickers, as illustrated at the right. Two other booklets contained only four different stickers. The fifth booklet, issued to commemorate the Chiropractic profession, contained four different stickers; however, these were not "Greeting" oriented.

Since May 1994 five different special occasion "cards" (see next page) have also been sold/ distributed *separately* from the booklets. One of these was a promotional "give-away" while the other four could be purchased for a nominal amount. Table 2 summarizes the various *official* stickers that have been issued, and their source.

The circular stickers, like the stamps, are die-cut. The actual sticker image is larger than the removed sticker, except one—a sticker in the Chiropractic booklet is a logo on a white background and did not require a surrounding border.



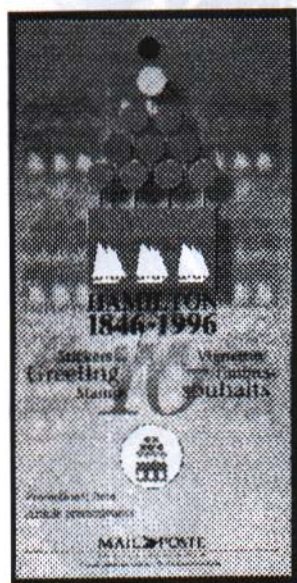
Seven Original Labels



Wedding Stickers
May 9, 1994



St. Valentine's Day Stickers
February 1996



Hamilton Stickers
June 8, 1996



Christmas Stickers
December, 1996



St. Valentine's Day Stickers
February 1997

Table 2: Official Booklet Stickers

Issued	Source	Printer	Paper	Sticker Size	Flrsc	Designs
Jan. 28 1994	BK166	LM	J	19mm	HB	7: heart, bride/groom, cake, balloons, roses, pen, baby rattle
May 9 1994	1 card with 50 stickers			18½	HF	1: Wedding (bride/groom) sold for \$1.95
Sept. 1 1995	BK182	AP	J	17	HB	4: pen, heart, bride/groom, leaf
Sept. 15 1995	BK183	AP	C		HB	4: chiropracty: 2 hands, logo, plaque, D.D. Palmer
Jan. 15 1996	BK190	LM	F	19	HB	7: heart, bride/groom, cake, balloons, roses, pen, baby rattle
Feb. 1996	1 card with 10 stickers			18	HF	1: St. Valentine's Day (heart) promotional item
Jun. 8 1996	1 card with 15 stickers			17	Flrsc	1: Hamilton promotional item, sold for 20¢
Dec. 1996				17	HB	1: Christmas (Santa Claus)† sold for 50¢
Feb. 1997				17	HF	1: St. Valentine's Day (cupid) sold for 50¢
Aug. 15 1997	BK200	AP	C	17	HB	4: pen, heart, bride/groom, leaf

† this sticker was "re-used" as a promotional item in November 1997 (given away free with the purchase of a Greeting booklet).

There are also five sticker-only items (Table 2 and page 28), producing three new sticker designs shown, on the next page, and two new sizes of sticker (heart and wedding). It is interesting that the design of the Santa sticker was taken from a Christmas stamp issued four years earlier, in 1992! (Notice though that the "sticker" Santa is a mirror image of the "stamp" Santa.)

The design of the Greeting stamps lends itself to some innovative alternatives. It is up to the general public to choose a sticker to place on the stamp prior to mailing — if they choose a sticker at all. Also shown on the next page is an overprint applied to a limited number of *entire* booklets. These were sold as a promotion.



The Stickers from the Chiropractic Profession Booklet



Cupid



Hamilton



Santa



Three Stickers Only Sold or Distributed Separately from the Stamp Booklets. A copy of Scott 1455, Issued November 13, 1992, is Shown for Comparison with the Santa Sticker.



Leaf Sticker as in Booklets BK182 and BK200

Promotional Overprint

At the same time, there is nothing to say that a *different* item couldn't be placed on the stamp! Examples have been seen with hand-drawn illustrations, photographs, etc.

How about the actual postal usage of stamps and stickers? Listed in Table 3 are the stickers and a checklist of the various combinations of official sticker/stamp usage that would be most likely to occur. The 86 boxes (□) are the minimum number of sticker/stamp combinations that are needed to have a complete collection—good luck! Any of the other combinations could exist, if a sticker was used on a stamp from a different booklet.

Table 3: Stamps and Stickers Checklist

Sticker	Sticker Diameter	43¢ Stamp (grey, large)		45¢ Stamp (gold, large, HB)		45¢ Stamp (gold, small, HB)		45¢ Stamp (gold, small, dull)	
		"Right"	"Left"	"Right"	"Left"	"Right"	"Left"	"Right"	"Left"
Heart	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	17					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	18			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bride & Groom	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	17					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	18½	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cake	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Balloons	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Roses	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pen	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	17					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Baby rattle	19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maple Leaf	17					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chiro: 2 hands	17							<input type="checkbox"/>	<input type="checkbox"/>
Chiro: Logo	17							<input type="checkbox"/>	<input type="checkbox"/>
Chiro: Plaque	17							<input type="checkbox"/>	<input type="checkbox"/>
Chiro: Palmer	17							<input type="checkbox"/>	<input type="checkbox"/>
Hamilton	17					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cupid	17					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Santa Claus	17					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
no sticker		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Identifying Individual Stamps

The five booklets and four special occasion cards have resulted in the *potential* of 10 different stamps and 30 stickers. Can all 40 items be identified as being different? Four different 45¢ denominated self-adhesive Greeting booklets have been issued. Can an individual stamp be identified? Both questions are important for the collectors of single and/or used stamps.

As noted in the tables listed earlier, there are differences in the printer, paper, colour, background in the design, paper fluorescence, and size of design.

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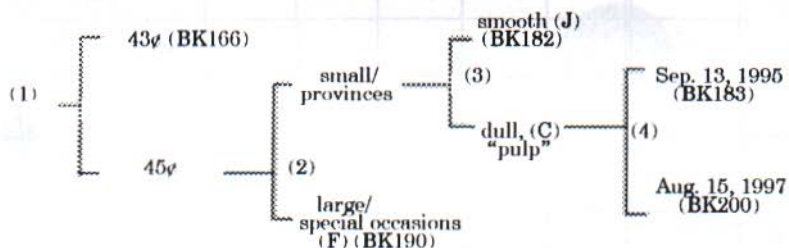
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It is possible to easily identify 8 of the 10 possible stamps, using the following flow diagram:



(1) what is the denomination: 43¢ or 45¢? There was only one printing of the 43¢ value (BK166).

For the 45¢ values:

(2) what is the size/background? All of the smaller stamps have the provincial names in the background; all of the larger stamps have special occasion words in the background. There was only one printing of the larger size (BK190).

For the smaller 45¢ values:

(3) what is the fluorescence of the stamp? There was only one printing on HB paper (BK182).

For the smaller, dull paper, 45¢ values:

(4) two booklets have appeared: a Chiropactic in 1995 (BK183) and a Greetings in 1997 (BK200). Although not a guarantee, the sticker used with the stamp *could* indicate which printing the stamp came from. Is there any other way?

Errors

Errors are inevitable. To date, four *major* errors (described in Table 4) have been found on these booklets.

Table 4: Errors.

	Issued	Printer/ Paper	Stamp, Sticker Size(mm)	Scott Catalogue Number	Error(s)
43¢ grey	Jan 28/94	LM / J	56x30, 19	1507/08 BK166	(1) die cutting <i>missing</i>
45¢ gold	Sep 1/95	AP / J	51½x28, 17	1568/69 BK182	—
	Sep 15/95	AP / C		BK183	—
	Jan 15/96	LM / F	56x30, 19	1600/01 BK190	(1) die cutting <i>missing</i> (2) printed on gum side; no gum on stamps if removed from booklet, the gum remaining on the backing; Ten booklets recorded. (3) die cutting <i>diagonally shifted</i> ; top normal, bottom 5mm to right on stamps and labels.
	Aug 15/97	AP / C	51½x28, 17	BK200	—

Acknowledgement

Special thanks to Mirko Zatka (Calgary) for the loan of a couple of the sticker-only items—items of which I had heard, but which I had not seen. This article originally appeared in the Elizabethan Study Group newsletter, *Corgi Times*.

BNAPEX '98
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Presentation Folders for the 1937 Coronation and 1939 Royal Visit

Jerome C. Jarnick

Among the philatelic presentation items prepared for the Coronation of His Majesty King George VI was a purple, fine grained leather folder, 180 mm x 230 mm. The Coat of Arms is stamped in gold foil on the center of the cover with "CANADA" below. A flap at the right is closed by two snaps. Opening the folder reveals a panel showing the name of the individual to whom the folder was presented and the Coronation date, May 12, 1937 (Figure 1).

Figure 1: Folder prepared for the Coronation of King George VI in 1937 showing the front (left) and the inner panel noting to whom the folder was presented(right).



As shown in Figure 2, in a slot behind the presentation panel is a card with three stitched silk pockets containing blocks of four of the Coronation commemorative stamp (Scott 237) and the six values of the 1937 definitive set showing King George the VI (231-236). The card is constructed with a paper cover to protect the stamps. In his 1949 listing, Barraclough [1] lists two limited issue presentation booklets for the Coronation, his No. X and No. XI. However, other than the date of issue of May 12, 1937, he was unable to provide any description of either item. It would appear that this folder is one of those listed by him without a description. Holmes [2] lists a single Coronation booklet, but with a blue cover, which seems to be Barraclough's No. 12.

In the Apr-Jun 1994, *BNA Topics* [3] Jeff Switt described a 1939 Royal Visit presentation book, Barraclough No. XV. In addition to that book, Barraclough also listed a No. XIV, and described it as:

**Figure 2: Coronation Booklet of 1937:
the Card Containing the Stamps.**



Figure 3: The 1939 Royal Visit Folder.



“Issued June 3rd, 1939. Limited issue in the form of a Blue Hand Tooled Morocco Folder, 8 x10 inches. Presented to a small group of notables who had something to do with the Royal Visit.”

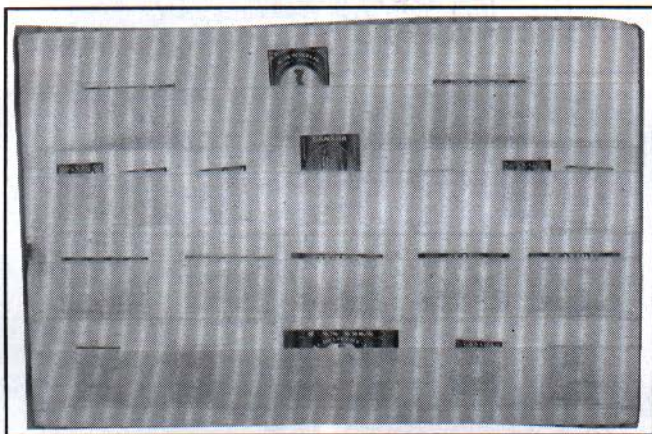
The folder in the author's possession, measures 230 mm x 153 mm, rather than the larger size given by Barraclough. However, it is undoubtedly the folder he refers to as No. XIV. Bound in a dark blue morocco leather, the top flap (Figure 3) is secured by two snaps and covers most of the folder. It is gold stamped with the

Coat of Arms, apparently by the same die that was used on the Coronation folder, "CANADA" and

**VISIT OF
THEIR MAJESTIES THE KING AND QUEEN
MAY 1939 JUNE**

Below the flap is impressed the name of person to whom the folder was presented. The folder contains a card (Figure 4) with four stitched silk pockets containing single stamps of the Royal Visit issue (Scott 246-48), the King George VI definitive issue (231-36, 241-45, C6, E7), and the 1¢, 2¢, 4¢, and 10¢ postage due stamps (J15-16, J17, J20) [4]. Holmes lists several presentation booklets for the Royal Visit, but cites them all as having a purple morocco cover rather than dark blue.

Figure 4: Interior of the Royal Visit Folder.



References

- [1] Barraclough, R., "An Initial Listing of the Presentation Booklets of Canada", *BNA Topics*, Vol. 6, # 8, pp. 185-1856. (1949).
- [2] Holmes, L. Seale, "Official booklets and portfolios of Canadian postage stamps. Specialized Catalogue of Canada and British North America," 11th ed. , Toronto, Ryerson Press, 1963, pp. 200-201.
- [3] Switt, J., "The Royal Train Presentation Book," *BNA Topics*, Vol. 51, #2, pp. 52-61 (1994).
- [4] "Unitrade Specialized Catalogue of Canadian Stamps," 1997 ed., Toronto, The Unitrade Press, 1996, pp. 85-89.

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Charlottetown Squared Circles

Doug Murray

It has been said before—Charlottetown is one of the more common towns found using the squared circle type of marking, but it is also one of the most interesting because of many variations that occur in time-mark indicia. The detail below goes beyond individual variations reported, seeking patterns of use that might hint at reasons for the inconsistencies.



In summary, the Charlottetown instrument is believed to have been proofed on 6 September 1893 and is recorded in regular use from 8 September 1893 to 19 August 1898. An additional short period of use is reported between at least 26 May and 13 June 1900 although I have no details on those strikes. Indicia used are time markings signifying mail processing periods. In the five years of regular use, normal indicia alternate between "AM"- "PM" and "1"- "2". The "3" is an example of uncommon usage except in one particular period. Abnormal indicia recorded include O (not a zero), 5, and inverted PM, 2, 5, and 7. Blanks (no indicia) and inverted dates are also known.

The pattern of use of the indicia is the focus of this article. A table has been prepared to assemble all dates in which the Charlottetown instrument was used. Reports of every time mark discovered, from any source, are added as they appear. This is an extension of the work of Dr. Bill Moffatt with whom I corresponded many years ago. The pattern resulting up to mid-1897, indicates daily use of combinations of "AM"- "PM" or "1"- "2" with scattered abnormal entries. All abnormal indicia are considered to be aberrations. After mid-1897, the "3", however, appears in more or less regular use for several months. The general pattern up to that point is as follows: (i = inverted)

Dates	Normal Use	Uncommon	Abnormal
Sp 1893 to Jy 1895	1, 2 (only 20 reports of "1")	PM, 3	blank, 2i, 7i
Au 1895 to My 1897	AM, PM (only 15 reports of "AM")	1, 2, 3	blank, PMi
Subsequently, a pattern is less clear:			
Je 1897 to No 1897	AM, 2, 3	1	blank, 2i, 5, 5i
De 1897 to Mr 1898	AM, 2 (only 5 reports of AM)	1, 3	blank, O
Ap 1898	AM, PM (only 1 report of "AM")	none	none
My 1898 to Au 1898	2	AM, PM, 1, 3	blank, 5

Patterns showing in the table come from information collected, but many more dates are recorded in some periods than others. From the data, one wonders if mail was processed regularly in the mornings between 1893 and mid-1897. Alternately, mornings may have been reserved for other classes of mail. After that, the pattern changes abruptly. "AM" is common only between June and November 1897. The "3", which saw occasional use in the early years, (the first one appears in July 1894, six more between April and June 1895, two in January 1896) also appears regularly between June and November 1897 (29 recorded) and subsides again in 1898 (11 noted February to March and May to August).

Fortunately this intriguing period in 1897 is also the era of the Jubilee issue and many more dates and times are available for analysis. There are now seven different dates recorded with three different indicia used on the same day:

7 Jy	AM, 1, 2
24 Jy	AM, 2, 3
30 Jy	1, 2, 3
23 Au	AM, 2, 3
29 Se	blank, 1, 2
30 Se	AM, 2, 3
22 No	1, 3, 5i

The combinations are interesting. Four different ones appear in the seven dates and other dates showing two times are equally mixed. Assuming the "3" is in regular use, abnormal indicia recorded are: 2 inverted (once), 5 (once), 5 inverted (four times), PM inverted (once), and blank (seven times). A segment of the table being used is illustrated for late 1897.

One might speculate that greater volumes of mail resulting from diminishing postal rates in this era may have required an additional shift for processing mail by mid-1897. No significant changes are evident in train schedules and there was no change in postmaster. The confusing mix of indicia continued through the squared circle portion of 1898. April stands out simply because only "AM"- "PM" are known; a return to a regular pattern. Following the retirement of the squared circle instrument, duplex cancels in the rest of 1898 showed regular "1"- "2" time marks with two aberrations; "AM" on 5 November and "O" on 11 December.

The irregularity in indicia in the later Charlottetown squared circle period therefore may have more to do with availability of indicia slugs than any management consideration. Very early in the life of the instrument, the "2" appears on a noticable slant (the skewed 2) and later a double impression is not uncommon. Both conditions could signal wear. The frequency of use of the "3" on the 22nd of several months in 1897 indicates probable shortage of indicia.

Much more information is still needed in all years and reports will be very welcome. The current table of information contains information shared by many individual collectors and the BNAPS Squared Circle Study Group.

	JU	JY	AU	SP	OC	NO	DE
1	AM	AM/2	2	AM/3	2	2	AM
2		2	AM/5	AM/2	2	3/5i	
3		2/3	2	3	2	1	
4	2	2/3	2		2	2	1/2
5		AM/2	AM/3	2	1/2	2	
6		2	3	2	2	AM/5i	
7		AM/1/2	3	2	2		1
8				AM		2	blank
9	AM	AM/2i	blank			AM/2	
10		2	AM/3	2	2	2	
11		2	AM/5i		2	2	
12	3	AM/2	3		1/2	3	
13		AM/2	blank	2		2	
14	blank	2	blank/ 2	2			2
15		2					
16		2	2	3	blank	AM	
17		AM/2	2/3	2			
18		2	AM/2	2		2	
19	2	2	AM/2	2		2	
20	2	2	AM/2	2	2		
21	3	3	2	2	2		
22	3	3	3	3	3	1/3/5i	2
23	AM/2	2	AM/2/3	AM/2			
24	AM/2	AM/2/3	AM/2	2/3	2	2	2
25	AM/2	3	2/3	AM/2	AM/2		
26	2	AM/2	AM/2	2	2	2	
27	2	AM/2	2	AM/2	2	2	
28	1/2	AM/2	AM/2	2	3		
29	2	AM/2	2	blank/1/2		AM	
30	2	1/2/3	2	AM/2/3			
31	-	AM/2	AM/2	-		-	
	JU	JY	AU	SP	OC	NO	DE

1897

1 scarce to end Ju, then infrequent
 2 scarce until Ju, then common
 2 inverted 9 Jy
 3 frequent June to November
 5 on 2 Au
 5 inverted 11 Au; 2, 6, 22 No

AM few until Ju, common to Se, then few
 PM common until Ju, then unrecorded
 PM inverted 27 Fe
 blank 14 Ju; 9, 13, 14 Au; 29 Sp; 16 Oc; 8 De

Newfoundland's Columbia Air Mail—Revisited

Norris R. Dyer

This article looks at the 1930 Newfoundland 50¢ surcharged air mail issue from today's perspective, 68 years after its issue. I examine prices at auction. Additionally, C.H.C. Harmer stated that "well centered copies are rare," so my research also focuses on the centering of some 36 copies that have reached the market in the last few years [1]. A limited history of the best centered specimens is also included.

Figure 1. One of Last Surviving Blocks of Columbia. UL and LL Demonstrate "Fine" Centering, UR, "Superb", and LR, "Very Fine".



The Columbia Flight

His business suit recently pressed, J. Erroll Boyd gunned the engine of the Bellanca monoplane, Miss Columbia, down the 4,000 foot Harbour Grace runway, the sun low in the western sky. The 4% declining grade helped to power the plane down

the strip and Boyd, with his navigator, Harry Connor (also suited), successfully took off for England. It was October 9, 1930. On board were about 325 letters, 100 of them franked by a 50¢ surcharged Newfoundland stamp. The famous 1930 flight had begun.

Two thousand, six hundred and fifty miles later, the *Miss Columbia* was forced down on the beach at Tresco Island, 25 miles from Land's End, England, out of gas because of a faulty rear petrol tank. It was Friday, October 10th. A seaplane was dispatched to help them, brought fuel, and the monoplane reached Croydon, on Saturday.

The flight was basically successful, although the pilot and navigator had to have been a bit nonplused over their open-jawed flight, after stressing before take-off the "routine nature" of the flight justifying the business attire [2].

The Columbia Air mail

Three sheets of 100 of the 1919 olive green 36¢ Caribou stamp had been surcharged, in blocks of four, for the flight. With customers limited to one stamp, 252 went on sale in St. John's, on September 25, 1930 at 9 a.m., and were sold out within 15 minutes. Forty-eight were reserved for mail emanating from Harbour Grace. Somewhere along the line, two complimentary blocks of four were given to Boyd and Connor. Ultimately, 65 stamps would be used for covers postmarked September 25 from St. John's, and 35 for those postmarked at Harbour Grace on October 9. In addition, unsurcharged stamps (50¢ worth of postage) were used to frank mail—180 covers from St. John's and 25 or so from Harbour Grace. There were also a few odds and ends of supplementary mail from Harbour Grace, including several Canadian covers franked both in Canada and Harbour Grace.

From the above, one would assume that 292 singles resulted and two blocks of four, but one must never count out the avarice of some governmental officials. Harmer states there were *five* blocks of four, but today there may only be one or two. The block in Figure 1 was intact in 1996, and may still be—at least I have not seen any singles from it in recent auction catalogues. The block pictured on page 103 of Harmer's *Newfoundland's Air Mails*, 1984 edition, has been broken up, as one of the singles I describe in Table I comes from the lower left of the block (stamp #8). A few pairs were also around for a while, but I have not seen any.

The Columbia air mail is one of three very limited overprinted issues. The other two are the Hawker and de Pinedo overprints. Harry Hawker was the pilot in an failed 1919 attempt to fly the Atlantic in a Sopwith biplane. De Pinedo was the Italian plot who flew an S. 55 flying boat from Trespassey, Newfoundland to Ostia, Italy in 1927 after several stops along the way (see Table II for numbers issued of the three stamps). I did not include data on the 1919 Martinsyde, scripted "Aerial Atlantic Mail", of which perhaps 32 were created, and not placed on sale to the public, but acknowledge it here.

The Survey

Using auction catalogues from the last few years, with the primary focus on 1996/7, I have found 24 Columbia's that have been sold—17 mint, 3 used, and 4 on cover. I have photos of 12 others, including the block in Figure 1. These latter are not in the table, because they were: unsold at auction (7), withdrawn from auction (1), offered on retail basis (3), or I couldn't get the auction price realized (1). Since they cover the period 1995/98 I have, however, used them for a study of overall centering. I feel the larger sample size has increased the confidence level of the results, compared to a much smaller study I did in 1996 [3].

Table I: Columbia At Auction

#	Auction	Date	Description*	Pos.	Price
Mint					
1	Cherrystone	1/98	Fine, LH, blunt perfs	LR	\$4557
2	Maresch	10/97	Superb, NH	LR	6038
3	Ivy & Mader	9/97	Fine, LH, sm perf crease	UR	4271
4	Shreves	6/97	VF+, VLH, weak strike	UL	4400
5	Ivy & Mader	6/97	F, NH	UR	4929
6	Ivy & Mader	3/97	VF, trivial HR	LR	4436
7	Robert Siegel	10/96	VF, HR	LL	7857
8	Eastern	3/96	VF, NH	LL	7150
9	Eastern	3/96	VF, LH, surch. smudged	UR	3850
10	Bennett	2/96	VF, NH, perfs bit short	UL	6600
11	Shreves	2/96	VF+, LH	LR	5107
12	Cherrystone	1/96	VF, small hinge mark	UR	4243
13	Eaton & Sons	6/95	F, VLH	UR	4044
14	Shreves	3/95	VF, LH	UR	5107
15	Firby	3/95	VF, OG-perf slightly toned	UL	3929
16	Maresch	11/94	F+, two light HR's	LR	4400
17	Firby	3/94	VF, NH	LL	8643
Used					
18	Eastern	9/96	Fine	LL	2860
19	Apfelbaum	2/96	Fine	Unk.	5500
20	Eastern	3/95	Fine+	LL	5940
On Cover					
21	Rodgers	11/97	Cover fold, stamp VF, S.J.	LL	6243
22	Ivy & Mader	6/97	Signed, VF, but pulled perf. S. J.	UR	3614
23	Ivy & Mader	3/97	Cover faults, but stamp VF, H.G.	UR	6571
24	Paradise Valley	8/96	Cover and stamps VF, S.J.	UR	6914

S.J. = St. John's H.G. = Harbour Grace

* "F" "VF" "Superb" are qualities related to centering. "F" = perfs clear design. "VF" = god margins on all four sides. "Superb" = opposite margins are full and identical.

Table II: Quantities Issued of the Rare Newfoundland Air Mails

Year	Stamp	#Mint	#On Cover	Total	Postmark
1919	Hawker	87	95*	182	St. John's
1927	de Pinedo	71	225	296	St. John's
1930	Columbia	200	100	300	St. John's - 65 H. Grace - 35

* Harmer estimates only 80 covers, which would make the total 167.

Although the sample at its maximum is a healthy 12% of the total issue, standard statistical tools are difficult for such things as pricing as there is too much variety in the individual cells e.g., "Fine, LH, sm perf crease", to "Superb, NH." Prices realized, based upon condition, do make sense, however, as you'll see, and the sample certainly appears large enough, vis-à-vis centering, to challenge the literature.

Table I has 17/24 mint, or 71%, compared to actual 200/300 usage, or 67%. Of the 12 in my backup group, 11 are mint, and one is used on a St. John's cover. The total then, is 28/36, or 78% mint. If the ratio of three used singles to five on cover means anything, there are considerably fewer Columbia's remaining on cover than the 100 created in 1930. A truly representative sample of 36 Columbia's, for

example, should theoretically include eight covers from St. John's and four from Harbour Grace. Instead we have only four (including the back-up cover) and one. If nothing else, this sample suggests Harbour Grace covers are truly scarce.

Description/Centering

I have used three standards for centering—fine, very fine and superb. Surprisingly, the Columbia's seem to be about half nicely centered and half rather badly centered, looking at my sample of 36. The block in Figure 1 provides examples of all three types. UL and LL are fine, UR is superb, and the LR is very fine. To be superb, opposite margins must be basically equal. UR meets the test, LR has a bit too much lower margin, but still has good margins on all four sides. Figure 2 shows another example of very fine—again nice margins, but a bit too much at the bottom to be superb. It is #12 in the table. Figure 3 shows stamp #2, and the only other stamp of the total sample I have classified as superb. Truthfully, the left and right margins are only 85% equal according to painstaking (and eye-straining) measurements but I felt this was close enough, and the copy is obviously handsomely centered, based upon even a casual inspection.

Figure 2: Very Fine Centered
(#12 from Table I).



Figure 3: Superb Centered
(#2 from Table I).



Of the 36 stamps, centering is broken down as follows:

superb	2
very fine	..	17
fine	17

Many auction houses have taken the position that only 30 Columbia's are well centered. Either 63% of these have come on the market in the last 3-4 years, or something is wrong with their standard. The basis of the problem is what C.H.C. Harmer stated in his *Newfoundland Air Mails*, originally printed in 1953:

"The stamps given to the printer were often off-center with the results that well-centered copies are rare. It is difficult to estimate the proportion of perfect specimens, but it seems evident that possibly 50 or 60 were good average copies, of which number not more than about 30 can be described as really well-centered." (italics added).

I have read this paragraph many times, and frankly it makes limited sense. One would have to know Harmer's definitions of such things as "rare", "perfect", "good average copies" or "really well-centered," especially the distinction between "well centered" and "really well-centered." He states only 50-60 (or 17%-20%) of the issue represent "good average copies" and that only 30 of these are "really well-centered." Obviously one can not use modern definitions of stamp grading to help us interpret his statement, as *all* of the Columbia's in the sample are better than "good/average" even the poorly centered LL in the block pictured.

We can reduce the apparent discrepancy between my finding that a bit over half the Columbia's are very fine or superb and Harmer's projection that only 30 are "perfect" and "really well-centered" by assuming his standards apply only to the two stamps I classify as "superb." The two represent 5.5% of my sample of 36. This would extend to 17, looking at the total issue of 300. There could possibly be 28 more "superb" copies out there somewhere, thus meeting Harmer's projection of 30.

The confusion in centering standards for the Columbia's has led some dealers to description creep with copies that are only fine being termed "very fine for the issue." This is free enterprise at work. I believe there are a lot of well-centered (very fine or superb) Columbia's around, and that my sample, at 12% is statistically reliable on this point. A counter, and admittedly rather cynical, theory would be that the collecting public is selling their well-centered copies and holding on to their poorly centered ones.

Position

Of the 36 specimens, I can plate 34 as to position in the setting of four. In most instances I am working from photographs, and sometimes (especially with used copies) I can not make out enough detail. Here is what I looked for to help identify the proper positions:

Upper left: best sign is an incomplete serif in the **A** of **MAIL**. Also, the **i** of **Columbia** is to the right of the **M** above.

Upper right: best sign is incomplete serif in **A** of **Atlantic**.

Lower left: best sign is **t** of **September** under left stroke of **u** of **Columbia**. Also has raised **e** in **Cents**.

Lower right: best signs are distortions in **1** of **1930**, as well as raised **e** in **Cents**, more opened than at the lower left.

The best approach is to have a photo of an authentic block, such as Figure 1, or from the Harmer book. Forgeries do exist. The first generation was created shortly after the originals, in blocks. The forgeries were in jet black ink, and thick, heavy and partly blurred in impression. Often the commas around **Columbia** are distorted or tail-less. Other forgeries have been made subsequently. Ed Wener of Indigo pictured a forgery with clear and properly spaced letters several years ago, but with a missing upper right serif in the **M** of the third row [4]. Also, it did not plate. Never buy a Columbia without plating it, or having a professional plate it for you.

The 34 plated copies break down as follows:

Upper left	5
Upper right	11
Lower left	8
Lower right	10
Total	34

The upper left is underrepresented, although normally easy to plate. I have no explanation for this, but in any case we know 75 of each position were created.

Prices Realized

The prices in Table I are in Canadian dollars, converted at \$0.70 to the U.S. dollar, when necessary. Auction house commissions are included in the prices. Breaking average prices down into categories, I get:

Mint	\$5268	(17)
Used	4767	(3)
On cover	5836	(4)
All specimens	\$5300	(24)

Breaking the mint copies down by condition, realizes:

VF/Superb NH	\$7108	(4)
VF hinged	4866	(8)
Fine/NH	4929	(1)
Fine hinged	4318	(4)
All mint specimens	\$5268	(17).

Although the mint groupings consist of small pockets, the spread seems to make some sense on its face, from the highest prices for the ideal, well-centered, post office fresh specimens to the lowest for the more poorly centered, hinged ones. Although some traditionalists might not like it, the data suggest absence of hinging does significantly increase value.

The used and on cover samples are small at three and four. Additionally, if we remove #22 from the cover group (because the stamp has a fault), we get a much higher average of \$6576. I contend that this higher amount is more in the ballpark when we look at relative scarcity.

There are no other VF/Superb NH copies in the back-up sample of 12, so only four out of the 28 mint stamps in the total sample, or 14%, are in this condition. Applied against the maximum possible mint population of 200, this approach would mean only 28 of this condition theoretically exist. This is certainly fewer than the number of covers, even if only 50-75 of the original stamped covers still exist, so the highest prices for excellent mint copies seem appropriate.

I cannot give you much of a price history on the Columbia. I have little early data and price data often does not come with an adequate description of condition. Here are a few tidbits:

Robson Lowe - 1966/70, reports prices ranging from \$960-\$1510 (7) for mint and, 1970/71, St. John's covers from \$960 to \$1670 (4) and 1968, H. Grace cover at \$1800 (1).

Irwin Weinberg Rarities - 1976 offers fine mint for \$2400 and very fine used on St. John's cover for \$3200 [5, 6].

It's possible prices peaked during the early 1980's when speculation in stamps reached its height; but one must consider it was much harder to speculate on this issue with only 300 created, than on stamps such as the Balbo air mail at 8,000.

Table III is also in Canadian dollars and shows the current catalogue values assigned to the Columbia. All catalogues represent their creator's version of "retail" which is normally higher than auction realizations. The numbers speak for themselves [7 - 10].

Table III: 1998 Columbia Catalogue Values

Catalogue	Mint	Used	On Cover
Stanley Gibbons	\$10,285	\$9,714	-----
Scott	8,571	8,571	-----
Nfld. Specialized	7,300	5,900	S.J. - \$6,500 H.G.- 6,800
Air Mails of Canada and Newfoundland (AAMC)	7,714	-----	9,286

Although I have not intentionally collected current price data on the other two rare Newfoundland air mails, shown in Table II, the prices I have seen and catalogue values do not always tally with the numbers of stamps and covers created. While we would expect the mint Columbia's to be selling for less than the Hawker and de Pinedo (and they do) why doesn't the Columbia *on cover* catalogue and sell for more than the de Pinedo—100 covers compared to 225?

The bottom line on pricing suggests one must pay around \$4500-5000 for a well centered mint Columbia (including commission), if one does not mind hinging. The prices in Table I indicate you can do even better, if lucky. Note, for example #6 and #12. This is probably as good a time as ever to consider a purchase, as prices seem to be stabilizing. A nice cover will probably cost more.

The Matejka Block

One of the stamps I have classified as superb is the upper right of the block in Figure 1. It was *ex* Matejka when it last went to auction in 1995 by Charles Firby's firm. It was described as "OG, perfs shortened by separation at L & Pos 1. Has a scratch at T, possibly caused at time of surcharging." [11]. Firby states that it was probably only one of the two remaining blocks. The estimate was U.S. \$20,000 and the Canadian owner refused to accept the top bid of \$10,000. The owner then placed it on private treaty with a Canadian dealer. The price demanded at that point was C.D.\$20,000-25,000, according to the dealer. It did not sell, and the dealer tells me he last saw it when the owner took it to a Canadian show. As of early this year, he was unaware whether it had sold. None of the singles in this study are from the block, so it may well continue to exist intact. One hopes the block does remain intact for historical reasons. There may be no other.

The Superb #2

This superb, never hinged stamp was purchased by a post office employee at the time of issue, in 1930. It had carefully been preserved for 50 years, when the two daughters of the worker shopped it around in St. John's. The dealer who eventually bought it had heard about this from a number of friends before the ladies finally showed up at his doorstep. He confirmed that it was genuine, purchasing it for \$2200. He eventually sold it to a Canadian dealer, who sold it at private treaty in 1981 for \$9500. It was purchased at that time for the Cole collection.

The stamp was placed on auction through R. Maresch & Son by its Toronto owner in October of last year, where it was purchased by the same dealer who had sold it in 1981. As of the end of 1997, it was on the market at U.S.\$9250. Maresch described it as has having "exceptional freshness and center, full o.g. and *never hinged*, a wonderful stamp in every respect, with clean 1982 Greene certificate." [12]. The dealer describes it as "likely the finest known." Who knows—he may be right!

Sixty-eight years ago, Newfoundland surcharged 300 stamps for the Miss Columbia flight. Even given that remarkably small number, specimens are not rare on the auction market today. I hope this modest survey leads to more research by others, and would appreciate any additional price data from 1994 onwards.

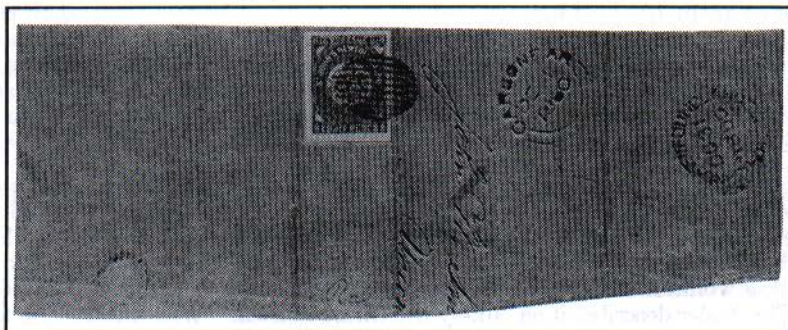
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- [10] "The Air Mails of Canada and Newfoundland," a volume in the sixth edition of the American Air Mail Catalogue, Mineola, NY, 1997.
- [11] "Charles G. Firby Auctions," Waterford, MI, catalogue for auction of September 12, 1995.
- [12] "R. Maresch & Son," Toronto, Ontario, catalogue for auction of October 7, 1997.

A Rarity of Newfoundland

Colin D. Lewis

Most of the Newfoundland Pence Stamps found on cover, letter sheet or even piece, are extremely rare indeed, whilst some of the issues only exist in used condition on loose stamps. Below is an example of the 8d scarlet vermilion of the 1857 "First Pence" issue used on a large part letter sheet.



Checking Robert H. Pratt's *The Pence Issues of Newfoundland 1857 - 1866* shows that he records just one complete cover of this rate, using the 8d scarlet vermilion, and this was part of the "Tucker" correspondence to Baltimore U.S.A. (see page 148, Fig. 63 of his book). The 8d rate was for a double weight port-to-port letter, up to one ounce, during the period this item was mailed. It is likely to have originated at Carbonear; see December 31 1860 hammer, and the same date transit mark of St. John's, Newfoundland. This is possibly only the second such usage recorded.

The destination of the letter sheet is open to speculation, because it only carries a portion of the name and address of the recipient. The detail that can be identified and my guess as to the missing elements is: John N. or W. Sm(ith), Union (Street), (New York?). I would be extremely interested to receive any information from readers, as to its precise destination and the exact name of the addressee. Any provenance that can be attributed to it would also be appreciated. The item does have a 1997 RPSL certificate.

Slogan Pieces Come Together

Cecil C. Coutts

From 1920 most of the Canadian cancelling machines were Universals leased from an American firm. As early as 1915, Montreal inventor Joseph Omer Lamoureux busied himself attempting to fabricate a better cancelling machine. U.S. patents were granted to Lamoureux in 1915, 1918, 1925 and 1926. His Canadian patents were approved in 1923 and 1931; there was also a forerunner, alluded to in his 1923 patent, that has not been located to date.

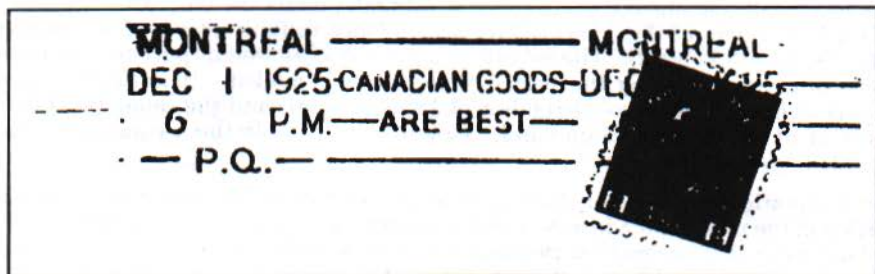
The inventor made several attempts, without success, to sell his machine to U.S. postal authorities. Similar efforts were made in Canada, and finally in 1925 the department allowed a Lamoureux machine to be placed in a Montreal post office on a trial basis. A postal impression resembling a Lamoureux product, and dated at Montreal May 22, 1922, has been seen. This is the only impression known, and if authenticated as a Lamoureux, then it would be the first trial known and a forerunner to the 1925-26 experiments.

About this same time, it seems that Lamoureux's inventions were either acquired by one George H. Robert of Montreal, or at the very least, Robert had become a business associate. Robert was now vigorously promoting the machine; but the patent in 1931 was in Lamoureux's name. No Robert patents have been found.

Politics now came into play as government officials pressed for a Canadian-made cancelling machine. In reply to a letter dated April 29, 1927 from the Deputy Minister of Public Works, the Deputy Postmaster General wrote, "Buy the Lamoureux machines, Canadian made."

When the Coutts' Slogan Catalogue was published in 1996, only one example of an experimental slogan from a Lamoureux machine was known. This slogan was number C-267 reading CANADIAN GOODS ARE BEST and dated Dec. 1, 1925 (Figure 1).

Figure 1 (100%)



Subsequent to that, three other impressions, dated Oct. 27, Nov. 3, and Nov. 24, 1925 surfaced reading BUY GOODS MADE IN CANADA (Figure 2). Incidentally, it was no coincidence that the wording of these experimental slogans promoted Canadian-made goods. By this time, the author assumed that the latter slogan was from a new experimental die (which it was), but used in the machine by itself. This however was not the case as evidenced by Figure 3.

Figure 2 (60%)

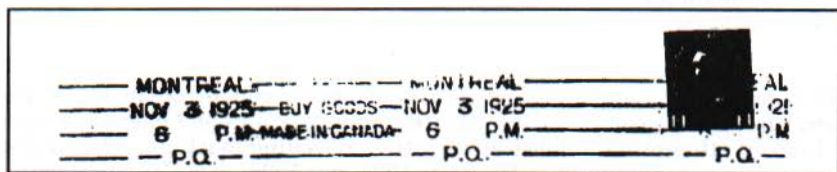
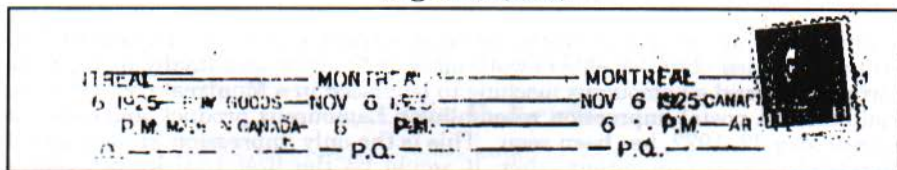


Figure 3 (60%)



This third piece to the puzzle clearly shows both slogans on the same hub. Three examples of these slogan impressions, in tandem, have been seen, dated Nov. 5, 6, 7, 1925.

The several Lamoureux patents describe at one stage or another

- 1) ... a machine in which the "printing surface is of a large circumference"
- 2) ... a machine in which "another main object is the provision of a printing disk with a plurality of canceling means"
- 3) ... a machine that "has a continuously rotating printing element."

Sketches that accompany the patents show a printing hub with two faces (dies) on opposite sides of the hub, but with room for additional faces. Certainly the two slogans, coupled with the town name and indicia would stretch, as the old saying goes, "Twice around the cream can." Of course the postal impression was not supposed to extend across the total width of the envelope (as in Figures 2 and 3). This anomaly is the result of improper feeding and/or machine adjustment.

The Lamoureux/Robert machine eventually became known by the name "Perfect." In 1927 the first twenty-five Perfect machines, purchased outright by the government, were placed in service. More Perfects came on stream and the rented Universals were phased out.

The author is indebted to the following postal historians who provided information for this article: Daniel Rosenblat, Reginald Morris, Robert Payne, Douglas Lingard and Daniel Hunka.

Postal History Tidbits

Bill Longley

This column of short postal history items will appear on an occasional basis in *Topics*.

Free Franking for Free Sample?

The Campana Corporation correspondence has been one of the larger sources of postal history for collectors. While digging through a group of Campana covers, I came across two examples which lacked any postage. Both were mailed from Winnipeg to Toronto in 1934 seven months apart (Jan. 12, 1934 and Aug. 8, 1934). Both lacked any postage and were therefore rated 6 cents due or double the deficiency of 3 cents postage with matching boxed "6/CENTS/DUE" handstamps.

Figure 1: A "Free Sample" Cover



The strange similarity is that the text "FREE/SAMPLE" has been written at the top right hand corner of each cover. The handwriting on each cover is distinctly different suggesting that more than one person used this peculiar format. I would suggest that the Campana Corporation in its literature instructed the public to write to them to request their free sample and indicate the nature of their request by placing the words "Free Sample" on the cover to assist the company in sorting mail upon arrival. From the two examples in my possession, it appears that the

senders believed that they were entitled to free franking privileges and placed the text in the upper right corner in lieu of a postage stamp. Either that or they were blindly following instructions which resulted in a 6 cent due charge to Campana Corporation. One of these covers is shown in Figure 1.

Do collectors have similar covers in their possession? Check your postage due covers. Has anyone ever seen Campana literature or advertising in this time period instructing correspondence to be endorsed "Free Sample?" A rather plain pair of postage due covers demonstrates the bizarre collision of human nature and the postal system.

Politically Incorrect Post Office

While at one of the CSDA shows I was browsing through an old Post Office Publication entitled "Useful Information for Postmaster in charge of Post Offices on the Revenue Basis" when I came across a most surprising regulation. Section 687 of this publication states,

A regulation contained in Order in Council PC 517 approved on March 12, 1921 reads as follows:

"Any female employee in the Public Service shall upon the occasion of her marriage be required to resign her position. This regulation affects Postmistresses on the Revenue basis but does not affect any female employee in offices on a revenue basis who are paid by the Postmaster."

So, in 1928 if you were a Postmistress and got married you were out of a job, presumably because you were to remain at home to raise a family.

This regulation raises an interesting question which I am unable to answer. In many of the early Reports of the Postmaster General, the report contains the reason for a postmaster or postmistress resigning or leaving their post. A review of the very few copies that I have in my possession showed no such departures on the occasion of marriage. I wonder if anyone has similar Postmaster General Reports for the 1920s that would specifically show postmistresses leaving the Post Office service as a direct result of this rule.

1917 Neutral Terminal Censorship

In 1917, Canada conducted a brief experiment of civil censorship of all outgoing mails to neutral countries including the United States over a period of *six days* between April 1, 1917 and April 6, 1917.

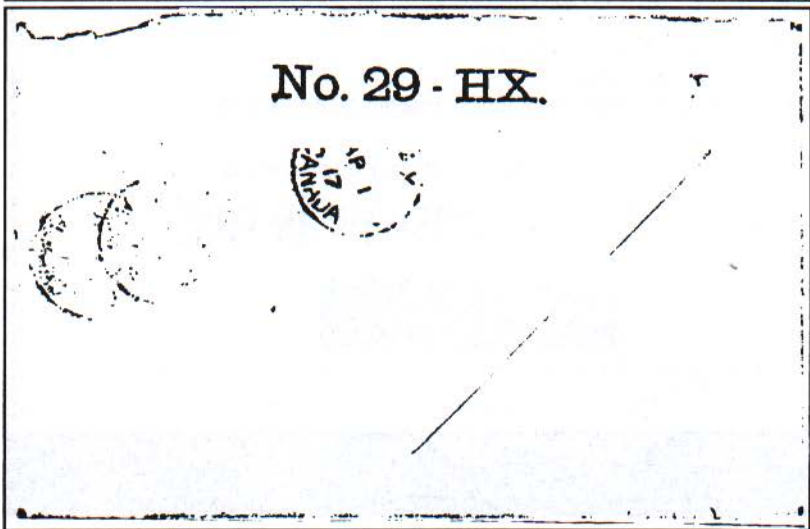
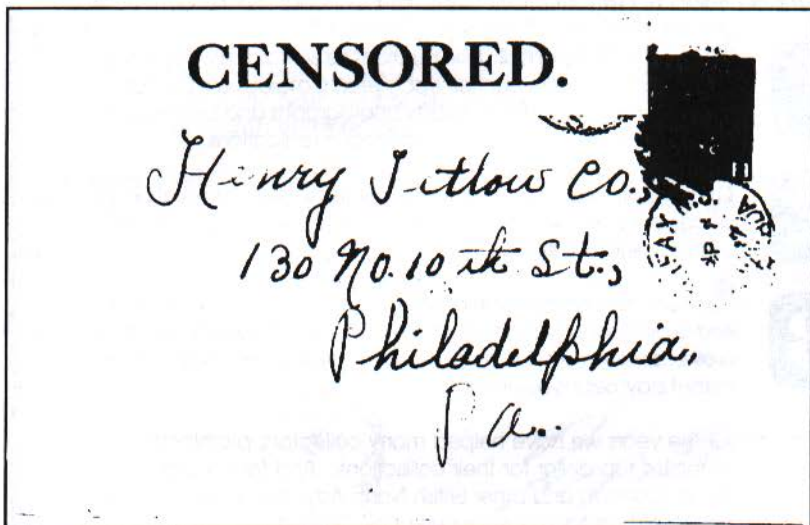
The cover shown in Figure 2 originated in Mahone Bay, Nova Scotia with a MR 30, 1917 duplex cancel tying the 2¢ + 1¢ brown War Tax stamp which pays the 2¢ letter rate plus 1¢ war tax to the U.S.

The cover was sent to Halifax where a purple Halifax circular date stamp was applied tying the stamp on April 1, 1917—the first day of the 1917 Neutral Terminal Censorship. The censor tape, identified as type II in Steinhart's "Civil Censorship in Canada During World War I" measures 41 mm x 89 mm. A blue handstamp, "No. 29 - HX.", measuring 6 mm high by 48 mm wide was applied on the reverse of the cover. The "No. 29" identifies the individual censor while the "HX" represents the first and last letter of the censorship city name and was a general means of identifying each office with a few exceptions.

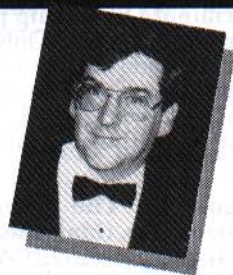
Steinhart listed 30 censorship offices with examples seen from Victoria, Nelson, Vancouver, Calgary, Moose Jaw, Winnipeg, Hamilton, London, Toronto, Kingston, Ottawa, St. John, Halifax and Charlottetown. It has been 10 years since Steinhart's book was published and additional towns have likely been discovered.

Steinhart identified 26 examples with censor tape type II during the 1917 Neutral Terminal Censorship period, and only 14 that were posted outside of one of the censorship centres. Only four covers are reported with censor tapes applied at other than the side of the cover. This cover has the censor tape applied along the top of the cover. The earliest example of a tape type II usage from Halifax previously reported was April 3, 1917 and, therefore, this cover with its April 1, 1917 date represents the new earliest reported usage from Halifax.

Figure 2: The Earliest Reported Example Of 1917 Neutral Terminal Censorship, (Mahone, Bay, NS (MR 30, 1917) to Halifax Censorship Office with purple HALIFAX N.S./AP 1/17/CANADA CDS to Philadelphia, PA. with Type II censor tape and blue censor handstamp "No. 29 - HX" on reverse).



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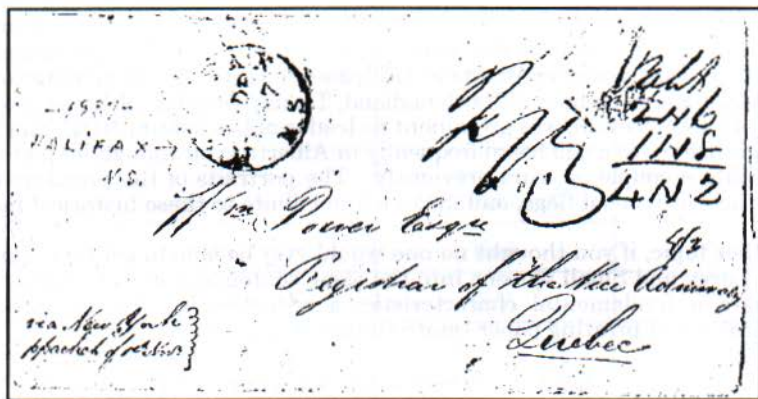
The Steinhart Legacy

Allan L. Steinhart

A Falmouth Packet Cover with a Carrier Charge

The cover shown here is normal in every way except one. The document is an oath in respect to a mill, partly written and partly printed, from Liverpool, England, dated October 28, 1837. It was signed by the mayor of Liverpool, who swore the oath, and was addressed to the registrar of the vice-admiralty at Quebec in Canada. The cover is addressed to go "via New York p. packet of 1st Nov." It was intended to go by the American sailing vessels travelling regularly between Liverpool and New York. By this route the piece would probably bypass the British mails and be put directly on board ship at Liverpool. At New York it would be rated 20³/₄¢ collect (2¢ ship letter plus 18³/₄¢ New York to the border) plus the Canadian postage of 1/0 or less for a total of 2/0, more or less.

The British Post Office in Liverpool assumed the "p. packet" referred to the Falmouth official British packets, and so sent the letter by this route going to Falmouth, England and by the monthly sailing of the *Star* Falmouth packet leaving November 4, 1837 and arriving at Halifax December 5, 1837. The cover was rated 2/3 sterling collect, this being the rate by packet from Liverpool to Halifax. This was converted to 2/6 currency in North America plus 1/8 cy., the rate from Halifax to Quebec interprovincial mileage charge for a total of 4/2 cy. collect.



If there was nothing more to the cover, it would be a normal transatlantic Falmouth cover, of which there are many. The thing that makes this letter unusual is the rate marked below the 4/2—4/3 the total amount to collect. Quebec was one of the few offices in Canada which charged 1d. carriers' rate, and this is found occasionally added to the regular postage, which has occurred here—4/2 + 1d. carrier fee equals 4/3 cy. collect. In the last thirty years I have seen a number of Quebec covers rated plus 1d. or 2 cents. However, this is the first transatlantic Falmouth cover I have seen so rated.

Years in the Chinese calendar are named after animals, in cycles of twelve based on the Chinese zodiac. Beginning last year with the Year of the Ox and continuing this year with the Year of the Tiger, Canada Post has been issuing a very attractive series of stamps honouring the Chinese New Year. The plan is to continue through the entire cycle of twelve animals, ending with the Year of the Rat in 2008. As with last year's stamp, the Year of the Tiger stamps have been released in three formats: panes of 25, souvenir sheets of two stamps, and uncut press sheets consisting of twelve souvenir sheets. This year, extra souvenir sheets were released on January 28, twenty days after the other stamps, with the names of the printer, illustrators, designer, and calligrapher overprinted in the two lower margins.

When most of us look at this stamp we see a magnificent animal and an impressive tribute to the Chinese New Year; but when two grade seven students in Surrey, B.C., Dhanjeet Jatana and Nikki Prihar, looked at it they saw an endangered species. Their letter, described by Donna Reid in *Canada's Stamp Details* (March/April, 1998), brings home the two sides of our love for wildlife—the beauty of animals in the wild, and the diminishing amount of wilderness we are leaving for them. As future Years of the Tiger roll around, let's hope these animals still survive in the wild.

The other commemorative issue for January and February honours a significantly less-endangered species, *homo politicus*. Having grown up in British Columbia during the premiership of W.A.C. Bennett and moved to Ontario for a couple of years under John Robarts, the pane of ten provincial premiers brings back memories. When I moved to Alberta in 1970, Joey Smallwood was making the news on a regular basis as premier of Newfoundland, Tommy Douglas, although no longer premier of Saskatchewan, was prominent as leader of the federal NDP, and Ernest Manning's name was a still heard frequently in Alberta even though he had left the premiership a couple of years previously. The portraits of the premiers are set against their provincial flags, and make a fine tribute to these historical figures.

On another topic, if you thought no one would ever be able to get the Flag stamp and the Large and Small Queens into the same sentence, you were wrong. They now share a fundamental characteristic: a reduction in size to make more economical use of printing paper (more stamps to a pane).

TABLE 1: History of the 45¢ Flag Stamp

Printing	Date	Printer	Paper	Size (mm)	Perf	Teeth	Pane
1st	31 Jul. 1995	L-M	CP	22 x 26	14.5 x 14.6	16 x 19	100, 10, 25
2nd	6 Oct. 1995	CBN	CP	22 x 26	13.6 x 13.1	15 x 17	100, 10, 25
3rd	5 Apr. 1996	CBN	P	22 x 26	13.6 x 13.1	15 x 17	100, 10, 25
4th	2 Feb. 1998	CBN A-P	C C	20 x 24 20 x 24	13.0 x 13.3 13.0 x 13.3	13 x 16 13 x 16	120, 10 30

In the case of the Large Queens, the result was the Small Queens. In the case of the Flag stamp, the result is a smaller (but otherwise identical) Flag stamp. Since there is no change in design and only a single value current at any one time, we will probably never see them listed as the "Large Flags" and the "Small Flags"; but the reduction of 2 mm in each direction is significant, resulting in 120 stamps to a pane instead of 100, and 30 stamps in the larger stamp pack instead of 25. The number of stamps in the smaller pack remains at 10. The printer for the pack of 30 has also

TABLE 2: New Issues for January and February, 1998

Stamp	Year of the Tiger	Flag (new size)	Prov. Premiers
Value	45¢	45¢	10 x 45¢ s-t
Issued	8 Jan 98 O/P SS: 28 Jan 98	2 Feb 98	18 Feb 98
Type	Commemorative	Definitive	Commemorative
Printer	A-P	SH & SP10: CBN SP30: A-P	CBN
Quantity	A: 13,280M stamps* B: 2,500M sheets C: 500M O/P sheets D: 30M uncut sheets	continuous printing	10MM
Paper	C	C	C
Process	A,B,C: 6CL D: 6CL + 3CS	5CL	5CL
Pane	*	SH: 120 SP: 10 and 30	10
Tag	G4S	G4S	G4S
Gum	PVA	PVA	PVA
Size, mm	41 x 32	20 x 24	36 x 30
Perf	13.2 x 12.5	13.0 x 13.3	13.3 x 13.3
Teeth	27 x 20	13 x 16	24 x 20

*Formats for the Year of the Tiger stamps: A: pane of 25 stamps; B:souvenir sheet of 2 stamps; C: overprinted souvenir sheet of 2 stamps; D: uncut press sheet of 12 souvenir sheets.

ABBREVIATIONS: 3CS = 3 colour silkscreen; 5(6)CL = five (six) colour lithography; A-P = Ashton-Potter; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Company; CP = Coated Papers; G4S = general tagging (four sides); L-M = Leigh-Marden; M = thousand; MM = million; O/P = overprinted; P = Peterborough paper; s-t = se-tenent; SH = sheet stamps; SP(10,30) = stamp pack (of 10 or 30 stamps).

changed, from CBN to Ashton-Potter. For those collecting the 45¢ Flag, its history to the present time is given in Table 1 (abbreviations are listed after Table 2). Mint stamps of the 2nd and 3rd printings can be separated by gum colour—white for Peterborough paper, slightly greenish for Coated Paper—but I know of no way to tell used stamps apart for these two printings. The 45¢ rate came into effect on August 1, 1995, the day after the 45¢ Flag stamp was released. It will be interesting to see if the 45¢ Queen is released in the new size.

The company which currently makes the paper for most of Canada's stamp issues has changed name from Coated Papers Ltd. to Tullis Russell Coatings, and is listed as such for each of the three stamps in the January/February, 1998, issue of Canada's Stamp Details. A call to Canada Post in Ottawa confirmed that this is a change of name only, the company remaining the same; and confirmed also that the listing of Coated Papers Ltd. for the stamps in the March/April, 1998, issue is an error, and should be Tullis Russell Coatings. The symbol "C" for the paper in philatelic inscriptions on blocks of stamps remains unchanged.

The information in Tables 1 and 2 is from Canada Post's booklet, Canada's Stamp Details, and from philatelic inscriptions on the stamps. Size, perforations, and number of teeth are my own measurements, and are given as (horizontal) x (vertical).

In Memoriam—Bill (Wilmer) Rockett OTB

Bill Rockett passed away on April 26, 1998 after a short illness. He was 91 years old, and the only member of BNAPS to have attended every convention. Bill's passion was Canadian revenues. He was the driving force for the Revenue Study Group for more than a quarter century, and exhibited regularly. For many, the annual Group get-together he hosted at his home in Willow Grove was the highlight of the philatelic year. Bill served terms on the BNAPS Board of Directors, had a stint as Second Vice President, and was a long time member of the Order of the Beaver. (Note: A longer memorial article will be found in *BNAPortraitS*, Vol. 5, No.3, May 1998.)



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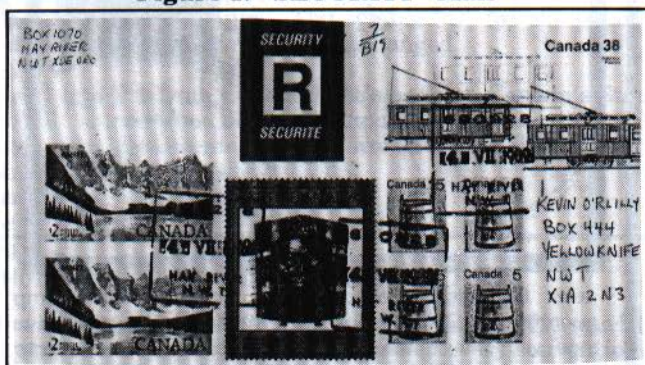
Postal Pot-pourri

Earle L. Covert

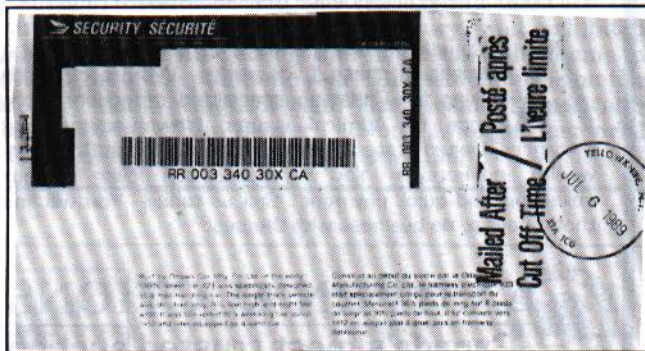
Canada Post introduced a group of new services on July 4, 1989. Gone were the old registration handstamps. The new services were collectively called TRACE MAIL. They were introduced as SECURITY (in wine), REGISTERED (in green), SIGNATURE (in purple), CONFIRMATION (in blue) and PROOF OF DELIVERY (in red). The SIGNATURE and CONFIRMATION were not used by the public and I haven't seen a non-philatelic usage.

Figure 1: "SECURITY" Mail

front



back



receipt

SECURITY SECURITE	Name / Nom		KEVIN O'REILLY	
	City / Ville		YELLOWKNIFE	
No. / N°		77 003 340 305		
Address Code / Code d'adresse		1973		
Value / Valeur		Fee / Droit		
AR		1.70		
Total / Total		Fees / Droits		
Accepted / Accepté		5.32		
Signature / Signature		1489		
Receipt / Recu		Recu		

SECURITY was used as the traditional Registered—it had to be handed in at a post office counter, the label was either applied by the clerk or it had been previously applied by the user, the receipt portion of the label was then canceled and given back to the user (Figure 1—front and back plus receipt). The letter then had one of the numbers retained by the sending office on a specific sheet. It was then

bagged in the "registered bag." Each time it was handled it was scanned. When it was received at the destination post office another portion of the label was removed and applied to a specific sheet. When delivery was completed and it was signed for in the delivery book a final portion of the label was affixed to the delivery book.

The added feature was that the sender could call a toll free 1-800 phone number and, using a touch tone phone, could punch in the numbers on the receipt and obtain delivery status of the item from an AUTOMATIC ENQUIRY SYSTEM.

The initial receipts 40-076-604(89-05) with SECURITY in English and French were soon changed to 40-076-604(89-10) SECURITY REGISTERED when the courts declared that this did not constitute a registered letter in law as it did not say REGISTERED (Figure 2).

Figure 2: "SECURITY" and "SECURITY REGISTERED" Labels

Form 40-076-604 (89-06) front. The form features three identical barcode sections at the top, each with the alphanumeric code 'RR 003 340 20X CA' printed above and below the bars. Below the barcodes is a large 'SECURITY SECURITE' logo with a large 'R' in a square. To the right of the logo is a form with fields for 'Name', 'City', 'Value', 'Fee', and 'Accepted'. The form is oriented vertically with 'Receipt - Reçu' written along the right edge.

form 40-076-604 (89-06) front

Form 40-076-604 (89-10) front. Similar to the previous form, it has three barcode sections at the top with the code 'RR 236 072 72X CA'. The logo is 'SECURITY REGISTERED SECURITE RECOMMANDEE' with a large 'R' in a square. The form fields include 'Name', 'City', 'Value', 'Fee', and 'Accepted'. The form is oriented vertically with 'Receipt - Reçu' written along the right edge.

form 40-076-604 (89-10) front

back
with instructions

The back of the form contains instructions in both English and French. The English instructions are: 1. Complete, remove receipt on dotted lines and date stamp. 2. Remove paper backing from label. 3. Apply label to back of envelope. The French instructions are: 1. Remplir, enlever le reçu sur les lignes pointillées et apposer le timbre à date. 2. Retirer la pellicule protectrice de l'étiquette. 3. Coller l'étiquette au verso de l'enveloppe. Below the instructions are diagrams showing the 'Back' and 'Front' of the envelope with arrows indicating where to place the label. At the bottom, there is a 'Receipt' / 'Reçu' section with a box for 'Date / Stamp' and 'Timbre à date'.

REGISTERED was handled in a similar manner except the letter travelled in the general mail stream until it reached the destination, where it was retrieved by the post office and handled in the manner described above. This continues to be used and is an EXPENSIVE Proof of Mailing and Delivery with no security during handling. A number of forms were used in quick succession, all with changes (Figure 3).

Figure 3: Three different "REGISTERED" Labels.



form 40-076-605(89-04)



form 40-076-605(89-05)



form 40-076-605(89-08)

Figure 4: A Privately-prepared Preprinted "REGISTERED" Envelope



SECURITY REGISTERED and REGISTERED labels had no value, and most post offices gave them out to larger users. The post office also agreed to let a number of volume mailers use their own preprinted envelopes. An example is shown in Figure 4.

SIGNATURE and CONFIRMATION labels were sold in red packages of 2 and 3 respectively for \$2.70 and \$5.00 (Figure 5).

Figure 5: Packages of SIGNATURE and CONFIRMATION Mail Kits

SIGNATURE SIGNATURE

Canada Post Corporation / Société canadienne des postes

2

2 SIGNATURE LABELS \$5.00
WITH 2 FREE ENVELOPES
2 ÉTIQUETTES SIGNATURE 5,00 \$
ET 2 ENVELOPPES GRATUITES :

For use on letters when / Pour les lettres à l'intérieur du

Canada

Détails mode
Détails à l'intérieur

Canada Post
Société canadienne des postes
\$5.00

NEW SIGNATURE SERVICE

- Signature upon delivery
- Prepaid convenience
- Toll-free service to verify delivery date

EASY TO USE

- Complete the SIGNATURE label
- Retain receipt portion for your records
- Affix label and lettermail postage to envelope
- Deposit in any mail box

NOUVEAU SERVICE DU COURRIER SIGNATURE

- Signature lors de la livraison
- Produit de commodité prépayé
- Service téléphonique sans frais pour vérifier la date de livraison

FACILE À UTILISER

- Remplissez l'étiquette SIGNATURE
- Conservez le reçu pour vos dossiers
- Collez l'étiquette sur l'enveloppe et ajoutez le postage à l'envoi au tarif des lettres
- Déposez dans une boîte aux lettres

CONFIRMATION CONFIRMATION

Canada Post Corporation / Société canadienne des postes

3

3 CONFIRMATION LABELS \$2.70
WITH 3 FREE ENVELOPES
3 ÉTIQUETTES CONFIRMATION 2,70 \$
ET 3 ENVELOPPES GRATUITES :

For use on letters when / Pour les lettres à l'intérieur du

Canada

Détails mode
Détails à l'intérieur

NEW CONFIRMATION SERVICE

- Confirmation of delivery
- Prepaid convenience
- Toll-free service to verify delivery date

EASY TO USE

- Complete the CONFIRMATION label
- Retain receipt portion for your records
- Affix label and lettermail postage to envelope
- Deposit in any mail box

NOUVEAU SERVICE DU COURRIER CONFIRMATION

- Confirmation de la livraison
- Produit de commodité prépayé
- Service téléphonique sans frais pour vérifier la date de livraison

FACILE À UTILISER

- Remplissez l'étiquette CONFIRMATION
- Conservez le reçu pour vos dossiers
- Collez l'étiquette sur l'enveloppe et ajoutez le postage à l'envoi au tarif des lettres
- Déposez dans une boîte aux lettres

The money paid for the packages only paid for the fee to send mail using the specific service and not the postage—the same as was the case for Canada's only registered postal stationery envelope (issued in 1927). In addition to the labels (Figure 6) and a sheet of instructions, the packages contained #10 envelopes with printed dashes

Figure 6: Signature (left) and Confirmation (right) Labels.

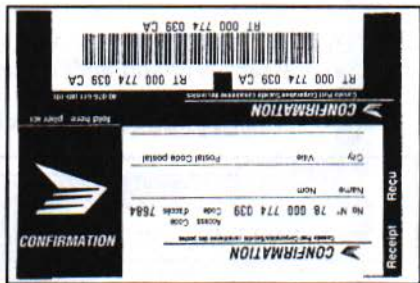
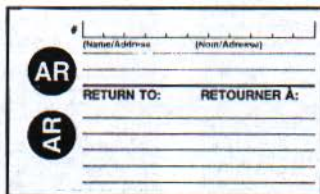
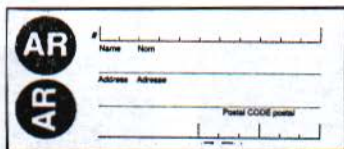


Figure 7: Confirmation Label on Cover.



Figure 8: Acknowledgment of Receipt Labels



showing where each label was to be applied (Figure 7). Mail using either of these services was to be dropped in the regular post box, thus there was no proof of mailing. The SIGNATURE required a signature be obtained on delivery, but the CONFIRMATION mail did not. SIGNATURE mail, in common with SECURITY REGISTERED and REGISTERED could be used with an Acknowledgment of Receipt Service (A-R). A new type of A-R label was introduced (Figure 8).

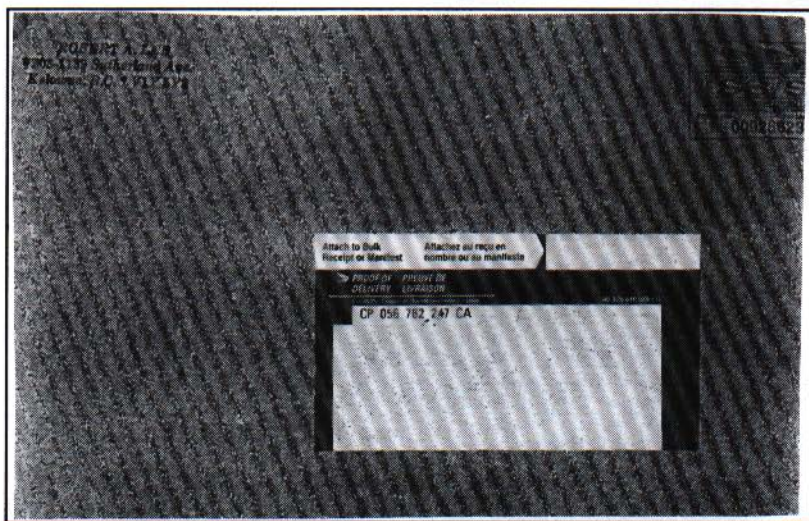
Finally a PROOF OF DELIVERY label was introduced. Two forms (Figure 9) have been used 40-076-618(89-11) and 40-076-618(92-01). Later a new PROOF OF DELIVERY label to be used to Attach to Bulk Receipt or Manifest appeared (Figure 10). In order to insure an item, it must be sent with the use of SECURITY REGISTERED or PROOF OF DELIVERY. This PROOF OF DELIVERY is used very commonly.

Figure 9: Proof of Delivery Labels.

The image shows two identical forms side-by-side, representing different versions of the 'Proof of Delivery' label. Each form is divided into two columns: the left column is labeled 'Receipt' and 'Reçu', and the right column is labeled 'Proof of Delivery' and 'Preuve de Livraison'. The forms contain the following fields and instructions:

- Form Information:** No. 40-076-618(89-11) on the left, No. 40-076-618(92-01) on the right.
- Header:** 'PROOF OF DELIVERY' / 'PREUVE DE LIVRAISON'.
- Form Fields:**
 - Name (Nom)
 - City (Ville) / Postal Code (code postal)
 - Declared Value (Valeur déclarée)
 - Fee (Fee) / Droitt (Droitt)
 - Type of Service (Type de service) / Genre de service
 - Expedited (Expédié) / Regular (Régulier) / Accepted (Accepté)
 - Accepted (Accepté) / Date
- Barcode and Signature:** A barcode is present with the postal code 'CW 000 818 803 CA' (left) or 'CW 013 576 800 CA' (right). Below the barcode is a line for 'Signature required' (Signature requise).

Figure 10: A Usage of the "Attach to Bulk Receipt or Manifest" Label



There are a few "Private" type labels—obviously supplied by the post office for use with laser printers (Figure 11). Keep your eyes open—see what you can find in the envelopes and parcel wrappings going into the garbage.

Jim Karr brought me a SHORT PAID UNIT cancel after receiving the last *Topics* (Figure 12).

Figure 11: A Private Proof of Delivery Parcel Label (on piece).

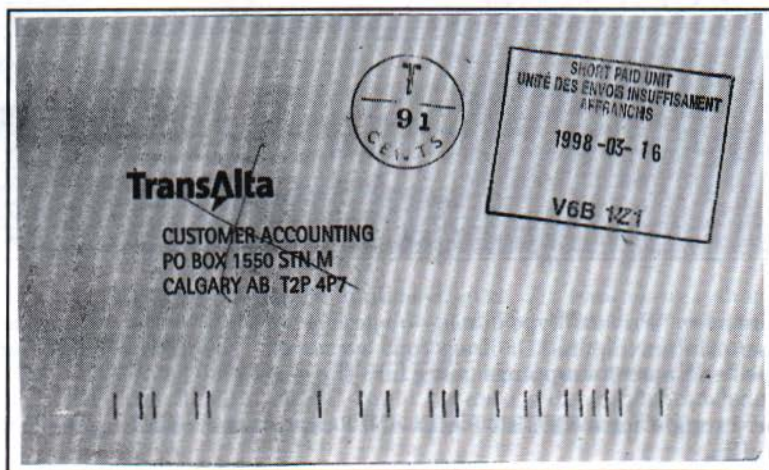


Herb Marion reports a number of The Postcard Factory's Flag stamp postcards being returned to him for postage after a postmistress was unsure what "Postage Prepaid to Anywhere in the World" meant. She called the "HELP" line in Ottawa and was told they were not valid for postage.

Eventually the Philatelic Agency in Antigonish confirmed to her that the cards were in fact valid for postage and was going to talk to the "HELP" line in Ottawa to clear up the matter. Herb closed his note to me with "the right hand does not know what the left hand is doing."

Next time we can look at the prepaid parcel labels sold by the post office and see—are they postage stamps?

Figure 12: A "SHORT PAID UNIT" Cancel





Lew Ludlow's

RPO Cowcatcher

William G. Robinson

Ludlow Listing No. TS-330

In this column for the last quarter of 1997, we discussed this listing and concluded that the marking was not an RPO cancel, and it should not be listed in the RPO catalogue.

Reports have now been received from members Tom Almond in England, and Sandy Mackie in Scotland. These list several other numbers as part of the hammers, and confirm our theory that these hammers were used by many postal workers in various Montreal Postal Stations—not on railway mail cars.

Mr. Mackie reports two examples on 1913 postcards to Belgium, both with the number 270. Each card carries two examples of the 1¢ Admiral issue, mailed at Lac Manitou, Que. on 29 August, 1913. The split-circle cancel in each case only obliterated one of the stamps, so the Montreal double-ring was used to cancel the second stamp.



The first of Mr. Almond's examples was mailed in Toronto on 12 April 1916 with an incomplete address. It was sent to Montreal, where it received a double-ring marking, No. 406, on April 13, 1916. From there it was apparently sent to the Montreal Dead Letter Office, arriving on 14 April, and receiving the endorsement "Try Toronto, Ont."

His second card has the Montreal double-ring No. 410, dated 11 May. No year is apparent on the card—but it must have been 1914 or before, as the domestic postcard rate changed to two cents on April 15, 1915. An interesting point about

this card is that the message states that the sender is staying in the Queen's Hotel, across the street from the G.T.R. Station. Perhaps the card was mailed there—and Montreal Clerk No.410 worked there in the postal station .

Volume 21 of J. Paul Hughes "Proof Strikes of Canada," published by Robert A. Lee in 1992, lists "MOOD, MOTO, MOON and POCON proof strikes of Quebec." Pages 30 to 35 of this book illustrate some 131 examples of these double-ring markings proofed between 1 February, and 16 November, 1910, with numbers between 100 and 556.

Although Ludlow listed this marking at the maximum rarity of 500* on the basis of the single original report, it has become obvious from the number of hammers now known, and the additional copies being reported, that such strikes are not at all rare.

These are definitely city clerk markings, not those used by railway mail service employees. The de-listing is confirmed.

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Study Group Centreline

David Whiteley

By the time you read this, the spring column, members of BNAPS will have been able to attend one of two weekend get-togethers, one in Ottawa, April 23 to April 26 in conjunction with ORAPEX, and the other on the same weekend in Calgary in conjunction with the Calgary show. Both meetings have a full slate of meetings and discussions on various aspects of BNA philately. I will be attending the Ottawa meeting and hope to see many of you there. I will also be in Victoria for a week in early April. Newsletters have been coming in fairly regularly. Some editors have finally realized that I have moved after having their mail returned—I am sorry for the inconvenience but you were warned repeatedly. Hopefully everyone now has the correct address as published at the masthead.

Another fine offering has arrived from the Re-Entry Group with information on new findings on the Large Queens, Small Queens, Jubilees and the Newfoundland #145 one cent map stamp (a triple re-entry). The Centennial Definitive group's newsletter contains an announcement of their upcoming auction with a closing date of March 28. Over 183 lots were being offered for sale. The *BNA Perforator* contains a report on the study group meeting held at St. John's. Marcus Fennell contributed an article entitled "The Story of the IB Perfin." The "IB" turns out to be a stylised "B" and was used from 1984 until recently by BEES Stamps, Vibank, Saskatchewan. The feature article in the Revenue newsletter this month is a tribute to long time member Bill Rockett by William Walton. Bill, himself sent along two unlisted Saskatchewan Electrical Inspection varieties. James Harper contributed Part IV of his series on "Tobacco Company Cancellation Dating Codes." Chris Ryan submitted the first installment of a new series entitled "The Story of the Nine-Hole Punch Cancel. Part I. The Excise Luxury Tax of 1920."

The Large Queen—Small Queen group's January-February newsletter contains an article by Ron Ribler on the possible causes of fluorescence found on used 3¢ Small Queen. There is also another piece by Ted Nixon on "Imperforate Values of the Small Queen Issue." The March newsletter contains two pieces on the sale of the two cent Large Queen on laid paper, by John Jamieson and Roy Sass. Ron Leith submitted an article on "Paper Shrinkage and Paper Mesh." John Burnett submitted an article, "The Suburban Letter or Adjacent Letter Rate in the Small Queen Era." Finally, the chairman, Ron Ribler reports on the apparent growing interest in the exhibiting of the three cent Small Queen. The *Round-Up Annex* for both January and March have arrived with up-dated reports on the progress of on the roster project and progress on a possible fifth edition of the Handbook. Jim Miller rounds out the newsletters with "The Orbs, Discussion 13: Montreal Station B." and "The Orbs Discussion 14: Montreal Station C." The Canadian Military Study Group is celebrating the twenty-fifth year of publication of its newsletter. The newsletter commences with a piece by J.C. Campbell on the 15th Battalion, C.E.F. (1914-18). Robert Toombs contributed an updated listing of U.N. peacekeeping missions which shows deployment of Canadian armed forces personnel. Bill Bailey sent along some "Military Meter Marks," and suggested a special group should be set up to study and list these markings. He is of the opinion that little or no research has been done in this area (any volunteers?). John

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: Chris Ryan, 569 Jane St., Toronto, ON M6S 4A3

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

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

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

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

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

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 L4G 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

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

Wannerton sent along some information on (and questions regarding) the Royal Naval and Royal Canadian Naval Squadron attached to their Royal Highnesses during the Royal Visit of 1938. The newsletter closes with the listing of some 190 lots being offered at the group's auction which was held on March 20.

Both the November/December and the January/February editions of "The Newfie Newsletter" have arrived. The November/December issue contains more of J.C. Campbell's "Golden Oldies," excerpts from Horace Harrison's award winning Newfoundland Postal Stationery exhibit and a continuation of Kevin O'Reilly's "Labrador Post Offices." The January/February edition contains an up-dated list of 1897 "PAID ALL" and surcharges as compiled by Norris Dyer, and a further installment of Kevin O'Reilly's "Labrador Post Offices."

The inaugural newsletter of the newly formed First Day Cover Study Group Newsletter, "Cachets," has arrived. The issue is devoted to cachets seen by the editor on Canada Scott #282, on Newfoundland #269 and #270, and the 1939 Royal Visit cachets.

The British Columbia Postal History Group's December Newsletter contains an article on Alliford Bay Military Post Office, and more information on the IMAJE Jet Spray printer/canceller Test Print experiments at Vancouver in 1994. Alan Young sent along an article entitled "Holiday Postal Hunt," or how to combine your summer vacation and postal history in conjunction with one's non-philatelic family members. A survey of Second World War military post marks

from B.C. has also been initiated—all replies to Bill Topping. *The Flag Pole* for the fall of 1997 contains an article by Larry Paige on the Type 8 Toronto die D used with Canada's first Special Delivery stamp (1898) and the Type 1 flag cancel A to F used in Montreal 1896-97.

The R.P.O. Newsletter for February 1998 contains information by Mike Street on the Newfoundland Railway Heritage Centre at Port Aus Basques, and some more pages from Leahy's Hotel Guide & Railway Distance Maps of America, 1937, covering Ontario, Nova Scotia, and P.E.I., as submitted by Jim Felton. Doug Hannon sent a vignette on the Kettle Valley Railway. Two hefty editions of the "Slogan Box" for January/February and for March/April have arrived. The first has an abundance of illustrations of slogans on such topics as "Help the Red Cross" from 1927 to 1966, Christmas seals and related slogans 1927 to 1972 and the "Land of Fruit and Sunshine" slogan used in Kelowna, Penticton and Vernon from 1963 to the 1970s. The March/April edition is Supplement Number 1 to the "Hand Stamp Slogan Postal Markings of Canada," as compiled by Steven A. Friedenthal.

The January/February edition of the *Corgi Times* contains the usual varied fare with articles on a wide variety of subjects of interest to collectors of Elizabethan material. John Arn adds some final thoughts about "One Frame Exhibiting." Ingo Nessel explains the problems of rating covers during the Karsh period. John Hillmer submitted a piece on varieties to be found on the 2¢ Laurier. Joseph Monteiro sent along an item on the 7¢ Autumn Leaf with missing inscription. There was also a special supplement by Leopold Beaudet on the 1985 \$8.50 booklet. Jerome Jarnick and Andrew Chung illustrated some first day presentation folders.

That completes the round-up for this period.

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NEW BOOKS

"ALLAN STEINHART, Postal Historian", edited by David Handelman and Gary Scrimgeour, The Postal History Society of Canada (1997). Spiral-bound, CAN\$29.69 and US\$ 25.69 postpaid to Canada and the United States, respectively—order from David Handelman, 287 Second Ave., Ottawa, ON K1S 2H8 (cheques or money orders to "David Handelman").

This book was published as a tribute to Allan Steinhart, who unexpectedly died in September 1996 at the early age of 56. The book is a compendium of articles written by Allan, stories and anecdotes about Allan, and remembrances of him by family, friends, and colleagues. It is clear from the number and tone of the offerings that Allan had the respect and admiration of his friends and contemporaries and that he will be sorely missed by the philatelic community.

The book contains 23 articles written by Allan on a wide range of postal history topics, e.g., notes on the Medallion and Admiral Issues, post cards, civil censorship, stampless letters, and fur trade covers. Also included in the book are more than a dozen articles highlighting "Favorite Covers" purchased from Allan, outlines of talks and presentations given by him, and his philatelic biography.

The book is easy to read and richly illustrated with interesting covers and pictures. It contains many amusing anecdotes which provide the reader with a perspective of Allan not evident from casual meetings and dealings at the bourse. The book is packed with Canadian postal history and contains a bibliography of his works.

This book is a worthwhile addition to any philatelic library. It should be noted that all profits from the sale of this book go to the Postal History Society of Canada's *Allan Steinhart Memorial Fund*. The fund will be used for awards to recognize and support research in BNA postal history.

A. Klass

"The Air Mails of Canada and Newfoundland. A Volume in the Sixth Edition of the American Air Mail Catalogue," coordinating editor R.K. Malott. Published by the American Air Mail Society, Mineola, N.Y., U.S.A. (1997); CAN\$50 + CAN\$5 postage from Dick Malott, 16 Harwick, Cres., Nepean, ON, K2H 6R1; US\$35 + US\$3 postage (to U.S.) or US\$5 (elsewhere) from AAMS Publications, 1978 Fox Burrow Court, Neenah, WI 54956.

Since it was published in 1981, the Fifth Edition of Volume 4 of the "American Air Mail Catalogue" (AAMC5/v4) has been the standard reference for Canadian and Newfoundland official and semiofficial air mail flight covers. It has been out-of-print since at least 1992, when I began seriously to collect Canadian air mail material, in order to obtain AAMC5/v4, I had to buy the entire set of five volumes. While this was not all bad, since it led me to begin collecting world-wide air mail covers, it was an expensive way to obtain one book and probably has discouraged some collectors from studying Canadian air mail postal history. Prices were updated in 1990, but the flight information was not updated or even reprinted. Specialized books are available on Canadian semiofficial air mails and Newfoundland air mails, but for some time there has been no comprehensive source

for information in this field (actually, even AAMC5/v4 is far from comprehensive in terms of the information that a specialist might want) that was readily available.

This void in philatelic information has finally been filled with the publication of "The Air Mails of Canada and Newfoundland" (AMCN). According to the "Foreword of Sponsor," AMCN was conceived in 1992 at a meeting of the AAMS and the Canadian Aerophilatelic Society (CAS). It was decided that a single catalogue covering all of Canadian and Newfoundland air mails was needed. The AAMS underwrote the cost while the research and editing were done by the CAS under the able and expert guidance of Major (Ret.) Richard K. Malott. The book that resulted is an entirely new publication bearing little resemblance to AAMC5/v4. In fact, it is really twenty seven separate books, some only a few pages long, bound into one. Physically, the page size and font in AMCN are larger and there are 547 pages of glorious aero- (and astro-) philately compared to only 107 pages in AAMC5/v4. New numbering systems are introduced for both the previously listed material and all of the new sections that have been created. The text related to the areas covered in AAMC5/v4 has been almost entirely rewritten. If you have an interest in any of the twenty seven areas of Canadian and Newfoundland air mails discussed, *buy the book now*. Although 2000 copies were printed, which is a lot for a philatelic publication, I anticipate that it will sell out rapidly and that demand for it will continue to increase as collectors of topics not included in AAMC5/v4 discover AMCN.

Reviewing a book of the length, complexity, and importance of AMCN is a daunting task. It is impossible to discuss knowledgeably all of the topics covered. Since I am primarily interested in and know most about Canadian pioneer and semiofficial air mail stamps and covers, many of my comments will be about this material. Despite the quality of the work, errors of omission and commission are inevitable. I consider that this is a work-in-progress and look forward to future editions incorporating those changes that a majority of users believe are important. If you have "... comments corrections, or additional information related to the catalogue ..." Dick Malott would like to hear about them. Be sure to write to him; his address is in the catalogue. As collectors, dealers, and "fellow travellers" in Canadian aerophilately, this is really our catalogue and it is up to us to expand on the work of the "... 43 willing contributors [who] significantly contributed ..." to this catalogue. Perhaps this edition was limited to 2000 copies with the expectation that a second edition, incorporating the many additions that we will suggest, will appear within the next five years.

Even though I'd like to analyze each section, I have neither the expertise nor the space to do so (I do not have a lack of opinions). Instead, I will discuss five broad areas that apply more or less to all sections. These are text (content), illustrations, numbering systems, pricing, and "miscellaneous." If my comments seem harsh, please understand that they are intended as *constructive* criticism—and if I made only positive comments, the review could go on forever.

A. Text: This is clearly the greatest strength in AMCN. The older sections, covering the official and semiofficial air mail stamps and flights of Canada and Newfoundland have been completely rewritten and corrected, and much new material has been added. There are many entirely new sections and, of course, that material is completely original. Almost any classic or modern air mail topic that one can imagine—and some that I'd never heard of—is covered here, usually with suggestions about how to learn more about the subject. Several years ago I

purchased a Newfoundland air letter sheet from a prominent Canadian dealer who stated in his advertisement that he had "... not seen it listed in any catalogue." It's now listed as NN1 on page 376 of AMCN. If you are uncertain about what to collect or want to broaden your interests, look through AMCN for ideas.

Pioneer and semiofficial air mail vignettes and covers are a popular collecting area. In AMCN, Section 1 covers Canadian Pioneer night Covers. Section 3 is primarily semiofficial air mails (SOAs) but pioneer flights for which vignettes were issued are included. The reason for this duplication is "...not [to] force collectors to look in several places for related items ..." However, because the text discussing the flights is not the same in the two sections, one still has refer to both to get all the information, defeating the stated purpose for the duplication. Since the flights are numbered differently in each chapter, this can be very confusing. There should be either two adjacent chapters, one for pioneers and the other for semiofficials (which I think makes the most sense); or they should all be in one chapter with sequential numbering but perhaps with different prefixes for pioneers and SOAs.

One of the new sections (#18) is "Canadian Air Mail Endorsements." This includes slogan cancels, air mail etiquettes ("via air mail" labels), and other types of directive markings. I was very pleased to see this material presented in a major catalogue—but some improvement is needed, at least regarding the etiquettes. The definitive catalogue on this subject, "Catalogue of Air Mail Labels," by Günter Mair, (Postal Label Study Group of Los Angeles, 1991), does not appear to be cited. Although Mair has 78 major etiquette designs, AMCN lists only about 20 of them without indicating that there are many more.

There is no discussion of Canadian air mail *stamps* issued by the post office, a major omission that I believe is very unfortunate. Somewhere I thought that I read that this was intentional, because they were covered quite well elsewhere. Now I can't find that statement—but even if it exists, it doesn't make sense. SOAs and Newfoundland air mails are included (although it would be better if they were done in more detail), and the Canadian government air mail stamps should be there too in a catalogue as comprehensive as this was and is intended to be. A major section on the many aspects of these stamps should be added to the next edition, unless the editors make it clear that this is a catalogue only of postal *history*.

B. Illustrations: A catalogue can never have too many pictures. AMCN is adequately but not profusely illustrated with black and white photographs and some line drawings. Still, it would have been nice to have more visual material. Pictures of new items are of good quality, many of them halftones, with covers reduced somewhat in size. Unfortunately, for the subjects originally covered in AAMC5/v4, it looks as though poor photocopies of the originals (which weren't any too great to begin with) were used in the new catalogue. I had hoped that high quality illustrations of more of these historic covers would be included, perhaps in colour (although this might have made the price prohibitive). Would the AAMS or the CAS be interested in publishing a colour supplement to this catalogue? I would certainly be willing to buy a copy. Perhaps it could be done on CD-ROM, allowing those with a computer but no scanner to use the colour illustrations in developing databases and making album pages.

C: Numbering systems: When I first started looking at the catalogue, my reaction to the many different groups of numbers, pretty much one for each chapter, was one of considerable confusion and annoyance. After I looked the book over more

carefully—and read the introductions to several of the sections (I'm one of those who reads the instructions only if necessary)—things became more clear. I encourage you to read the introductions to those sections that you plan to use. However, it would be useful to have at the beginning of the book an explanation of the different numbering systems and a list showing the one used in each chapter.

I particularly liked the use in many sections of the last two digits of the year of a flight or event as the first two digits of the catalogue number. An interesting and innovative hybrid nomenclature has been developed for pioneer and SOA flights and covers, by combining the Unitrade catalogue number for the vignette used with the year of the flight and a sequence number within the year.

There were still a few things, though, that I think could have been done better. In Sections 2 and 3, why is the first flight for each year given number zero instead of one (*e.g.*, for 1928 the first flight of that year by an airline is numbered 2800 instead of 2801)? The section on official first flights doesn't make this error. Second, the Government air mail covers have a cross-reference list of AMCN numbers to the old numbers in AAMC5/v4. A similar list for the SOAs and pioneers would have been quite helpful. Also, as mentioned above, the existence of two different numbers for many of the pioneer flights is confusing and should have been avoided. I am preparing a list correlating all of these numbers that I hope will appear soon in *BNA Topics*.

D. Pricing: The value of a collectible is the amount that you or someone else will pay for it. Catalogues provide guidelines but the price depends, finally, on the agreement reached between the buyer and seller. This cannot be repeated often enough. The prices (all in United States dollars since this is published by the AAMS) listed in AMCN are more-or-less retail prices since they are derived from "... analyses made by the editors of price lists, auction prices realized, and private treaty sales, where known." These are the prices that a collector would pay a dealer for this material, not the price at which one could expect to sell it to a dealer. Many, but not all, of the prices that I reviewed in AMCN have increased compared to both AAMC5/v4 and its 1990 pricing supplement.

To some extent this is due to inflation but most of the increases, I think, reflect increased demand for scarce material. These changes will probably affect asking prices for the more common material as well, but I don't expect to see any dramatic changes in retail pricing as a result of this catalogue. Obviously there is no way that I can provide any meaningful sampling of price changes in this review (that is probably already too long). Buy the catalogue (or borrow it from a friend), then make your own comparisons of the changes in price for what you collect.

E. Miscellaneous: This section lists a few additional problems and thoughts that I've had that don't fit well anywhere else.

1. A single index to the entire catalogue would be of inestimable value. I hope that the editors will consider adding one next time.
2. Several sections of the catalogue were intentionally left incomplete because of difficulty of acquiring adequate information in a timely manner. If you can add to any of these (look in the catalogue for which ones they are) please make every effort to do so.

3. Page 12 is a list of catalogue "Boosters." The contribution needed to get your name listed on this page was surprisingly small (I know because I'm one of them), yet there are only 23 names there. Perhaps this was due to poor publicity, but I hope that many more names will be added in the next edition.
4. There are several trivial but annoying errors that could have been corrected with better proof reading. These include "siezed" for "seized" (p. 473, paragraph 2); "Herold" instead of "Harold" Walker (p. 69, top paragraph—the name is correct on p. 515); the colour of CLP7 is given as "blue on white paper" whereas it is actually red on white paper (p. 43); and "CA" instead of "CO" on p. 12 as my state of residence. There are probably others. Overall, though, the book seems remarkably error-free.
5. I greatly appreciated the inclusion of information about several cinderellas such as the Labrador labels, the Wayzata "air mail," and the Maritime and Newfoundland Airways labels. The stories about these issues could be expanded, and other labels added (McCreeley's express, the London-to-London imitations printed by Roessler, and others), to make a single chapter devoted to air mail cinderellas of Canada and Newfoundland.
6. The excellent bibliography compiled by Cimon Morin, Chief, National Postal Archives and Library in Ottawa, will help guide collectors to the available information on most topics in Canadian aerophilately. The listing of the air mail-related holdings of the National Archives of Canada, compiled by Thomas A. Hillman, will also be of great utility to philatelic researchers.

In conclusion, there are many more positive things that can be said about this book. It is clearly a labour of love by many collectors who have devoted much time and thought to it. Once again, be sure to buy your copy soon. You'll learn much from using it and may be able to suggest improvements for the next edition that I hope will be published long before another 16 years have passed.

J.H. Bloor

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Readers Speak

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

Sir:

I have noticed, in handling a few thousand of the 1995 45¢ flag and building stamp, that some of them, maybe one in 50, have a few colourless dots on them. These small, almost circular, not-inked areas are usually about a sixteenth of an inch in diameter but I have seen them bigger than an eighth of an inch. They are usually not alone on a stamp when they occur; three on a stamp seems to be the most common, but as many as six on a stamp. They often form a triangle, or a line. They occur on the booklet stamp, but they may also be on the sheet stamp.

They appear to be a splattering of something onto the paper which prevents the ink from adhering to the paper. Have others noticed this? What causes it?

Barrie Atkinson

Sir;

With many auctioneers of BNA material now producing catalogs in color, are there any federal (U.S. or Canadian) regulations concerning the reproduction of unused postage stamps in color—at or near their actual size—that might result in these same auctioneers or their printer spending their declining years as house-guests of their respective governments?

Jeff Switt, Texas
(Where counterfeiting ain't a hangin' offence. Yet.)

Sir;

Does anyone know whom I might contact to find out who was the postmaster at WPG Sub 32 in April of 1940?

Jeff Switt

Sir;

A cover to Minneapolis, posted probably at Fort Francis or Rainy River, has a Canadian 2¢ Edward and a U.S. special delivery stamp. The cover has two Warroad & Duluth cancellations and markings. My questions:

1. Was such use of special delivery stamps the result of a general U.P.U regulation?
2. If not, was it initiated individually between countries?
3. When until when?



The use of the Bahamas special delivery stamps in this manner has been recorded, but I have never seen a *general* explanation of this usage or a *general* exhibit of this.

Frank Waite

Sir;

In reference to Kevin O'Reilly's letter on page 80-81, Vol 55 #1 in which he asks if the Canadian Post Office Department authorized FREE mail privilege to U.S. servicemen in Canada.

One of the earliest references that I have found to FREE mail privilege for all allied soldiers serving in the field and all allied warships, is contained in the CANADA OFFICIAL POSTAL GUIDE dated February 1940.

Only surface mail was FREE; if air mail was desired, the writer either used a stamp with equal to that required for the air mail rate or, in the case of H.M. or H.M.C. ships, the GPO used a rubber stamp to indicate air mail service had been paid for.

I have a collection of U.S. APO's also, and all surface mail was FREE while air mail was either by U.S. postal stationery envelope or Canadian air mail stamp, or U.S. air mail stamp.

Wilf Whitehouse

Sir:

A search is on for a historical document. One hundred years ago, Sir William Mulock was instrumental in establishing a free postage rate for books mailed to the blind. In 1938, forty years after the event, the Canadian National Institute for the Blind (CNIB) presented to Sir William a bound volume of 100 letters from blind readers. Today, the CNIB is looking for this book and has sought the help of the

Royal Philatelic Society of Canada (RPSC) in locating it. The book is described as "beautifully bound in blue morocco, with the inscription 'The Right Honourable Sir William Mulock, P.C., K.C.M.G., M.A., LL.D. from Canadian blind readers, June 13th 1938' in gold lettering on the cover and a suitable foreword preceding the letters." The book is not in the National Archives of Canada or the Canadian Postal Archives nor does Sir William's family have the book or are they aware of what happened to it.

Any *Topics* reader knowing the whereabouts of this book should contact Charles J. G. Verge, Historian, RPSC, P.O. Box 2788, Station D, Ottawa, ON K1P 5W8, by phone at (613) 738-2770, by fax at (613) 738-7863 or vergec@sympatico.ca through e-mail.

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