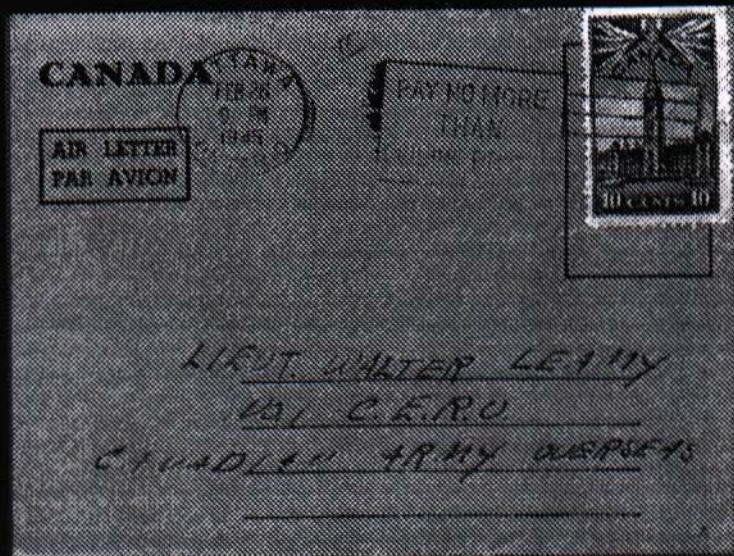


Topics

VOL 55

NO 3

WHOLE NO 476



FEATURING:

AIR LETTER SHEETS OF CANADA AND NEWFOUNDLAND

BY PIERRE GAUTHIER

THE OFFICIAL JOURNAL OF BNAPS -

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April 25, 1997

R. Maresch & Son
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Dear Bill,

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

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

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

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

Best regards, and thanks again.

Sincerely,



J. J. MacDonald

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BNA TOPICS



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(continued on page 84)

Stamps, covers, "back-of-the-book" items—these are the raw material for our hobby. However, more and more there is a steady drift from the study of the philatelic items themselves, and a greater tendency to study the history behind the material. Fifty years ago there was relatively little delving into government records to supplement the information provided by the stamps or covers. Even postal history was considered a borderline pursuit. There were only a few of those eccentrics who actually would pay good money for "covers" that didn't even have stamps on them; these strange people would, if given a chance, rattle on about rates and routes. Now such endeavours are in the mainstream, and all this is somewhat daunting to those collectors, especially novice collectors, who simply wish to do what collectors do best—collect.

It has come to a point where a very complete traditional exhibit of nineteenth century material that does not discuss the background to the issue, and does not display at least a smattering of scarce rate covers, is often destined for a low-level award. Knowledge, not just persistence and/or financial resources, has become one of the key standards by which collectors judge their peers. It is therefore surprising how many "serious" philatelists have a side "fun" collection—one that involves little or no research—just collecting and then compiling lists of what is found. That we feel a need for a hobby within our hobby suggests a potential problem.

Of course, part of this tendency to delve into records is simply a maturing of the hobby. If a particular stamp has been being collected and "studied" for over a hundred years it is unlikely many new varieties remain to be discovered—at least by visual inspection. Also, whether we like to think about it or not, paper items are perishable—ink colours fade, papers become brittle. It becomes harder to distinguish varieties that were the result of different printings from pseudo-varieties produced by different storage methods and the "ravages of time." Collectors in many cases find it easier to examine printing records and delve into rates than to buy large quantities of expensive material that may not be specifically identifiable. One reason fairly minor differences in perforations may be collected avidly is that (apparently) there can be little doubt a particular variety is "real" (however, also see Jim Lehr's comments in this issue of *Topics* on the complexity of perforation varieties on Prince Edward Island stamps).

I am a fervent "information hound" myself, but we should not lose sight of the fact that the areas we "research" are of little or no historical significance. What shades exist on the 3¢ Small Queen issue is an interesting question, but only to stamp collectors. How many of these stamps were printed in Montreal and Ottawa, and when, is also interesting. However, most (not all) collectors would rather see the stamps on a page, thus showing the differences, than read dry tables of printing figures. It is the enjoyment we derive from the philatelic material and information that is important, not the items themselves or facts about them.

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Stories Behind My Covers

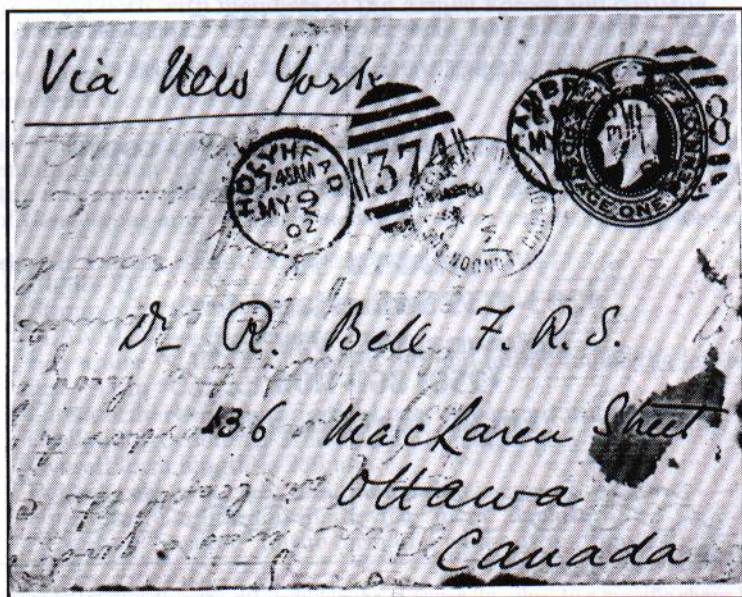
34. A Rare British T.P.O. Handstamp

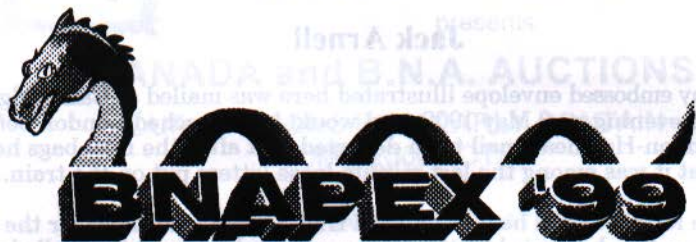
Jack Arnell

The one penny embossed envelope illustrated here was mailed at Cambridge at six o'clock in the evening on 8 May 1902, and would have reached London before the overnight London-Holyhead mail train departed, but after the mail bags had been closed; so that it was among the last minute loose letters put on the train.

Among these letters would have been local Irish letters, and those for the United States and Canada to be carried by the steamers from Liverpool that called at Cork or Londonderry for late London letters, as correspondents in the city could gain a working day by keeping them for the night mail train. The loose letters would have been sorted during the run to Holyhead.

This letter received a very rare "LONDON - SUPPLEMENTARY CANADIAN MAIL" marking on the train (*editor's note: the T.P.O. cancel is the fainter cancel between and slightly below the two duplex markings*), and was then backstamped on arrival at Holyhead at 5 a.m. the following morning. The letter was transferred to the Holyhead-Dublin packet mail, struck with a Holyhead "374" duplex at 7:45 a.m., and put in a closed bag for Canada. The Dublin post office would have forwarded this bag to either Cork or Londonderry to connect with the earliest North American departure, depending on the steamship schedules.





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Air Letter Sheets of Canada and Newfoundland: Forerunners and Unstamped Forms

Pierre Gauthier

Some time ago I acquired Major Toop's documentation on wartime civilian air letter sheets and postwar unstamped air letter forms [1]. A short time after, I bought a correspondence (more than 300 civilian and military air letter forms) covering the period between January 1945 and May 1946 between various members of an Ottawa family and a Canadian officer posted overseas. This material and the list I had already made of such items are the basis of this article.

Unstamped air letter forms were introduced on June 15, 1942 for the convenience of the Canadian public wishing to use this form to correspond with Canadian, British and other Allied Armed Forces Overseas and vice-versa [2]. These forms were issued free on request by all post offices. On September 11, 1944, the service was extended for communications addressed to civilians in the United Kingdom as well as in certain other foreign countries. There are many varieties in the forms used during this period but the forms all had one thing in common: a printed reference to their military use [2]. The purpose of this article is not to study these, but rather the forms that replaced them in the post offices—the true aerogramme forerunners.

According to the January 1945 issue of the Canadian Postal Guide, a stock of Canada air letter forms printed in a grey shade of paper had been obtained, and distribution of the new forms would be made as soon as stock of the blue Armed Forces ones would be entirely exhausted. The new grey forms could be used for corresponding both with members of the Armed Forces and civilians.

I have found seven different types of the Canadian civilian air letter forms besides the three known used in Newfoundland and the unstamped forms made available to commercial users after 1947.

Canada types I to VI have similar knives¹ and a single gummed flap on top with some small printing differences. Type VII has a different knife and two gummed flaps (top and right). Examples of types I and VII are shown in Figure 1. Here is a list of these types and the Earliest Reported Postmarks (ERPs) for each:

Canada Air Letter Sheet Forerunners (1945-1947)

Type I (Figure 2)

- Stamp box 25 x 37½ mm
- "CANADA" in Gothic lettering
- Box under "CANADA" flush at left and falling under the left leg of the last "A" in "CANADA"
- Unwatermarked grey and light grey paper and watermarked (Rolland/Croydon/Air Mail Canada) on light grey stock
- Overall form length is 266 mm
- Bottom corner of right ungummed flap is curved
- Notice at 90° angle and flush with "n" of "enclosure"
- Accent on "insérer" in the form of a water drop (Figure 3)

1. The air letter sheets were cut from blanks of paper (in piles) to a specific shape by a cutting device known as a "knife". Differently shaped cut sheets are described as being (from) different knives.

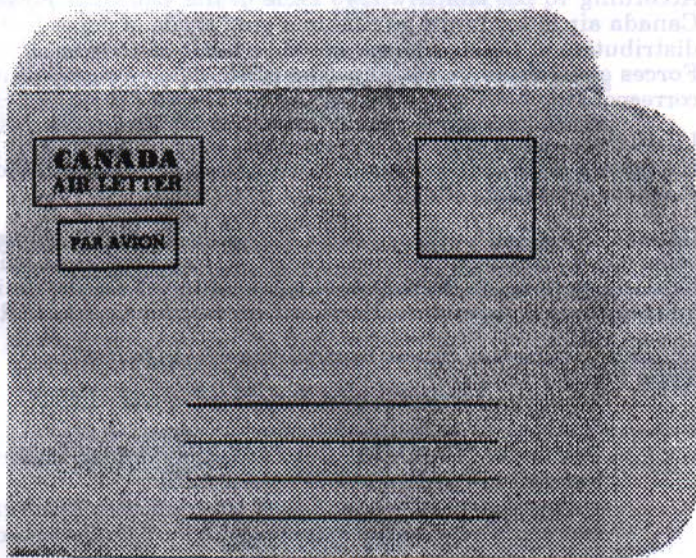
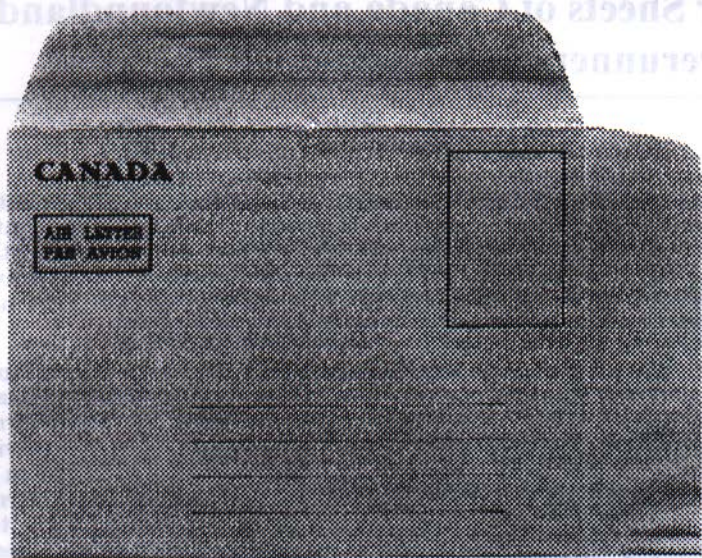


Figure 1: Air Letter Sheets Types I (top) and VII (bottom).



Figure 2



insérer

Figure 3: Accent Drop-Shaped



insérer

Figure 4: Accent Triangle-Shaped



Figure 5



Figure 6



Figure 7

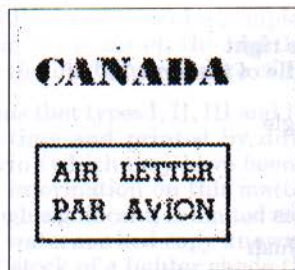


Figure 8



Figure 9

Type II Identical to type I except:

- Stamp box 25 x 40 mm
- Unwatermarked grey paper
- Bottom corner of right ungummed flap is straight
- Notice at 90° angle and flush with first word
- Accent on "insérer" in the form of a triangle (Figure 4)

Type III (Figure 5)

- Stamp box 25 x 40 mm
- "CANADA" in Gothic lettering
- Box under "CANADA" in line with the middle of first and last letters of "CANADA"
- Unwatermarked grey paper and watermarked (Rolland/Croydon/ Air Mail Canada) light grey paper
- Overall form length is 266 mm
- Bottom corner of right ungummed flap is curved
- Notice at 90° angle and falling between "No" and "enclosure"
- Accent on "insérer" in the form of a triangle

Type IV (Figure 6)

- Stamp box 25 x 40 mm with broken lines in lower right corner
- "CANADA" in straight lettering
- Box under "CANADA" in line with the middle of first and last letters of "CANADA"
- Unwatermarked light grey paper
- Overall form length is 262 mm
- Bottom corner of right ungummed flap is straight
- Notice at 90° angle and falling between "No" and "enclosure"
- Accent on "insérer" in the form of a triangle

IV a: Form without printing on unwatermarked light grey paper

Type V (Figure 7)

- Stamp box 24 x 40 mm
- "CANADA" in straight lettering
- Box under "CANADA" falls in the middle of "C" at left and under the left leg of last "A"
- Watermarked (Rolland/Croydon/Air Mail Canada) and unwatermarked on light grey paper
- Bottom corner of right ungummed flap is straight
- Overall form length is 262 mm
- Knife is identical to that of type IV
- "A"s in "PAR AVION" are slanting to the right
- Notice at 90° angle and falling in the middle of the first "e" of "enclosure"
- Accent on "insérer" in the form of a triangle

Type VI (Figure 8)

- Stamp box 25 x 40 mm
- "CANADA" in straight bold lettering
- Box under "CANADA" same length and flush
- Unwatermarked light grey paper
- Wider right ungummed flap (about 10 mm)
- Overall form length is 273 mm
- Bottom corner of right ungummed flap is curved

- Notice at 90° angle and falling on right leg of "N" in "No"
- Accent on "insérer" in the form of a triangle

Type VII (Figure 9)

- Stamp box 25 x 25 mm
- "CANADA" in straight bold lettering similar to type VI
- Two boxes instead of one and the "PAR AVION" box is in line with the middle of first and last letters of "AIR LETTER"
- Watermarked (Rolland/Croydon/Air Mail Canada) and unwatermarked on light grey paper
- Overall length form is 265 mm
- Lines for the addressee's and sender's address are parallel and fall flush on the left hand side

VII a: Form without printing on unwatermarked grey paper (identifiable as knife and gummed flaps differ from previous types)

Earliest Reported Postmarks

- Type I : April 11, 1945 (unwatermarked grey paper)
 March 26, 1946 (watermarked light grey paper)
- Type II : February 26, 1945 (unwatermarked grey paper)
- Type III: March 9, 1945 (unwatermarked grey paper)
 -- (watermarked light grey paper)
- Type IV: April 21, 1945 (unwatermarked light grey paper)
- Type V: July 24, 1945 (unwatermarked light grey paper)
 -- (watermarked light grey paper)
- Type VI: October 8, 1945 (unwatermarked light grey paper)
- Type VII: (Available on or after November 13, 1946)
 -- (unwatermarked light grey paper)
 -- (watermarked light grey paper)

As you can see, my earliest copies of types I, II, III and IV all have a February, March or April 1945 date, my earliest copy for type V being July 24, 1945 and October 8, 1945 for type VI. As for type VII, in a memo sent to the Finances Superintendent and dated November 13, 1946 [1], the Director of Administration of the Post Office sent a sample of the new form "now with an additional flap for sealing purposes on the righthand side." This information should help narrow down the introduction date of type VII forms.

It seems that types I, II, III and IV (and maybe V) might all have been issued at the same time and printed by different firms including Barber-Ellis of Brantford, Ontario (which may have been the printer for types I, II and III). I do not have much information on this matter and the number of used copies in my collection, although significant, is limited as to the periods and locations covered. The earliest dated watermarked copy known to me is a type I, postmarked March 26, 1946, on a grey stock of a lighter shade than is found on the original February-March 1945 issue. It is possible that watermarked forms were only used during a later period. This would account for their absence before the above noted date.

The question remains as to watermarked versus unwatermarked stock: was it only a die cut variety as this was the case for stamped air letter sheets or a constant

variety? I believe the latter possibility to be correct. By the way, watermarked copies of type II, IV and VI are still unreported. I appeal to all BNAPS members for any relevant information (ERPs, unlisted types, watermark varieties, etc.). A table to aid identification of the types is presented at the end of this article.

Newfoundland Air Letter Forms (1946 - 1949)

I have also compiled a list of the known types of Newfoundland air letter forms although I do not have any information as to the link between these and the forms used by the Canadian Post Office.

Unstamped air letter forms were also introduced in Newfoundland after military forms had been phased out. Three types are known. The first one is an overprinted Canada type I and, according to information published at the time in *BNA Topics* [3, 4], was available in the late fall of 1946 (as the supply of military forms ran out). Type I is extremely scarce in either mint or used condition. It was replaced by type II probably some time in 1947. According to the same source of information, type III came into existence in early 1949. Thus, examples of this form properly used in period with Newfoundland stamps are also scarce, as Newfoundland joined Canada on April 1, 1949, and stamped air letter sheets already had been in use there since September 1947.

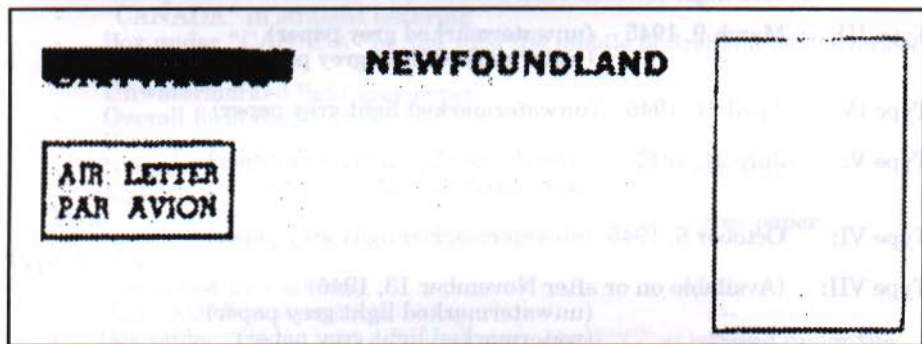


Figure 10

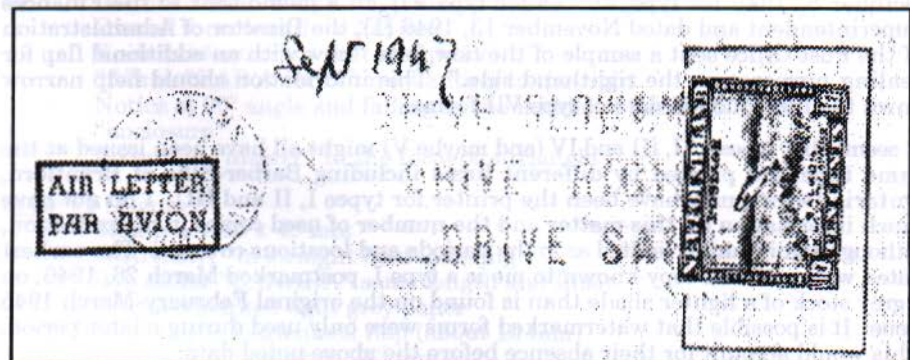


Figure 11

Type I

Canada type I overprinted with NEWFOUNDLAND in dark navy blue (I don't know whether the form was watermarked, or not or if other Canadian forms were similarly overprinted). (Figure 10)

Type II

(Identical to Canada type V, except the word "CANADA" has been omitted, Figure 11)

- Watermarked "Rolland/Croydon/Air Mail Canada"

Type III (Similar to Canada type V, Figure 12)

- Single gummed flap (top)
- Stamp box 24 x 40 mm
- "NEWFOUNDLAND" in straight lettering
- Lines around "AIR LETTER" box are flush with the beginning of the first "N" and the end of the second in "NEWFOUNDLAND" ("PAR AVION" caption is omitted)

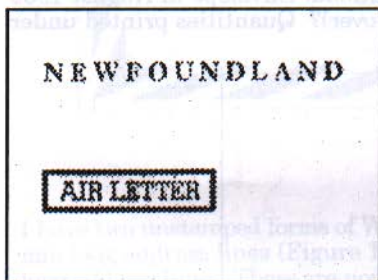


Figure 12

- Watermarked "Rolland/Croydon/Air Mail Canada" light grey paper
- Overall length form is 262 mm
- Knife identical to Canada type IV and V
- Bottom corner of right ungummed flap is straight
- Notice at 90° degree angle and falling in the middle of the first "e" of "enclosure"

Earliest Reported Postmarks

Type I: November 7, 1946, from Newfoundland to Great Britain with a 10¢ Newfoundland stamp.

Type II: September 24, 1947, from Newfoundland to Great Britain with a Newfoundland 10¢ stamp.

Type III: February 26, 1949, from Newfoundland to Montreal with a 7¢ Newfoundland stamp.

Unstamped Air Letter Forms (1947-1953)

After stamped air letters came into service in September 1947, commercial users such as banks, insurance companies, steamship lines (Cunard) and import and export firms, still had a use for unstamped forms. The post office started receiving letters requesting same. In a letter to the Director of Financial Services dated November 1950, the Superintendent of the Postage Stamp Division, J.R. Carpenter, stated the following:

"On the 18th February 1950, we advised the Manager of the Canadian Exporters Association that we have no objections to commercial firms ordering blank Canada air letter forms providing the forms purchased conformed with the standard design and paper weight used in the current form. In addition we advised that the form could be ordered from anyone of the three printing firms who have manufactured Canada air letter forms for the Department and specified that we must approve a proof before the forms could be printed in quantity."

But citing the confusion that could result from the association of the Post Office with commercial firms (through the use of the air mail service crest and the words "CANADA POST", i.e., Webb's A13 [5]), Mr. Carter suggested

"that a decision be reached that no air letter forms are to be printed without a postage stamp impression thereon, and all users of these forms must purchase their supplies from the Department."

In November 1951, the Philatelic Branch found 8,000 type VII forms in their inventory. These were sold to commercial firms between that date and 1953.

In a letter dated May 7, 1952 [1], the Director of Financial Services indicated that International Envelope, current printer of air letters, had been authorized to accept orders for printing unstamped air letter forms "in accordance with a design approved by the Department." This official also indicated that this arrangement had not proven satisfactory due to the higher prices charged by the private firm for small quantities. The question remains: does anyone have a copy of the form(s) printed by International Envelope between 1950 and 1953 (or by Barber-Ellis or Globe Envelopes although this possibility is a remote one as the contract for stamped air letter sheets had reverted to International Envelope in August 1950 until 1953 at which time Canadian Bank Note took over)? Quantities printed under this arrangement must have been quite small.

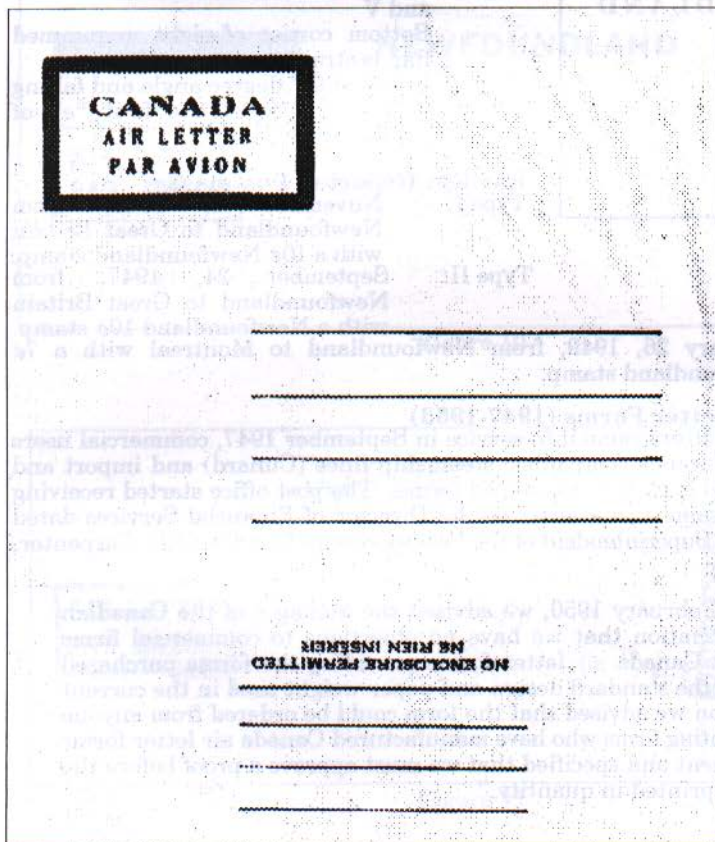


Figure 13 (80%)

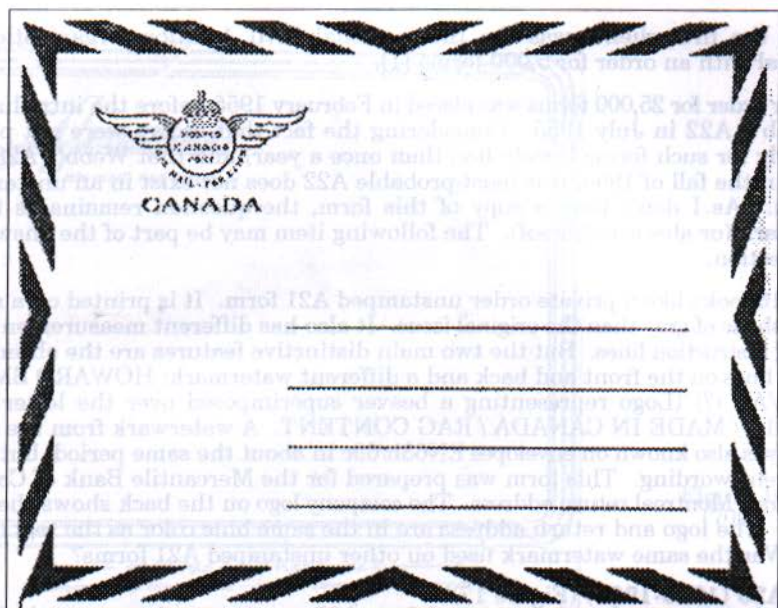


Figure 14 (80%)

I have two unstamped forms of Webb's A8 type [5]: One with gummed flaps and 68 mm long address lines (Figure 13), and another with ungummed flaps and 65 mm long address lines. These are not listed as proofs in Webb's [5]. Since this type was being printed by Le Comptoir National (which later became International Envelope), could these be unstamped forms sold by the latter company between 1950 and 1953, and produced from templates prepared years before, thus avoiding the possible conflict of interest mentioned by Mr. Carter?

As to the possibility of a form similar to A7 or A13, is it possible that proof A7-P14 and A13-P4 (die cut with gummed flaps on paper of issue, Figure 14) could be mistaken for such? In both instances used examples with dated cancels would solve part of the enigma.

Forms A19b, and especially A19, would also be unlikely given the ERPs for these, and the long intervals between unstamped form orders.

So, during the 1947-50 period, if any forms were manufactured, it was not with post office approval and, therefore, these are purely private issues. During the 1950-53 period, private firms were authorized to sell approved forms directly to customers. At the same time, the post office was selling the balance of type VII forms it had in stock. Starting in 1953, blank forms would now only be sold through the Postage Stamp Division.

Form A21 (1953-1955) (Figure 15)

On July 28, 1953, an order was placed at Canadian Bank Note Company for "25,000 aerogrammes printed without a postage stamp impression." The form was to be "identical with the 10 cents aerogramme that you are now manufacturing (Webb's A21) with the single exception that no postage stamp is to be printed thereon."

One of the first clients was the International Civil Aviation Organization in Montreal with an order for 5,000 forms [1].

Another order for 25,000 forms was placed in February 1955 before the introduction of Webb's A22 in July 1955. Considering the fact that orders were not placed regularly for such forms (rarely less than once a year) and that Webb's A23 was issued in the fall of 1955, it is most probable A22 does not exist in an unstamped version. As I don't have a copy of this form, the question remains as to its watermark (or absence thereof). The following item may be part of the answer to this question.

Figure 16 looks like a private order unstamped A21 form. It is printed on a much lighter shade of gray than the original issue. It also has different measurements for opening instruction lines. But the two main distinctive features are the absence of address lines on the front and back and a different watermark: HOWARD SMITH / DORVAL (?) (Logo representing a beaver superimposed over the letter "S") AIRMAIL / MADE IN CANADA / RAG CONTENT. A watermark from the same company is also known on envelopes EN63b/69c in about the same period, but with a different wording. This form was prepared for the Mercantile Bank of Canada and bears a Montreal return address. The company logo on the back shows the year "1953." The logo and return address are in the same blue color as the rest of the form. Was the same watermark used on other unstamped A21 forms?

Form A23 (1955-1960) (Figure 17)

I have only two examples of unstamped form A23: one is a used *watermarked* copy dated June 22, 1960 (just before Webb's A25 first day of issue), and obviously philatelic as there are no contents. The other is a mint *unwatermarked* specimen copy. So a question remains: was form A23 officially available on unwatermarked

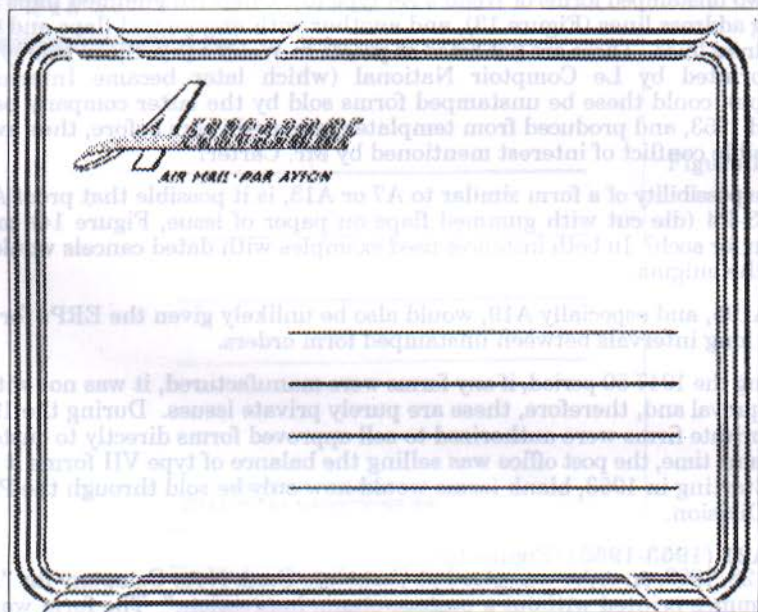


Figure 15 (80%)

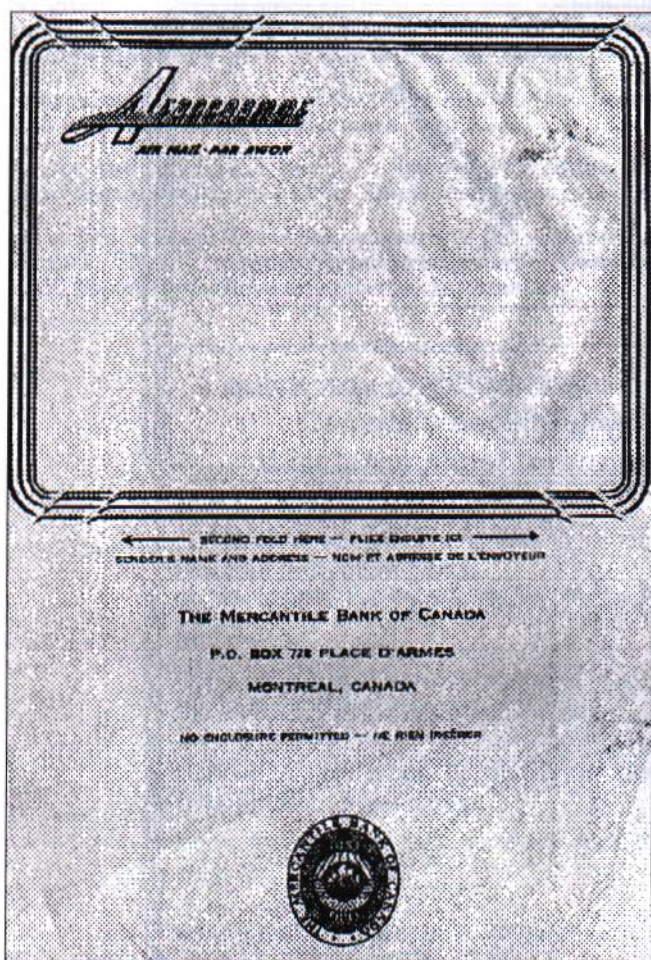


Figure 16
(70%)

paper as it was the case for Webb's A23 and A24, or is my watermarked example merely a cutting variety?

Considering the intervals between orders for unstamped forms, there is a slight possibility that the unstamped version of Webb's A24 may exist although no example has yet been found, and Major Toop's papers didn't contain any information to this effect. In fact, an order for 30,000 forms was placed in March 1958 (presumably for form A23) in the same letter discussing the changes to be made to current aerogrammes and which resulted in Webb's A24.

Form A25 (1960-1968) (Figure 18)

A form similar to A25 was introduced in the early 1960s. In November 1964, the Postage Stamp Division Superintendent reported [1] that 50,000 unstamped aerogrammes had been ordered in 1963-4 (form A25) and that 30,000 had been sold each year in 1961-2 and 1962-3 [1].

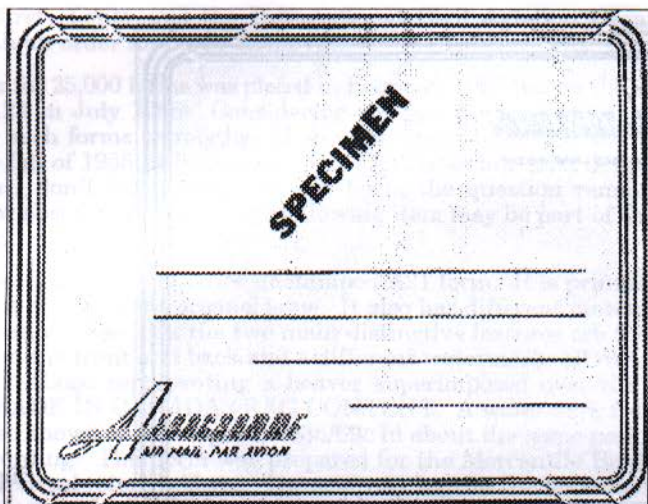


Figure 17 (80%)



Figure 18 (80%)

Due to the small profit margin on these items, and since private firms had been granted authority to produce their own forms in January 1962 (although the Post Office had decided at the time not to publicize this fact), the Postage Stamp Division Superintendent recommended the manufacture of unstamped aerogrammes be discontinued in November 1964. However, it was only on March 18, 1968 that the manufacture and sale of these forms were effectively halted [1].

So, given the forms in stock at the time of the recommendation, and the decline in the use of air letter sheets, it is doubtful that forms other than A25 were ever manufactured or placed on sale during the 1960s.

In brief, only the existence of the following forms has been established to date: A21, A23 (with and without watermark) and A25.

As for the 1947-1953 period, I believe two forms might possibly have been manufactured with Post Office Department approval: A8 and A13.

So, as you can see, this is only a tentative list of these forms. Much remains to be learned. BNAPS members' input is requested. Please contact me or the editor of *BNA Topics* if you have any relevant information.

**A quick way to differentiate between
Canada's seven types
of air letter sheet forerunners**

"CANADA" on types I, II and III is identical but different from other types.

Type I and II: Different stamp box size and accent on "insérer".

Type I and II vs. type III: Position of "CANADA" vs. the "AIR LETTER / PAR AVION" box.

"CANADA" on types IV and V is identical but different from other types.

Look for slanting "A"s in "PAR AVION" caption (type V).

"CANADA" on type VI is different from all other types.

Type VII is completely different from all other types (different knife and two gummed flaps).

Acknowledgement

Special thanks to Robert Lemire for pointing out the information published in the 1948-9 issues of *BNA Topics* on Newfoundland unstamped air letter forms.

References

- [1] National Archives of Canada, RG3 acc. 86-87/396, various files, but primarily file 13-28-1.
- [2] Webb, R.H., "Canadian Forces Mail Air Letters, 1942-1960," *Canadian Philatelist*, Vol. 12, pp. 135, 137, 139, 141-142, 207-210 (1961); Vol. 14, pp. 115-116, 118 (1963).

- [3] Meyerson, W.S. and Meyerson, D.C., *BNA Topics*, Vol. 5, pg. 201 (1948).
[4] Meyerson, W.S. and Meyerson, D.C., *BNA Topics*, Vol. 6, pg. 137 (1949).
[5] Walton, W.C. and Covert, E.L., *Webb's Postal Stationery Catalogue of Canada and Newfoundland*, 6th edn., 1993.

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Newfoundland Perforation Varieties

Ernest D. Swersky, M.D

In an attempt to build a truly comprehensive album for the postage stamps of Newfoundland I reviewed the literature for the perforations available. In the case of most of the series of stamps produced after 1911 this proved to be a frustrating process. Table 1 provides a compilation of the available information listed by the various authorities for the various series in question.

Matters became even more confusing when, rather late in the game, I "discovered" the Newfoundland Specialized Stamp Catalogue (NSSC) by John Walsh and John Butt. Here, finally, was an attempt to systematically list the known perforation measurements for all of the series. These listings were not synopses or approximations, but were actual measurements taken from the material available to the authors themselves using the newer, clear, Stanley Gibbons Instanta gauge. I determined that this information would be the standard for my album and set about creating pages for all the known varieties.

Creating pages is easy, filling them is not, especially from Texas. Luckily I was able to access the fifty year accumulation of a retired dealer who collected Newfoundland as a boy and who maintained his interest in Newfoundland throughout his career. I set about finding the listed perforation varieties armed with a magnifying visor and my clear Instanta gauge.

It quickly became obvious that the perforation varieties seen by Walsh and Butt were not the only ones available. Their measurements were clearly accurate, but they had access to one pool of material and I was looking in another. Many of the varieties listed were there, but so were many that were not listed. In the case of most of the series the varieties I found were consistent; that is to say that if a value from a particular series had been recorded in the NSSC as 13.7 x 14, I might find other values from the same series with the same perforation.

It appears that most series of Newfoundland from the 1911 Coronation series onwards have perforation varieties which are consistent with the use of several different perforating heads. The two exceptions are the Gilbert series which have only one commonly known variety, the 14 x 14, and the first of the Publicity series of 1928 which has a bewildering array of perforations which has no internal consistency whatever. I think I've figured out why De La Rue & Co. lost the printing contract resulting in the production of new dies by Perkins Bacon. I think some philatelist got so fed up trying to make sense of the issue's perforations that he demanded a change in printers. It's clear to me that individual shipments of stamps arriving from England had to have different perforations within it!

Tables 2-9 list the varieties so far observed in the series indicated.

Key:

x = Previously listed in the NSSC

o = new variety

Table 1: Catalogue Listings of Perforations for Newfoundland Stamps

	Scott & Unitrade	Stanley Gibbons	Jarrett	Robson Lowe	Boggs	Maresch Leggett	Consensus
1911 Coronation	13.5 x 14 14	1¢ to 5¢, 10¢ 13.5 x 14 others 14	1¢ to 5¢, 10¢ 13.5 x 14 others 14	1¢ to 5¢, 10¢ 13.5 x 14 others 14	13.5 x 14	comb 13.5 x 14 line 14	13.5 x 14 14
1923 Pictorial	14 13.5 x 14	14	14 13.5 x 14 14 x 13.5	13.8 x 14 comb 13.7 x 14	13.5 x 14 14 x 13.5	comb 13.8 x 14 line 13.7 x 14	none
1928 Publicity	14 13.5 x 14 14 x 13.5	13 to 14	14 x 13.5 14 x 14 13 x 12.5 13 x 13.5	14 x 13.9 13.5 x 12.75 13.7 x 14	N/A	13 to 14	none
1929 Publicity	13.5 to 14	13.5 to 14	N/A	14 x 13.9 13.6 x 13.5 13.6 x 13.8 13.7 x 14	N/A	13.5 x 14	none
1932 Publicity	13.5 to 14	13.5 to 14	N/A	13.4 13.6 x 13.8	N/A	13.5 x 14	none
1932 Resources	13.5 14	13.5	13.5	13.5 13 14	N/A	13.5 line 13, 14	none
1941 Resources	12.5	12.5	N/A	12.5	N/A	12.5	12.5
1939-49 Postage Dues	10 to 10.5 compound	10	10.5 x 10	10 11 x 9 11	N/A	10 11 x 9 11	none

**Table 2: 1911 Coronation Issue
De La Rue & Co. and A. Alexander & Sons**

	13.8 X 13.8	13.8 X 14	13.8 X 14.2	14 X 14	14 X 14.2	14.2 X 14	14.2 X 14.2
1e		x	x	x	o	o	o
2e		x	x	o	o	o	o
3e		o		x			
4e	o	o	x	x			
5e		o	x	o	o	o	o
6e					x	o	o
8e							x
9e						o	x
10e		o			x		
12e						o	x
15e							x

Table 3: 1923 "Pictorial" Issue, De La Rue & Co.

	13.7 X 13.7	13.7 X 14	13.7 X 14.2	14 X 13.7	14 X 14	14 X 14.2	14.2 X 13.7	14.2 X 14	14.2 X 14.2
1e	x	x	o	x	x	o	o	o	o
2e	x	x		x	x	o	o	o	o
3e		x	o	x	x	o	o	o	o
4e		x	o	x	x	o	o	o	
5e	x	x		x	x	o			o
6e				o	x				
8e				o	x		o	o	
9e				o	x			o	
10e	x	x	o	x	x	o			
11e				o	x			o	
12e				o	x	x	o		o
15e		o	o		x			o	o
20e		x		o	x		o	o	
24e					x				o

Table 4: 1928 "Publicity" Issue, De La Rue & Co.

	12.75 x 13.5	13.5 x 12.75	12.75 x 13.7	13.7 x 12.75	13 x 13.5	13.5 x 13	13 x 13.7	13.7 x 13	13.7 x 13.5	13.7 x 14	14 x 13.7
1e										x	x
2e		x		o		o		x	x	o	
3e				o		x		x	o	x	x
4e	x	x	o		x		x	x		x	
4eR-P*							x				
5e		x				o		x			x
6e		x		x		x		x			x
8e										x	x
9e										x	
10e		x		x				x			x
12e										x	
14e	x		o		o		x				
15e											x
20e		o		x		x		x		x	x
28e											
30e										x	

	13.7 x 14.2	14.2 x 13.7	13.9 x 13.9	13.9 x 14.2	14.2 x 13.9	14 x 14	14 x 14.2	14.2 x 14	14.2 x 14.2
1e		o			x	x		o	
2e									
3e		o			o	x			
4e									
4eR-P*									
5e					x	o		o	
6e					x				o
8e		o	x		x	o			
9e	x			x		x			
10e		x			x	o			
12e	x			o		x			
14e					x	x	x		o
15e		x	x		x	o			
20e		x	o		x	x		x	
28e						x	o		x
30e	x			x		x	o		

* R-P = Rose purple

**Table 5: 1929-31 Re-engraved "Publicity" Issue,
Perkins Bacon & Co. Ltd.**

	13.5 x 13	13.5 x 13.5	13.5 x 13.8	13.8 x 13.5	13.8 x 13.8	13.8 x 14	14 x 13.8	14 x 14	14 x 14.2	14.2 x 13.8	14.2 x 14.2
1¢		x		x		x		x	o		x
2¢		x	x	x	x	x		x			x
3¢		x	x	x	x	x		x			
4¢	x	x	x		x		o				
5¢		x	x	x	x	x					
6¢				x	o	x		o			x
10¢		o		x	x	x					o
15¢				o	x	x					
20¢					o	x	x	x		o	x

**Table 6: 1932 Re-engraved Watermarked "Publicity" Issue
Perkins Bacon & Co. Ltd.**

	13.5 x 13.5	13.5 x 13.8	13.8 x 13.5	13.8 x 13.8	13.8 x 14	14 x 13.8	14.2 x 14.2
1¢	x		o				x
2¢				x	x		
3¢				x	o		
4¢			x	x		o	
5¢				x	x		
6¢		x		x			
8¢		x		x	o		
10¢		x		x	o		
15¢		x		x	o		
20¢		x		x	o		
30¢			x	x		x	

Table 7: 1932 "Resources" Issue, Perkins Bacon & Co. Ltd.

	13.5 x 13.5	13.5 x 13.7	13.7 x 13.5	13.8 x 13.8	13.9 x 13.9	14.2 x 14.2	14.3 x 14.3	13.2 x 13.2	14 x 14	13.8 x 14	13.3 x 13.3
1¢ green	x		o			o		x			
1¢ grey	x		o	x		x			x		
2¢ rose die I	x		o								
2¢ green die I	x		o	x		x		x			
2¢ green die II	x		o			x			x		
3¢	x		o	x				x	x		
4¢ deep violet	x		o								
4¢ rose lake	x		o		x		x		x		
5¢ die I	x		o	x						x	x
5¢ die II	x		o			x					
6¢	x		o								
7¢	x		o			x					
8¢	x	o									
10¢	x	o									
14¢	x	o									
15¢	x	o				x					
20¢	x	o				x					
24¢	x	o									
25¢	x	o				x					
30¢	x					x					
48¢	x	o									

Table 8: 1941-44 Issue, Waterlow & Sons

	12.5 x 12.5	12.5 x 12.8	12.8 x 12.5	12.8 x 12.8
1¢	x	x	x	x
2¢	x	x	x	x
3¢	x	x	x	x
4¢	x	x	x	x
5¢	x	x	x	x
7¢	x		o	
8¢	x	x		o
10¢	x	x	x	x
14¢	x	x	x	x
15¢	x	x	x	x
20¢	x	x	x	x
24¢	x	x	x	x
25¢	x	x	o	x
48¢	x	x		x

Table 9: 1939 Postage Dues, John Dickenson & Co. Ltd.

	10.1 x 10.1	10.1 x 10.3	10.1 x 10.5	10.3 x 10.1	10.3 x 10.3	10.3 x 10.5	10.5 x 10.1	10.5 x 10.3	10.5 x 10.5
1¢	o	x		x	o	o			
2¢	o	o			o	x		o	x
3¢	o	o	o	o	x	x		o	o
4¢	x	o		o	o		x		
5¢	x			o	o				
10¢	x	o		o	o				o

Discussion of Findings

There are five different printers involved in the production of these series. It is interesting to note that the pattern of three different perforation heads with all of their possible combinations seems to be common to all of them.

Some of you may note that there has been no effort made to distinguish between comb and line perforations. This may be possible with multiples, but single line perforated stamps may appear comb perforated by chance, so the issue has not been addressed.

It would be interesting to look at the stamps produced for other colonies of the British Empire by the same printers to determine whether these patterns are consistent. I find it inconceivable that Newfoundland is the only country with these variations.

Only a small fraction of the stamps produced have been measured and the information enclosed is unquestionably incomplete. I invite those of you who have Newfoundland material to join in the process of discovery and measure your material (getting cross-eyed can be fun!). I suggest reporting your finds to John Walsh for possible inclusion in the next edition of his magnificent catalogue.

You may have the only *known* copy of a stamp!



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GROW WITH THE ROYAL

The Foreign Exchange Control Board and the Canadian Post Office: 1939-51—Part II¹

David H. Whiteley

Between 1945 and 1951 a number of significant changes were made to the regulations governing the export of foreign exchange. On September 1, 1945, under the consolidated instructions of the F.E.C.B. it was decreed that:

- 2(a) Collectors of Customs and Postmasters have been instructed that all mail addressed to points outside of Canada under mail covers of Authorized Dealers is to be passed without examination and without the production of export permits where it is marked or rubber stamped:

Authorized for Export by Foreign Exchange Control Board

and initialed by a senior officer of the sending branch. The marking is to be placed only on official bank mail and if a rubber stamp is used it should be in the custody of a senior officer of the branch [2].

On March 1, 1946 the General Manager of the Bank of Nova Scotia, H.L. Enman, sent out a memorandum to all branches advising them that on instructions of the F.E.C.B. the use of the "Approved for Export . . ." stamp on outgoing foreign mail should be discontinued. Branches of the Bank of Nova Scotia were, however, advised "to continue using the stamp for foreign registered mail, including mail containing securities or other matter for which an export licence was required, and for any other class of mail of a bulky nature that might lead postmasters to feel that the contents might be such as to require an export licence" [3]. As a result of the passage of The Foreign Exchange Control Act of 1946 (10 Geo. VI. Cap. 53, 1946.), the Governor General in Council on December 10, 1946 promulgated a new set of regulations, (P.C. 5215) which in Appendices II, III, IV, V, VI, and VII listed, in addition to heretofore mentioned authorized dealers and agents, a number of special agents, which included the express companies, savings banks, trust and loan companies, appointed security dealers, and mortgage and loan companies who could act as agents of the board (cf. Appendix A, pp. 34-38). Section 33 of the *Manual of Instructions to Authorized Dealers* contained the following instruction to postmasters:

- 2(a) Postmasters and Collectors of Customs are advised that mail containing securities, currency, travelers' cheques or bond coupons addressed to points outside Canada under mail covers of authorized dealers may be accepted without production of an export permit on Form K where it is marked or Rubber stamped.

"Authorized for Export by
Foreign Exchange Control Board"

and initialed by a responsible officer of the sending branch.

-
1. Part I of this article appeared in *BNA Topics*, Vol. 55, #1 [1]
2. It is believed by both myself and Chris Ryan that Mr. Enman, in using the term "Approved," was in error and meant the word "Authorized."

- (b) This marking referred in par. (a) above should be used on all registered mail addressed to points outside Canada and Newfoundland and other mail which, or which a Postmaster or Collector might have reason to believe contains securities, currency, travelers' cheques or bond coupons. Suitable precautions should be taken to ensure that the marking is used only on official bank mail [4].

Further Regulations were passed in 1948 (P.C. 1909), 1949 (P.C. 5604), and in 1951 (P.C. 887), which as far as can be ascertained did not directly affect the role of the Post Office as an Agent or Inspector for the Board.

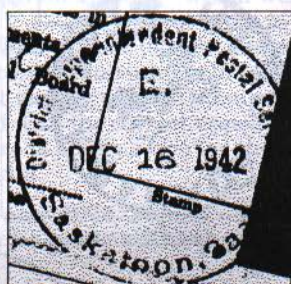
Pseudo-Postal Markings, Postal Markings or Instructional Markings?

The nature and correct appellation of the various markings used by the F.E.C.B. and its accredited agents has caused considerable argument. Jeff Switt [5] has chosen to treat all of the markings alike and calls them pseudo-postal markings, meaning that "they were applied by the mailing institution prior to entry in the mails." Bill Pekonen on the other hand argues that these markings "do not justify the title pseudo-postal" but should be treated in the same manner as censor markings found on wartime mail applied by officers either according to armed forces regulations or to circumvent the normal censorship process, and are just as valid as such markings as "certified official" [6]. In my opinion the markings in question, although all required prior to the mail matter in question being allowed to proceed through the postal system to its destination, cannot be treated as a whole, but must be broken down into different groupings. The first group would consist of those markings which are of an instructional nature applied by authorized dealers and agents of the F.E.C.B., such as its special agents, and those institutions permitted by the regulations to receive uninterrupted transmission of their mail matter. It would include all the mail with the endorsements "APPROVED FOR EXPORT . . ." and "AUTHORIZED FOR EXPORT . . ." which were normally applied by accredited agents of the Board other than post office officials prior to the correspondence entering the postal system, and should therefore be classified once again as instructional markings. This group I would call neither postal nor pseudo-postal; these are simply instructional markings telling the postal officials that a particular piece of mail complied with the regulations and could proceed to its destination. The second group would be found on two classes of mail; all the mail matter that was examined by postal authorities and received a "PASSED FOR EXPORT" hand stamp, and then the mail matter that was opened and examined and then resealed with the official tape and post office date stamp. The marking on the first of the two classes should be classified as a post office instructional marking, informing other post office and customs employees that the piece of correspondence had been passed for onward transmission, but the markings on the second class would by definition be without doubt postal markings. Also, it must be remembered suspect mail had to be sent to one of the twenty-one examining offices, presumably from point of origin through the postal system. I believe that this analysis and break down of the different markings gives a rational explanation of their use and should satisfy both those who consider the markings as pseudo-postal and those who consider them as legitimate postal markings.

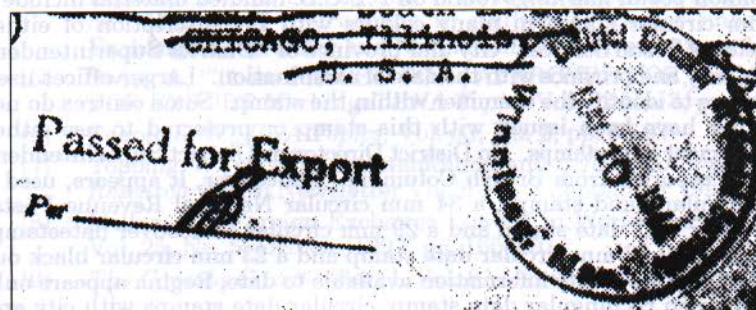
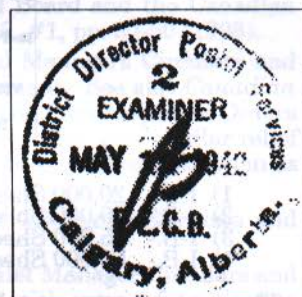
Items of Interest to the Collector

For those collectors who have or who are adding pieces of F.E.C.B. related material to their collections there are a number of different items to be on the look out for. Although research into this area is in its infancy, with the help of Bill Topping and Chris Miller [7, 8] it has been possible to identify eight different printings of the F.E.C.B. sealing tape or control form used to seal material that was opened for examination. The eight printings bear the following inscriptions.

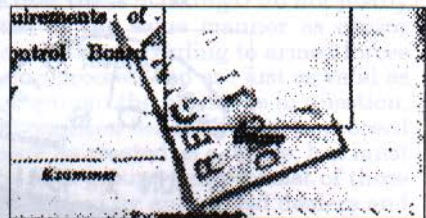
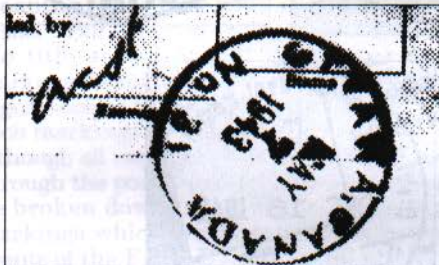
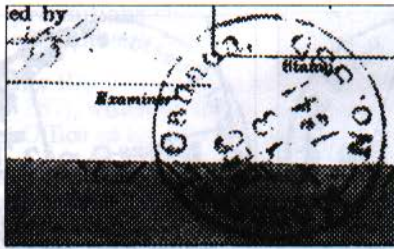
District Director and District Superintendent of Postal Services Circular Handstamps. Markings shown are from Winnipeg, Halifax, London and Saskatoon (two different). All were Applied in Conjunction with F.E.C.B. Control Forms.



District Director and District Superintendent of Postal Services Circular Handstamps Used on Mail that was Inspected but Passed Unopened in Compliance with the Instructions of the F.E.C.B. Markings shown are from Winnipeg and Calgary.



Other Circular and Rectangular Handstamps Used in Conjunction with F.E.C.B. Control Forms. Markings are Shown from Montreal (2 different), Ottawa, Regina and Toronto.



- | | |
|----------------------------------|-----------------------------------|
| 1) I-B.- 20,000 Sheets - 15-2-40 | 5) I-B.- 80,000 Sheets - 18-7-41 |
| 2) I-B.- 20,000 Sheets - 18-7-40 | 6) I-B.- 125,000 Sheets - 18-2-42 |
| 3) I-B.- 25,000 Sheets - 4-10-40 | 7) I-B.- 100,000 Sheets - 4-8-43 |
| 4) I-B.- 50,000 Sheets - 3-4-41 | 8) I-B.- 100,000 Sheets - 11-5-44 |

The most common postal markings found on F.E.C.B. handled material include a generic 37 mm circular stamp in many colours with the inscription of either "District Director of Postal Services" city and province or "District Superintendent Postal Services" city and province with the date of examination. Larger offices used numerals or letters to identify the examiner within the stamp. Some centres do not appear to either have been issued with this stamp or preferred to use either rectangular or circular date stamps. No District Director or District Superintendent stamp has been reported from British Columbia. Vancouver, it appears, used a series of rectangular hand stamps, a 34 mm circular National Revenue Postal Branch Vancouver B.C. date stamp and a 29 mm circular Vancouver date stamp. Victoria used a small 23 mm circular date stamp and a 23 mm circular black out date stamp [7]. From the scanty information available to date, Regina appears only to have used a green rectangular date stamp; circular date stamps with city and

province inscriptions have been reported from Moose Jaw and St. John. Ottawa used a red 32 mm circular Ottawa, Canada date stamp with numerals No. 3 and No. 31 (the only two numbers reported to date). Circular date stamps have been reported from Toronto and Montreal. Double circle date stamps have been reported from North Bay and Montreal used in conjunction with the control form. A number of the circular date stamps bear, in addition to the date, a code letter or letters. Those reported include 'F.E.C.B.' (Calgary), 'E.C.' (Moose Jaw, St. John and Toronto), and 'E' (Saskatoon). Although no definitive explanation has been offered in any of the sources for the meaning of these initials E. C. and E. It is my belief that E. C. stands for "Exchange Control," and E "Examiner" or "Exchange" [7]. The Saskatoon office also used a District Superintendent date stamp with the letters "O.S." above the date line; the Halifax office used District Directors date stamps with letters "I.D." (Inspection Department) above the date line. The Montreal Office used circular date stamps with and without numeral identifiers, (I have one cover with a circular date stamp Montreal Canada No.885 with a date of December 13, 1941 (see the upper left cancel on pg. 32). The Post Office also used a variety of rubber stamps inscribed "Passed for Export," which were used both on their own and in conjunction with the F.E.C.B. control form to indicate postal matter had been examined and passed. The various dealers and other authorized agents of the Board who were permitted to use inscriptions to facilitate the speedy delivery of their mail matter used a great variety of hand stamps as to size, colour and form. However, all had to be inscribed with the correct appellation as discussed above. As can be seen from the above there is ample scope for the collector to form a specialized collection of F.E.C.B. material.

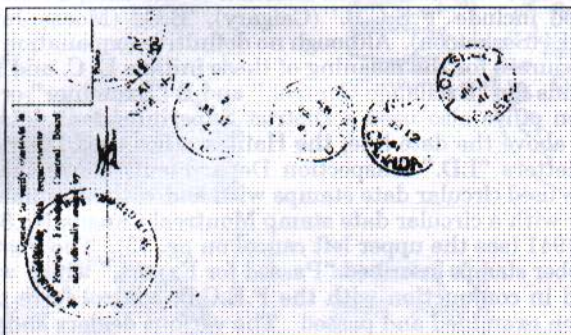
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- [1] Whiteley, D.J., The Federal Exchange Control Board and the Canadian Post Office 1939-51, Part I, *BNA Topics*, Vol. 55, #1, pp. 37-50 (1998).
- [2] *Bank of Nova Scotia Archives*. Chief General Managers Circulars and Letters, Circular 4402, 24 August 1945, Attachment. See also *Canadian War Orders and Regulations*, 1945, Miscellaneous Administrative Orders WM No.2 (4th revision) 1 Sept. 1945, pp 375-387 which gave similar relief to Trust Companies and Life Insurance Companies and other institution as listed in the appendices.
- [3] Bank of Nova Scotia Archives, Chief General Managers Circulars and Letters, Circular 27, 1 March 1946.
- [4] *The Bank of Nova Scotia Archives*, General Chief Manager Circulars and Letters, Circular 142, 23 Dec. 1946, attachment with extract from Section 33 "Manual of Instructions to Authorized Dealer under the Foreign Exchange Control Act and Regulations. effective January 1st 1947".
- [5] Switt, J., "Those PASSED FOR , APPROVED FOR, and AUTHORIZED FOR EXPORT Markings" *BNA Topics* Vol. 52 No. 3, pp. 44-51 (1995).
- [6] Pekonen, W., *BNA Topics*, Vol. 53, No. 2, pp. 66-67
- [7] Topping, W., personal communication and *British Columbia Postal History Research Group Newsletter* Vol. 6 No. 3 September 1997, p 184
- [8] Miller, C., "Foreign Exchange Control in World War II," *Maple Leaves*, Vol. 25, No. 5, October 1997, pp. 165-170.
- [9] *The Canada Gazette*, Part I. Vol. 81, January 11, 1947, pp. 97-115.

Addenda

After Part I of this article [1] had been prepared for printing it was noticed that there appears to be more to the story of the registered cover (shown as Figure 5) mailed from Wolseley, Saskatchewan and addressed to Silver Springs, Md. The back of this cover is shown below.



Despite being registered, there are no backstamps or other markings to indicate the cover ever went beyond Winnipeg. It is likely the contents, when examined by the F.E.C.B. office in Winnipeg, were found to be inconsistent with F.E.C.B. regulations. The envelope and contents were then probably returned to the sender in Wolseley under separate cover.

Appendix A. [9]

List of Special Agents Appointed Under Section Five. Foreign Exchange Control Board Regulations. 1947.

A. Special Agents

American Express Company
Canadian National Railway
Canadian Pacific Express Company
Thos. Cook & Sons Ltd.

B. Savings Banks

Banque d'Économie de Quebec, La
Province of Ontario Savings Bank, The
Province of Alberta Treasury Branches

C. Trust and Loan Companies

Barclays Trust Company of Canada
Ontario
Brockville Trust & Savings Company, The
Canada Permanent Trust Company, The
Capital Trust Corporation; Limited
Chartered Trust and Executor Company
Crown Trust and Guarantee Company
Eastern Canada Savings & Loan Company
General Trust of Canada
Guaranty Trust Company of Canada
Society
Huron & Erie Mortgage Corporation
Lambton Loan & Investment Company
Landed Banking & Loan Company
Midland Loan & Savings Company
Mortgage Corporation of Nova Scotia
Northern Trusts Company, The

British Mortgage & Trust Corporation of

Canada Permanent Mortgage Corporation
Canada Trust Company, The
Capital Trust Company of Canada, The
Credit Foncier Franco-Canadian
Custodian Trust Company Limited
Eastern Trust Company, The
Grey & Bruce Trust & Savings Company
Guelph & Ontario Investment & Savings

Nova Scotia Trust Company
Osier & Nanton Trust Company
Prudential Trust Company, Limited
Royal Trust Company
Societe d'Administration et de Fiducie
Sun Trust, Limited
Toronto Mortgage Company
Waterloo Trust & Savings Company

Industrial Mortgage & Trust Company
Lambton Trust Company Limited
London & Western Trusts Company, Ltd.
Montreal Trust Company
National Trust Company, Ltd.
Nova Scotia Savings Loan & Building
Society
Ontario Loan & Debenture Company
Premier Trust Company
Real Estate Loan Company of Canada, Ltd.
Sherbrooke Trust Company
Sterling Trusts Corporation
Toronto General Trusts Corporation
Victoria Trust & Savings Company
Western Trust Company

List of Dealers Appointed Under Section Six. Foreign Exchange Control Board Regulations. 1947.

A. Banks and Savings Banks

Bank of Canada
Bank of Nova Scotia
Banque Canadienne Nationale, La
Banque Provinciale du Canada, La
Canadian Bank of Commerce
Imperial Bank, The
Province of Ontario Savings Office, The

Bank of Montreal
Bank of Toronto
Banque d'Economie de Quebec, La
Barclays Bank (Canada)
Dominion Bank
Montreal City & District Savings Bank
Royal Bank of Canada, The

B. Trust and Loan Companies

Barclays Trust Company of Canada

Brockville Trust & Savings Company, The
Canada Permanent Trust Company, The
Capital Trust Corporation; Limited
Chartered Trust and Executor Company
Crown Trust and Guarantee Company
Eastern Canada Savings & Loan Company
General Trust of Canada
Guaranty Trust Company of Canada

Huron & Erie Mortgage Corporation
Lambton Loan & Investment Company
Landed Banking & Loan Company
Midland Loan & Savings Company
Mortgage Corporation of Nova Scotia
Northern Trusts Company, The

Nova Scotia Trust Company
Osier & Nanton Trust Company
Prudential Trust Company, Limited
Royal Trust Company
Societe d'Administration et de Fiducie
Sun Trust, Limited
Toronto Mortgage Company
Waterloo Trust & Savings Company

British Mortgage & Trust Corporation of Ontario
Canada Permanent Mortgage Corporation
Canada Trust Company, The
Capital Trust Company of Canada, The
Credit Foncier Franco-Canadian
Custodian Trust Company Limited
Eastern Trust Company, The
Grey & Bruce Trust & Savings Company
Guelph & Ontario Investment & Savings Society
Industrial Mortgage & Trust Company
Lambton Trust Company Limited
London & Western Trusts Company, Ltd.
Montreal Trust Company
National Trust Company, Ltd.
Nova Scotia Savings Loan & Building Society
Ontario Loan & Debenture Company
Premier Trust Company
Real Estate Loan Company of Canada, Ltd.
Sherbrooke Trust Company
Sterling Trusts Corporation
Toronto General Trusts Corporation
Victoria Trust & Savings Company
Western Trust Company

C. Active Members of Canadian Stock Exchange and Investment Dealers' Association of Canada

Adam & Co. Ltd.
Amos Christie & Co.
Agnus & Co.
Bankers Bond Corporation, Limited
Barry & McManamy
Beatly, Webster & Co. Limited
Bell, Gouinlock & Co., Limited
Biggar & Crawford
H.J. Bird & Co., Ltd.
Geo. W. Blaikie & Co.
Bongard & Co.
Breckenridge, McDonald & Co. Ltd.
W.R. Bricker & Co.
R.N. Bryson & Company
Burnett & Co.
Burns Bros & Denton Limited
Canadian General Securities Limited
Darlile & McCarthy Limited
V.S. Castledine & Co., Limited
Jas. Cleave Agencies Ltd.
R.C. Clifford & Company
Cochran, Murray & Co. Limited
Collins, Jarvis Limited
Craig, Ballantyne & Co.
Cornell, Macgilvray Limited
Credit Anglo-Francais Limitee
Crutchlow, Dean & Co.
R.A. Daly Co. Limited
Davidson & Co. Ltd.
Davidson & Robertson

A.E. Ames & Co.
Anderson & Company
Bain, Newling & Co.
Barrett, Segun & Co.
Bartlett, Cayley and Co. Limited
L.G. Beaubien & Co.
Bellinger Securities, Limited
Richard Bingham & Co. Limited
J.C. Boulet Limitee
Brault & Chaput
Brawley, Cathers & Company
F.J. Brennan & Co. Limited
S.J. Brooks & Co.
Charles H. Burgess & Company
Burns Bros. & Co.
Canadian Alliance Corporation Limited
J.P. Cannon & Co.
Cassels, Son & Co.
Hector M. Chisholm & Co.
Clement, Guimont, Inc.
Cochran, Murray & Hay
Collier, Norris & Quinlan
Crabtree & Company, Ltd.
J.H. Craig & Co.
F.J. Crawford & Co.
Kenneth Crombie & Company Ltd.
P.D. Curry & Co. Limited
A.B. Davidson & Co. Limited
F.H. Deacon & Co.
Dickson, Joliffe & Co.

C. Active Members of Canadian Stock Exchange and Investment Dealers' Association of Canada (continued)

- Draper Dobie & Co.
Dominick Corporation of Canada
Oscar Dube & Cie, Inc.
Easson, Green & Co.
Easton, Fisher & Co.
H.M.E. Evans & Co. Ltd.
Fairbanks, Kirby & Co.
Ralph K. Farris Ltd.
C.C. Fields & Co.
A.B. Flett & Company
L.J. Forget & Co.
Fortier & Co.
John Frame & Co.
Fraser Stock & Bond Co. Ltd.
E.H. Fuller
Gardner, Son & Company
Gardiner, Wardrope, McBride Limited
Gaston Garipey
Wm. Genser
Gillet & Strachan
Paul Gonthier & Company Limited
J.L. Graham & Co., Limited
J.E. Grasset & Co.
T.O. Grills & Co.
Hagar Investments Ltd.
Hamel, Fugere & Cie Limitee
Goodwin Harris & Co.
W.C. Harris & Co., Ltd.
Hevenor & Co.
L.W. Hicks & Co., Ltd.
Leonard Hickson
C.J. Hodgson & Co.
H.B. Housser & Co.
Hughson Bros. & Co.
Isard, Robertson & Co., Ltd.
L.S. Jackson & Co., Ltd.
Jennings, Petrie & Co., Ltd.
Jones, Heward & Co.
A.E. Jukes & Co., Ltd.
F.W. Kerr & Co.
A.M. Kidder & Co.
Klingston & Mackenzie
J.A. Labouliere
Laidlaw & Co.
Lauder Mercer & Co., Ltd.
Rene T. Leclerc Incorporpee
Frank S. Leslie & Co.
Lightcap Securities Ltd.
E.T. Lynch & Co.
MacDougall & MacDougall
Hugh Mackay & Co.
S.R. Mackellar & Co.
D.F. MacKenzie Ltd.
Macleod, Riddell & Co.
Major & Co.
Market Securities Ltd
McBean & Young Ltd.
D.J. McDougall & Co.
McFetrick-Scarlett & Co.
George J. McKie & Son
McLeod, Young, Weir & Co., Ltd.
McTaggart, Hannaford, Birks & Gordon Ltd.
J.R. Meggason & Co., Ltd.
Midland Securities Ltd.
Milner, Ross & Co.
R. Moat & Co.
Monk, Gamble, Froats & Co.
W.E. Morgan
Doherty, Roadhouse & Co.
Dominion Securities Corporation Limited
D.M. Duggan Investments Ltd.
Eastern Securities Company Ltd
C.H. Enderton & Company
Evans, Jenkin
Fairclough & Company Limited
G. Tower Fergusson & Co.
Flemming & Company
Flood & Co.
Forget & Forget
Fraser Dingman & Co.
J.L. Francis & Co.
Fry & Company
Gairdner & Co., Limited
Gardiner, Wardrop & Co.
Garneau, Boulanger Limited
R. Galletly & Co., Ltd.
Robert Geoffrion & Gelinas
J.L. Goad & Co.
Goulding, Rose & Company Limited
John Graham & Co.
Greenshields & Co.
Guildhall Securities Ltd.
Hall Securities Ltd.
Harcourt, Poupore & Co.
Paul Harris & Co.
Harrison & Co. Ltd.
Hickey, Donaldson & Co.
Hickson & Yulie
Higginson & Ross
W.F. Hogg & Co.
Houston, Willoughby & Co., Ltd.
Hutson & Dinnick
C.L. Jacson & Co.
E.W. James
Grant Johnston & Co.
J.W.P. Jones
J.C. Kaufman & Co.
Kerrigan, MacTier & Co., Ltd.
Charles King & Co.
Kippen & Co., Inc.
J.E. Laflamme Limitee
Lajoie, Robitaille & Cie., Limitee
Legget & Co.
S.H. Lennard & Co., Ltd.
G.E. Leslie & Co.
Loughlin & MacKenzie Ltd,
W.M. MacDonald & Co.
H.M. Mack
T.S. Mackay
Mackenzie & Kingman
J.C. Mackintosh & Co., Ltd.
Macrae & Co.
J.L. Marler & Co.
Mathews & Co.
McCuaig Bros. & Co.
McDougall & Cowans
J. McGraw
E.B. McLaughlin & Co., Ltd.
McMahon & Burns Ltd.
Mead & Co., Ltd.
Melady, Sellers & Co., Ltd.
Mills, Spence & Co. Ltd.
W.G. Mitchell & Co.
Molson & Co.
J.R. Mooney & Co.
Moss, Lawson & Co.

C. Active Members of Canadian Stock Exchange and Investment Dealers' Association of Canada (concluded)

Walter G. Mueller	Nanson, Rothwell & Co., Ltd.
Nay & James Ltd.	Nelson & Co., Ltd.
Nesbitt, Thompson & Co., Ltd.	G.W. Nicholson & Co.
Norris Grain Co., Ltd.	O'Brien & Williams
Oldfield Kirby & Gardner Ltd.	C.M. Oliver & Co., Ltd.
A.E. Osler & Co.	Osler & Hammond
Osler Hammond & Nanton	Oswald & Drinkwater
Avern Pardoe & Co.	Alex. Paterson & Co.
Peaker, Trent & Bunting	Pemberton & Son Ltd.
Pemberton & Son Vancouver Ltd.	Leonard Phillips
W.C. Pitfield & Co., Ltd.	Playfair & Co.
E.H. Pooler & Co.	Harold A. Prescott & Co.
S.H. Purdy	J.R. Pyper
A.M. Ramsey & Co.	F.F. Reeve & Co. Ltd.
Wm. E. Reid & Co., Ltd.	G.H. Rennie & Co.
T.A. Richardson & Co.	James Richardson & Sons
Rittenhouse & Co.	Robertson, Malone & Co.
Fernad Rochon	Ross-Whittall Ltd.
L.F. Rothschild & Co.	Royal Securities Corporation Ltd.
Savard & Hart	Savard, Hodgson & Co. Inc.
Seagram & Co.	Shearson, Hammill & Co.
Skaith & Co., Ltd.	Hart Smith & Co., Ltd.
Smith, Thompson & Co.	J. Snowden & Co.
Societe de Placements Incorporee	Societe Generale de Finance Inc.
J.W. Speer	Stanbury & co.
Stanton, Hatch & McCarthy	R.D. Steers & Co.
Stevens, Kilgour Ltd	D.E. Stewart & Co.
J.F.M. Stewart & Co., Ltd.	Stewart, McNair & Co.
S.J. Stodgell & Co.	J.R. Stratton & Co.
Bradley J. Streit	Suttie & Co. Ltd.
Sydie, Sutherland & Driscoll Ltd.	Tanner & Co. Ltd.
Thomson & Co.	Thomson & McKinnon
J.R. Timmins & Co.	Toole Peet Investments Ltd.
T.R. Watson & Co.	Watt & Watt
Louis J. West & Co.	Western City Co. Ltd.
White & Haldenby	J.B. White & Co.
Wiley, Low & Co., Ltd.	G.C. Williams & Co.
Wills, Bickle & Co.	Winnipeg Securities & Grain Corp. Ltd.
Winslow & Winslow	Witcheh's Ltd.
Wolverton & Co., Ltd.	Wood, Grundy & Co., Ltd.
George Woodhams & Co.	J.C. Woodhouse
Yorkshire & Pacific Securities Ltd.	J.W. Yulie

List of Trust & Loan Companies Referred to Under Section Seven. Foreign Exchange Control Board Regulations. 1947.

Barclays Trust Co. Canada	British Mortgage & Trust Corporation of Ontario
Brockville Trust & Savings Co.	Canada Trust Co.
Canada Permanent Mortgage Corporation	Capital Trust Corporation, Ltd.
Central Trust Co., of Canada	Chartered Trust & Executor Co.
Credit Foncier Franco-Canadien	Crown Trust & Guarantee Co.
Custodian Trust Co., Ltd.	Eastern Canada Savings & Loan Co.
Eastern Trust Co.	General Trust of Canada
Gray & Bruce Trust & Savings Co.	Guaranty Trust Co. of Canada
Guelph & Ontario Investment & savings Society	Huron & Erie Mortgage Corporation
Industrial Mortgage & Trust Co.	Lambton Loan & Investment Co.
Lambton Trust Co. Ltd.	London & Western Trusts Co., Ltd.
Landed Banking & Loan Co.	Midland Loan & Savings Co.
Montreal Trust Co.	Mortgage Corporation of Nova Scotia
National Trust Co.	Northern Trusts Co.
Nova Scotia Savings, Loan & Building Society	Nova Scotia Trust Co.
Ontario Loan & Debenture Co.	Real Estate Loan Co. of Canada Ltd.
Osler & Nanton Trust Co.	Premier Trust Co.
Prudential Trust Co., Ltd.	Royal Trust Co.
Sherbrooke Trust Co.	Societe d'Administration et de Fiducie
Sterling Trusts Corporation	Sun Trust Ltd.
Toronto General Trusts Corporation	Toronto Mortgage Co.

**List of Trust & Loan Companies Referred to Under Section Seven.
Foreign Exchange Control Board Regulations. 1947 (concluded).**
Victoria Trust & savings Co. Waterloo Trust & Savings Co.
Western Trust Co.

**List of Life Insurance Companies Referred to Under Section Eight.
Foreign Exchange Control Board Regulations. 1947.**

- | | |
|---|--|
| Aetna Life Insurance Co. | Canada Life Insurance Co. |
| Commercial Life assurance Co. of Canada | Confederation Life Association |
| Connecticut General Life Insurance Co. | Continental Life Insurance Co. |
| Crown Life Insurance Co. | Dominion Life Assurance Co. |
| Dominion Of Canada General Insurance Co. | Eaton Life Insurance Co. |
| Empire Life Insurance Co. | Equitable Life assurance Society of the U.S.A. |
| Equitable Life Insurance Co. of Canada | Excelsior Life Insurance Co. |
| Fidelity Life Assurance Co. | Great-West Life assurance Co. |
| Hanncock Mutual Life Insurance Co. | Industrial Life Insurance Co. |
| Imperial Life Assurance Co. | Laurentienne Life Assurance Co. |
| London & Scottish Assurance Corp. Ltd (Scotland) | London Life Insurance Co. |
| Loyal Protective Life Insurance Co. | Manufacturers Life Insurance Co. |
| Maritime Life Assurance Co. | Metropolitan Life Insurance Co. |
| Monarch Life Assurance Co. | Montreal Life Insurance Co. |
| Mutual Life & Citizens Assurance Co. Ltd. (Australia) | Mutual Life Assurance Co. of Canada |
| Mutual Life Insurance Co. of New York | National Life Assurance Co. of Canada |
| New York Life Insurance Co. | North American Life Assurance Co. |
| North British & Mercantile Insurance Co. Ltd. | Northern Life Assurance Co. of Canada (England) |
| Norwich Union Life Insurance Society | Occidental Life Insurance Co. |
| Phoenix Assurance Co. Ltd. (England) | Les Prevoyants du Canada |
| Provident Assurance Co. | Prudential Assurance Co., Ltd. of London England |
| Prudential Assurance Co. of America | Royal Guardians |
| Royal Insurance Co. Ltd. (England) | Sauvegarde Life Insurance Co. |
| Sovereign Life Assurance Co. of Canada | Standard Life Assurance Co. (Scotland) |
| Sun Life Assurance Company of Canada | Survivance Mutual Life Assurance Co. |
| Toronto Mutual Life Insurance Co. | Travelers Insurance Co. |
| Union Mutual Life Insurance Co. | Western Life Assurance Co. |

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Postal Rates in Upper and Lower Canada: 1832-1859—A Cover Study of Collect Rates

Part I

Marc Eisenberg

This article deals with collect postal rates in the Canada between 1832 and 1859. Canada consisted of Lower Canada and Upper Canada (later Quebec and Ontario) and became Canada East and West, respectively, in 1841. The two colonies were treated by the Post Office Department as one entity for administrative purposes. The two colonies also had a uniform currency based on the English pound sterling with published rates of exchange that changed from time-to-time (e.g., Table 1 based on a table of Lowe [1]). Three rate structures were in effect during this period (a) rate based on distance and number of sheets of paper, (b) rate based on distance and weight, (c) uniform rate based on weight only.

Rate Based on Distance and Number of Sheets of Paper

During the period 1832 - 1859 adjustments were made to the various rates. The rates of postage until 1844 were based on a single rate per sheet of paper over prescribed distances (Table 1). On October 28, 1843 the Post Office Department fine-tuned the sterling to currency conversion for some of the postal rates. Although Table 1 shows postage rates for distances up 1400 miles there was very little call for rates for distances over 1000 miles.

Table 1 [1]

distance/miles	rate (sterling)	rates (currency)*	
		until 21 Oct. 1843	21 Oct. 1843 to 14 Mar. 1851
0-60	4	4½	4½
61-100	6	7	7
100-200	8	9	9
201-300	10	11	11½
301-400	1/0	1/2	1/1½
401-500	1/2	1/4	1/4
501-600	1/4	1/6	1/6
601-700	1/6	1/8	1/8
701-800	1/8	1/10½	1/10½
801-900	1/10	2/1	2½
901-1000	2/0	2/3	2/3
1001-1100	2/2	2/5	2/5
1101-1200	2/4	2/7	2/7½
1201-1300	2/6	2/9	2/9½
1301-1400	2/8	3/0	3/0

On January 5, 1844 the method of calculating postage was changed to a weight based system with rates for various rates calculated in increments of ½ ounce with the minimum rate being for a letter under one half ounce.

During this period postmasters were instructed that mail presented at the post office prepaid was to be marked with the monies collected in red. Correspondence that was sent without pre-payment was to be marked in black and postage collected

from the recipient prior to delivery. There was no penalty for sending mail matter unpaid. All covers shown below were either sent collect or required additional postage because they were short-paid.

It should also be noted that during this period a number of instructional hand stamps and rate stamps were introduced by the Post Office Department.

Examples of Domestic Rates to January 1844.

Figure 1: St. Andrews (LC) to Quebec dated Sept. 13 1832 rated 1/10 cry. collect to pay the double sheet rate for a distance between 201 and 300 miles.

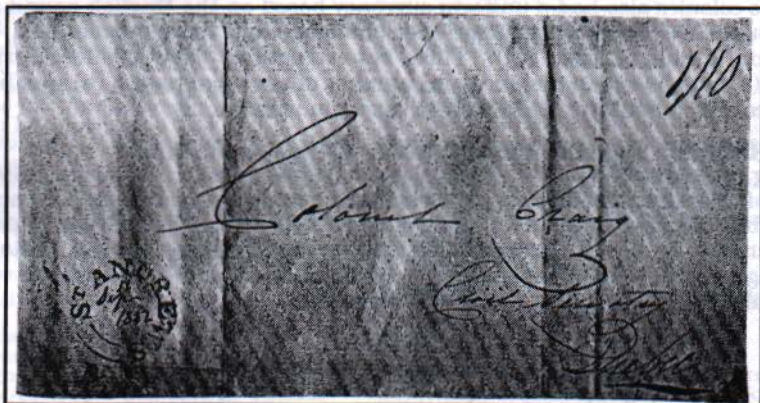


Figure 2: Montreal to Quebec dated August 5 1833. Rated 1/6 cry. collect (despite being marked "On His Majesty's Service"), to pay the double-sheet rate for a distance between 101 and 200 miles.



Figure 3: Three Rivers to Montreal dated Sept. 13 1836. Rated 7d cry. collect to pay the single sheet rate for a distance between 61 and 100 miles (from the Joseph Masson correspondence).

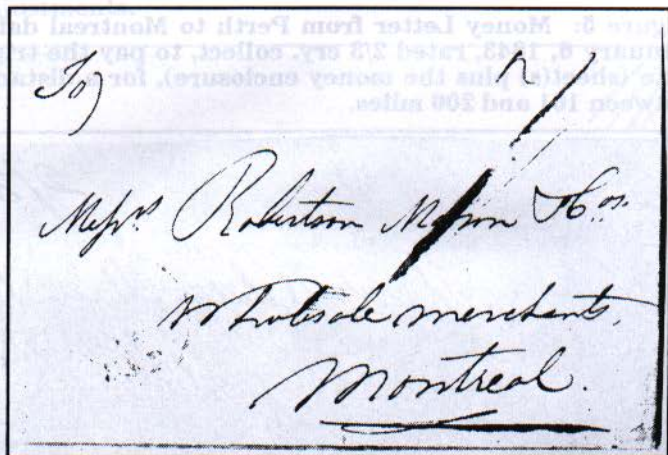


Figure 4: Quebec to Montreal dated December 14 1836. Rated 9d cry. collect, to pay the single-sheet rate for a distance between 101 and 200 miles.



In 1827 postmasters were instructed to accept money letters. The bills contained within the letter were counted as individual sheets for the purposes of calculating the postage due. In 1839 24 brass hand stamps reading "MONEY LETTER" were ordered from England and were despatched from Falmouth on July 20, 1839 [2]. An example of a money letter cover mailed in early 1843 is shown in Figure 5.

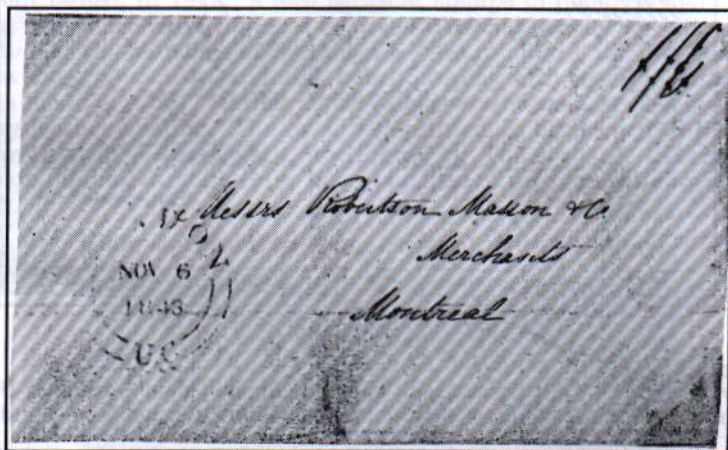
Figure 5: Money Letter from Perth to Montreal dated January 6, 1843, rated 2/3 cry. collect, to pay the triple rate (sheet(s) plus the money enclosure), for a distance between 101 and 200 miles.



Figure 6: Toronto to Rawdon (near Quebec ?) dated April 13 1843. Rated 9d cry. + 5d cry. = 1/2 cry. + 2d cry; "More to Pay" for a total of 1/4 cry; to pay the single rate for a distance between 401 and 500 miles.



Figure 7: London to Montreal dated November 6, 1843. Rated 1/6 cry. collect paying the single sheet rate for a distance between 501 and 600 miles. The rate for this distance was unaffected by the October 1843 currency adjustments.



Special Rates

There were other rates. A special rate for drop letters was also available as illustrated by the cover shown in Figure 8. The cover shown in Figure 9 is a preprinted circular. These circulars were mailed in bulk from Detroit to Montreal where they were individually reposted at a rate of "1^d cry. collect.

Figure 8: Drop letter from Quebec City dated October 6 1836 rated 2^d cry. collect to pay the single rate.



Figure 9: Preprinted circular, mailed in bulk from Detroit, individually reprinted in Montreal at "1"d collect (1842).



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- [1] Lowe, R., "The Encyclopaedia of British Empire Postage Stamps 1639-1952, Volume V, The Empire in North America," Robson Lowe Ltd., London, 1973.
- [2] Harrison, H.W., "Canada's Registry System: 1827-1911," American Philatelic Society, State College, 1971.

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The 1942 War Issue Presentation Booklet

Jerome C. Jarnick

While Canada was enmeshed in the throes of World War II, the Post Office Department issued, in 1942, a new series of stamps to publicize and mark the Canadian war effort. Five hundred copies of a special booklet were prepared for presentation to the Members of Parliament. The 150 mm x 126 mm booklet was similar to those previously produced, but in keeping with wartime austerity, the cover was made of a red "leather finish" light weight card stock instead of the customary leather binding. The cover was printed, in black, with the Canadian Coat of Arms with "CANADA" below (Figure 1). The pages are held in place by a red ribbon binding through three holes punched in the pages and cover.

Figure 1: The War Issue Presentation Booklet.



The title page is printed in black with "1942 ISSUE - OF - CANADIAN POSTAGE STAMPS" centered on the page and "JULY 1, 1942" in the lower right corner. Copies seen by the author also bear a purple rubber stamp reading "With the Compliments of - The Postmaster General" (Figure 2). The stamps are mounted on two pages, each page having two linen pockets in which the stamps are placed (Figure 3). Pages are interleaved with a spider web glassine. The stamps are those of the original issue of July 1, 1942, and consist of the 1¢-\$1.00 definitives (Scott No. 249-51, 253, 255-58, 260-62), the 6¢ air mail (C7), 16¢ air mail special delivery (CE1), and 10¢ special delivery (E10).

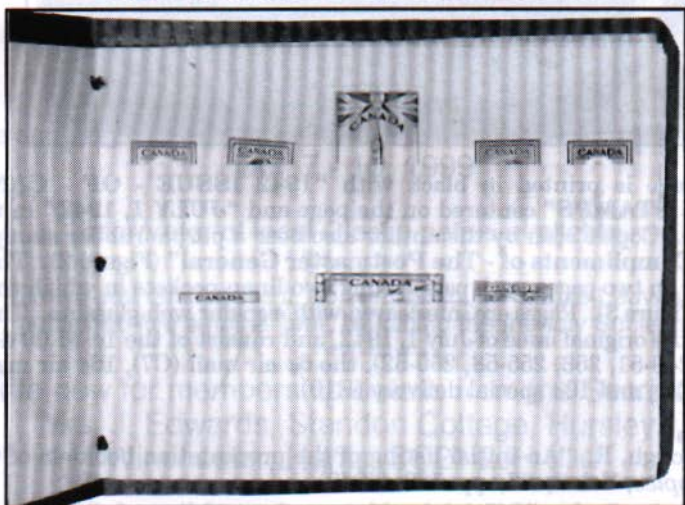
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- [1] Barraclough, R., "An initial listing of the presentation booklets of Canada," *BNA Topics*, Vol. 6, #7, pp. 160. (1949).
- [2] Holmes, L. Seale, "Official booklets and portfolios of Canadian postage stamps." in "Specialized Catalogue of Canada and British North America," 11th ed., Ryerson Press, Toronto, 1963, p. 202.

Figure 2: Title Page Showing Rubber-Stamped "Complimentary" Statement.



Figure 3: Interior Page of the Booklet.



What's
New?



Philatelic
Collections

Cimon Morin

This column is provided on a regular basis to publicize new acquisitions within the philatelic area at the National Archives of Canada (NA). Researchers who wish to use the NA facilities should contact, in writing, the National Archives of Canada, Reference Services, 395 Wellington Street, Ottawa (Ontario) K1A 0N3. FAX: (613) 995-6274; E-mail: reference@archives.ca

Archival Terminology

Acquisitions are comprised of postage stamps and related materials, including all aspects of original stamp design up to final production; postal stationery; selected postally-used covers; cancellation proofs; philatelic labels and revenue stamps. There are also a number of related archival fonds/collections in various media (e.g., photographs, manuscripts and papers, maps, broadsides, circulars, posters, etc.), which document the history of the postal service and the hobby of stamp collecting in Canada. Documents or records may be acquired from transfers [i.e., Canada Post Corporation, etc.], donations or purchases.

A *Fonds* constitutes the whole of a body of records, regardless of form or medium, automatically and organically created and/or accumulated and used by a particular individual, family, or corporate body in the course of that creator's activities or functions.

A *Collection* is an artificial accumulation of documents or records of any provenance brought together on the basis of some common characteristic.

Recent Acquisitions

Canada Post Corporation Fonds. - [philatelic records, textual records, electronic records].- 1996-1997. 639 items and 0.10 m of textual records. Acquisition contains postage stamps and related products issued by CPC between October 1996 - December 1997 as well as two 'Stampville' CD-Roms, Wildlife revenue stamps and the *Annual Souvenir Collections* for 1996 and 1997. Transferred from CPC/National Philatelic Centre [Accession 1998-00523-2]

American Bank Note Company Fonds. - [philatelic records]. - 1851. 1 item. One complete plate proof sheet of 100 stamps, each showing the vertical 'specimen' overprint in carmine, for the Province of Canada 12 pence black postage stamp issued in 1851. Formerly in the archives of the American Bank Note Company of New York. *Acquired with the assistance of the Department of Canadian Heritage under the Cultural Property Export and Import Act* [Accession 1998-00424-4]

American Bank Note Company Fonds. - [philatelic records]. - 1859-1860. 5 items. Complete plate proof sheets of postage stamps produced by the ABNCo. of New York for the 'cents' issues of the Province of Canada (5¢ and 17¢ values), as well as New Brunswick (5¢ value) and Nova Scotia (1¢ and 2¢ values). Formerly

in the archives of the American Bank Note Company of New York [Accession 1998-00058-3]

Gordon Myles Fonds. - [textual, graphic and philatelic records]. - ca. 1950-1979. 0.5 m of textual records, 33 postal covers, 2 photographs. The fonds consists of records relating to the Eastern Arctic Patrol mails. The documentation includes postal covers, research notes, manuscripts, articles, and copied postmarks from Eastern Arctic mails and the R.M.S. Nascopie. The fonds consist of three series: Eastern Arctic mails / Eastern Arctic patrol, manuscript and research notes, and Eastern Arctic postal covers. The series contain material that covers a period of study from 1901-1979. A detailed finding aid is available, see: CPA-215 [Accession 1997-496]

Henry Clark Nasmith Collection. - [philatelic records]. - ca. 1840-1927. 933 items. One Oppen's Postage Stamp Album dated January 1863, containing 933 mint and used postage, revenue and local stamps from approximately 80 countries, states and colonies. One of the first stamp albums printed for collectors and used by a Canadian and members of his family in the early stages of the development of the hobby [Accession 1998-069]

Canada '92 Fonds. - [textual records and other material]. - 1988-1992 [predominant 1992]. 0.78 m of textual records and other material. The fonds also includes 54 labels, 3 postage stamps, 30 drawings, 6 colour photographs, 43 postal covers, and 2 lapel pins. The fonds consists of 6 series created while planning, organizing, and holding Canada '92 philatelic exhibition. The series include: Administration, Correspondence, Philatelic Literature, Dealers, Publications, and Souvenirs. The fonds is arranged alphabetically by series. A detailed finding aid is available, see: CPA-211 [Accession 1997-285]



The Steinhart Legacy

Allan L. Steinhart

More Rambling Through the Records—Mainly Rates

July 1899, Quarterly Postal Guide Supplement

(6) **Additions to the list of countries that have adopted the Two Cent Imperial Letter Rate:** The following countries may now be added to the list printed on page xxxviii of the Postal Guide as having adopted the Two Cent Imperial Rate:

Mauritius

British North Borneo (including Labuan)

July, 1908, Quarterly Postal Guide Supplement

(18) **Reduced Postage on Letters for British Postal Agencies in Morocco:**

The British Postal Agencies in Alcazar, Casablanca, Fez, Larache, Magazan, Mequinez, Mogador, Rabat, Saffi, Tangier, and Tetuán are now included in the Imperial penny postage scheme, and the postage on letters passing between Canada and these agencies has been reduced to 2 cents per ounce on and after the 15th July, 1908.

August, 1929, Monthly Postal Guide Supplement

(21) **Air Mail to Bolivia via Peru:** Effective immediately, air mail may be dispatched from Canada via Canadian and United States air mail services via Miami, Fla., and Christóbal, Canal Zone, for delivery in Bolivia. Mail will be carried by air to Mollendo, Peru, and from there to Bolivia by the ordinary means.

The service is weekly starting from Christóbal and the air mail fee is 55 cents per half ounce or fraction to be prepaid by Canadian postage stamps in addition to the ordinary postage from Canada to Bolivia.

Articles intended for transmission over this route should be endorsed "Par Avion" or "By Air Mail" and "Via Miami".

(22) **Air Mail Service to Chile:** Effective the 16th July, air mail may be dispatched from Canada via Canadian and United States air mail services and by air mail service from Miami, Fla., via Christóbal, Canal Zone, to Arica, Chañaral and Santiago, Chile.

The service is weekly from Christóbal and the air mail fee is 70 cents for each half ounce or fraction, to be prepaid by Canadian postage stamps in addition to the ordinary postage from Canada to Chile.

Articles intended for transmission over this route should be endorsed "Par Avion" or "By Air Mail" and "Via Miami."

July, 1939, Monthly Postal Guide Supplement

(3) **Trans-Atlantic Air Mail Service via the Azores:** A regular air mail service from the United States to France with New York, N.Y. (Port Washington) as the port of departure, is now in operation.

Canadian air mail prepaid with Canadian postage stamps may be accepted for dispatch by this service. The frequency is once a week from New York by plane of the Pan American Airways on the following schedule:-

WEDNESDAY	12:00 NOON	LV. NEW YORK, N.Y.	EST	AR. 7:00 AM	TUESDAY
		(PORT WASHINGTON)			
THURSDAY	7:00 AM	AR. HORTA, AZORES	LCT	LV. 2:00 PM	
	8:00 AM	LV. HORTA, AZORES	LCT	AR. 1:00 PM	
	5:00 PM	AR. LISBON, PORTUGAL	LCT	LV. 8:00 AM	MONDAY
FRIDAY	7:00 AM	LV. LISBON, PORTUGAL	LCT	AR. 4:00 PM	
	3:00 PM	AR. MARSEILLES, FRANCE	LCT	LV. 7:00 AM	SUNDAY

After Saturday, June 17, the next departure will be on Wednesday, June 28. There was no eastbound flight from New York on Saturday, June 24, and no corresponding westbound flight from Marseilles over this route on Thursday, June 29. After June 28 regular east and westbound flights will operate weekly according to the above schedule.

The air mail rate from Canada for mail intended for conveyance by this service is 30 cents per half ounce, which includes conveyance over Canadian and United States Domestic Air Routes, when necessary, trans-Atlantic air conveyance, air conveyance in Europe as well as to places in the Empire served by the British Empire Air Mail Scheme. Such airmail should be endorsed "Via trans-Atlantic Air Mail from New York."

(It is believed that LCT stands for Local Time, and EST for Eastern Standard Time.—Ed.)

October, 1939, Monthly Postal Guide Supplement

(4) Suspension of Trans-Atlantic Air Service, Northern Route:

Postmasters are informed that the weekly experimental trans-Atlantic air service, performed by Imperial Airways Limited between Southampton and New York via Montreal, terminated with the departure from Southampton and New York of the 23rd and 27th of September, respectively.

The trans-Atlantic air service performed by the Pan-American Airways Company between Southampton and New York via Shediac terminated with the departures New York and Foynes of the 30th September and 4th October respectively

February, 1940, Monthly Postal Guide Supplement

(3) **Trans-Atlantic Air Mail Services:** Following is the latest schedule that has been issued in connection with the trans-Atlantic air mail flights to Portugal via Bermuda and the Azores. The effective date was December 30th, and planes will leave Baltimore each Wednesday and Saturday instead of from New York (Port Washington) as formerly:

SAT.	7:30 A.M.	LV	BALTIMORE, MARYLAND	EST	AR	1:00 P.M.	MON.
WED.	7:30 A.M.		"	"		1:00 P.M.	THURS
SAT.	2:00 P.M.	AR	DARRELL'S ISLAND, BERMUDA	60MT	LV	8:00 A.M.	MON.
WED.	2:00 P.M.		"	"		8:00 A.M.	THURS
SAT.	3:00 P.M.	LV	DARRELL'S ISLAND, BERMUDA	60MT	AR	6:00 A.M.	MON.
WED.	3:00 P.M.		"	"		6:00 A.M.	THURS
SUN.	6:00 A.M.	AR	HORTA, AZORES	ALT	LV	4:00 P.M.	SUN.
Thurs.	6:00 A.M.		"	"		4:00 P.M.	WED.
SUN.	7:00 A.M.	LV	HORTA, AZORES	ALT	AR	1:30 P.M.	SUN.
THURS.	7:00 A.M.		"	"		1:30 P.M.	WED.
SUN.	4:00 P.M.	AR	LISBON, PORTUGAL	GMT	LV	8:30 A.M.	SUN.
THURS.	4:00 P.M.		"	"		8:30 A.M.	WED.

(EST - Eastern Standard Time

60MT - Meridional Time at Longitude 60

ALT - Azores Local Time

GMT - Greenwich Mean Time —Ed.)

(11) **Correspondence Posted by British, Dominion, Colonial and Allied soldiers serving in the Field and by Officers and men serving on His Majesty's Ships or Allied warships:** Correspondence from members of British, Dominion, Colonial and Allied Forces serving in the Field received in Canada without prepayment of postage may, on arrival at destination, be delivered without collection of postage charges.

Such correspondence may be recognized by the date stamp of a Field Post Office or other Army Post Office.

The same privilege will apply also to correspondence posted by Officers and men serving on His Majesty's Ships or Allied warships.

Correspondence received from H.M. Ships or H.M.C. Ships may generally be recognized by the stamped impression 'Received from H.M. Ships' or 'Received from H.M.C. Ships', or by an office date stamp impression including the words 'H.M. Ships.' In some cases the impression may read 'Posted on H.M. Ships' or 'Posted on H.M.C. Ships.'

Correspondence from H.M.C. Ships, may be identified in certain instances by an impression of the 'Passed by Censor' stamp and signature of the Naval Officer by whom the letters were examined.

Note. Canadian Troops now in England are not being considered as 'In the Field' insofar as prepayment of postage is concerned, that is, full postage from England to Canada should be prepaid.

July, 1940, Monthly Postal Guide Supplement

- (2) **Postage must be paid on mail posted in Canada addressed to Prisoners of War in Canada:** Postmasters are informed that on and after July 1st, all mail matter posted in Canada addressed to prisoners of war in Canada, must be prepaid with postage in the usual way, with the exception of parcels bearing an official red label issued from the Office of the Director of Internment Operations, and reading as follows:

'Canada Internment Operations Postage Free'

There is no change in procedure as regards letters mailed by prisoners of war interned in camps in Canada which letters are still to be accorded free transmission in the mails

August, 1940, Monthly Postal Guide Supplement

- (9) **Mail for C.A.S.F. in British West Indies:** Mail for members of the Canadian Active Service Force on duty in the West Indies should be addressed as follows:

Regimental No.,
Rank and Name,
Full Name of Regiment or Unit,
C.A.S.F.
c/o Base Post Office
Canada

The regular postage rates on civil mails will apply to all classes of mail.

September, 1940, Monthly Postal Guide Supplement

- (15) The mail service to St. Pierre and Miquelon has been resumed, but it is subject to delay, the arrangement being that mail will be forwarded as sailings occur.
- (16) All mail service has been suspended to the Channel Islands.

March, 1941, Monthly Postal Guide Supplement

- (13) **Mail Service to Greenland Resumed:** All classes of mail may be accepted again for Greenland for dispatch at the first available opportunity. Parcel Post cannot be insured.

Montreal will be the dispatching exchange office and all mail for Greenland should be forwarded to 'Montreal British and Foreign' to be included in the mails made up by the Montreal Office.

This service has been suspended for some time owing to the lack of steamship sailings. The date of the first sailing resuming the service is not available at present but it is not thought that this will be delayed much longer, and, therefore, mail will be accepted and held at Montreal for dispatch at the first opportunity.

July 1941, Monthly Postal Guide Supplement

- (3) A new Post Office has been established at Outpost Island, N.W.T. as from Thursday, June 11, 1941. Outpost Island is situated approximately 60 miles south of Yellowknife and 40 miles north of Fort Resolution.

This new Post Office will be served weekly, northbound of Thursday and southbound on Friday by the Mackenzie Air Services Limited.

December, 1941, Monthly Postal Guide Supplement

- (11) **Air Mail for Force 'C':** Attention is directed to the fact that air mail letters addressed to members of Force 'C', Canadian Army Overseas, must be prepaid at the rate of 90¢ for each half ounce or fraction thereof.

(Force "C" refers to the troops in Hong Kong. — Ed.)

November 1942, Monthly Postal Guide Supplement

- (8) **Outpost Island, N.W.T., Post Office Closed:** The Outpost Island, N.W.T., Post Office formerly served by the Mackenzie River, Great Bear Lake and Lake Athabaska District Air Stage Service, has been closed as from September 30, 1942.

In future, mail intended for delivery at Outpost Island should be forwarded to Fort McMurray, Alta.

January, 1942, Monthly Postal Guide Supplement,

- (10) **Air Mail to Africa via Miami and Brazil:** Air mail service is now available via Miami and Brazil to Gambia, Nigeria, Gold Coast, Egypt, Belgian Congo, Uganda, Kenya, Tanganyika, Northern and Southern Rhodesia, Nyasaland, Mozambique, Angola and the Union of South Africa.

The frequency of the service will be twice a month.

Where air transmission by this route is desired, letters should be endorsed 'Via Miami' and forwarded to Montreal to be included in air mail which will be made up by that office for dispatch by this service.

Postage should be prepaid as follows:

Gambia, Nigeria -	65¢ per ½ ounce
Gold Coast, Egypt	90¢ per ½ ounce
Belgian Congo, Uganda, Kenya, Tanganyika, Northern and Southern Rhodesia, Nyasaland, Mozambique, Angola, Union of South Africa	75¢ per ½ ounce

(12) Mail Service to St. Pierre and Miquelon:

The mail service between Canada and St. Pierre and Miquelon is at present irregular.

No information as to when the next sailing will take place is available. In the meantime mail may be accepted and given the usual routing but will be assembled at the port for dispatch at the first opportunity.

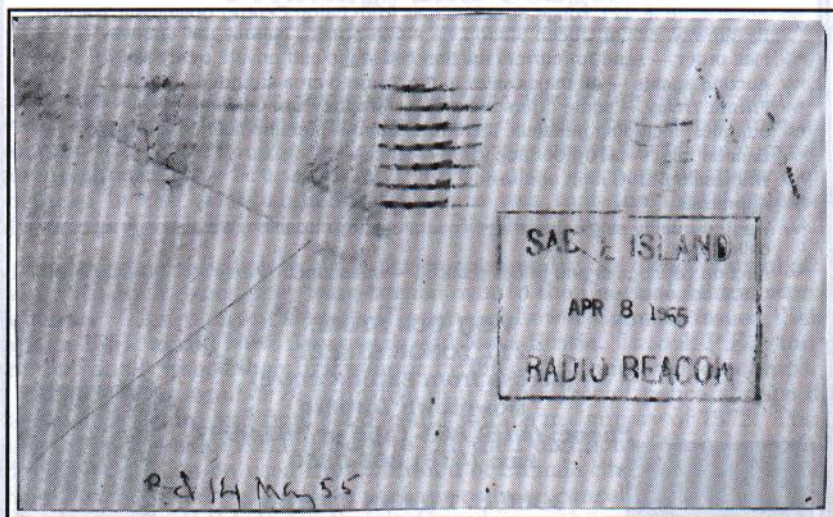
Postmasters are requested to inform their patrons whenever possible that the steamship service is irregular and that mail for St. Pierre and Miquelon may be subject to heavy delay.

Sable Island Covers

Gale C. Raymond

Sable Island, about 100 miles east of Nova Scotia, is an isolated narrow 19-mile long surface ridge of a slowly moving sandbar, inhabited solely by seals and stunted wild ponies. Normally fog-bound, it is marked as the site of over 200 recorded

shipwrecks, and perhaps more unrecorded. The two covers below mark two of the few times humans have lived there even briefly, and then in extreme desolation.



The first cover is from 1955—a short-lived Radio Beacon Station had been established with perhaps two or three men. Its purpose was to warn off ships lost in the fogs—any lighthouse was unlikely to survive the sand-shifts. The cover is addressed to the U.S.A., and postmarked 9 May 1955 at Dartmouth, N.S.—30 days just to landfall!

The lower cover originated from staff of a temporary RADIOSONDE Station (manned) in 1969. In 1971, Mobil Oil Co. struck oil, but capped the well as it seemed too costly to get the oil to the mainland.



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Prince Edward Island Stamps: Printings and Usages

James Lehr

Because of its eastern location, and good weather (close to the Gulf Stream), Prince Edward Island was settled early but was of little real importance in the development of Canada. Much of this time it was under the postal control of its larger neighbors, New Brunswick and Nova Scotia. Perhaps its major claim for importance in the establishment of Canada was that the first Confederation Conference in 1864 was held in its capital, Charlottetown.

The postal services of British North America were under the direct control of Great Britain until 1851, when they were turned over to the Colonial Administration of each colony. The colony of Canada (Upper and Lower Canada) issued their first stamps in 1851, as did New Brunswick and Nova Scotia. It took P.E.I. ten years before they finally issued their first stamps in 1861—2, 3 and 6 pence stamps. This was followed by a number of printings of a second set of pence stamps during 1862-1871, and a third and final set of cents stamps in January of 1872. The third set had a short life, since P.E.I. decided to join the Dominion of Canada as of July 1, 1873, and from then on used the Dominion of Canada Stamps. For those of you interested in railroads in general, or perhaps railroad cancellations, a major reason for the decision of P.E.I. to finally join Canada was the promise of the Canadian government to complete the building of the bankrupted Prince Edward Island Railway.

Before discussing the seven printings of P.E.I. stamps, we need to understand three areas which influence greatly any study of the postal stamps of P.E.I.—currency, postal rates and the lack of firm postal history data.

Until about 1860 currency in British North America was expressed in terms of both the British sterling and pence and the local currency pence. This was further complicated by the fact that some local currency was stronger than other local currency. For example, four pence sterling was equivalent to five pence currency for Nova Scotia but six pence currency for P.E.I. Thus, we have many early pence stamps printed with the rate expressed in both sterling and currency. Because of the expected problems of a two rate currency, plus the growing importance of trade with the U.S.A. and its decimal currency, there was considerable agitation within Canada to change to a decimal system. The first Canadian cents issue was released July 1, 1859, and New Brunswick and Nova Scotia followed with a cents issue in 1860. P.E.I. was again behind her neighbors and did not release a cents issue until 1872.

British North American postal rates were still changing constantly during the third quarter of the nineteenth century. Because of a general lack of firm information and "looseness" in following postal regulation, we are not sure of all rates for this time period. As best we know, the following pertinent rates were in effect for P.E.I., during the period of interest:

Local, within P.E.I.

From 1828	2 pence currency
January 4, 1872	3 cents

To the United Kingdom

March 1854	6 pence sterling or 9 pence currency
June 1870	3 pence sterling or 4½ pence currency
January 1872	6 cents

To Provincial BNA

From 1828 3 pence currency
 January 4, 1872 4 cents

To Newfoundland

January 1861 9 pence currency (*via* Halifax)
 January 1872 rate not known

To California, Oregon, British Columbia

January 1861 9 pence currency
 November 1868 6 pence currency

To other parts of the U.S.A. via St. John, N.B.

June 1861 6 pence currency
 November 1868 4 pence currency
 January 1872 6 cents

The third problem complicating the collecting of P.E.I. stamps was the destruction of most postal records. Because the printer used was a small company, his records were spotty and incomplete. Furthermore, he finally went bankrupt in 1892, and what records he did have were destroyed except for one book showing the number of cents stamps produced. To make matters worse, the great Charlottetown fire of 1884 burned the post office and the postal records there. Thus we are reduced to obtaining much of our postal P.E.I. information from the archives of other provinces, publications of the British postal system and the study of known covers. Keeping all this background in mind, let's move on to the "pre-confederation" postal issues of P.E.I.

A few stampless covers show the early postmarks of P.E.I. starting in 1817. Imperfate sheets of stamp proofs show that the plates made could have produced an attractive stamp with care and the use of quality paper. The first pence issue of 1861 was electrotyped and printed by Charles D. Whiting of London using a very cheap grade of paper and glue. This issue consisted of three values, a two pence stamp for mail within P.E.I., a three pence stamp for mail to Canada, N.B. and N.S., and a six pence stamp for mail to the U.S.A. The perforation 9 used (Machine A) made it difficult to separate the stamps and resulted in stamps often being torn or cut. Because of this, first issue perf. 9 stamps in good condition are rare. These three denominations did not cover all the postage rates, so the government allowed stamps to be bisected and used, which proved easier to start than to stop. Covers of this issue are fairly rare, particularly the six pence.

Since the size of the first issue printing was small, and there was a need for more denominations to cover all postage rates, a second pence issue was printed starting 1862. This issue had four or five separate printings, as follows:

Year Issued	Stamp Denominations	Perforation
1862	1 and 9 pence	11
1864-1868	1, 2, 3, 6 and 9 pence	irregular 11½ - 12
1869 or earlier	4 pence (yellow paper)	11
1870-1871	2, 3 and 4 pence (blue-white paper)	11
1870	4½ pence	12

The perforations of this second issue solved one problem for postage users but created another for collectors. The printer used five different perforating machines for the three P.E.I. issues, which caused several problems. First, the machine C used for all values of the second issue was nominally perforation 11¼ but actually varied from 11.2 to 12.0 even along the same line of perforation. This led to 50 years of inaccurate perforation articles before this fact was demonstrated (a summary was provided by L.G. Tomlinson, *BNA Topics*, Vol. 6, pp. 229-230 (1949)).

Second, because of sloppy work many sheets not fully perforated were shipped by the printer, resulting in a number of part-perforated varieties. This also led to a number of true mixed perforation varieties, since whenever the printer discovered part imperforate sheets he would run them through whatever perforating machine happened to be convenient. With five different machines to choose from, this led to a large number of legitimate mixed perforated stamp varieties.

Two values of this second pence issue are particularly interesting. We are really not sure even today when the black four pence stamp was first printed. Internal evidence indicates it was probably (certainly the yellow paper printing) well before it was finally issued in 1869 to cover the new reduced postage rate to the U.S.A. effective November 1868. My guess is that this change may have been planned earlier but then delayed. Since there was no need for this denomination until the change, the stamps were withheld until needed. The second stamp of interest is the beautiful engraved 4½ pence value printed locally by the British-American Bank Note Co. of Montreal and Ottawa. This value was needed, apparently in a hurry, when the postal rate to the United Kingdom was reduced from nine pence to four and one half pence on June 1, 1870.

There are several other interesting areas we could discuss in much detail—particularly proofs, paper varieties, and the story of how “remainders” were handled once P.E.I. joined the Dominion of Canada—but let's get directly to the stamps of the second pence issue.

1 Pence: Newspaper Rate

Since newspapers are rarely kept, this value is found on cover only in multiples. It was prepared as part of the second, third and fourth printings and thus is known only on the yellowish paper. The second printing in 1862 was a distinct brown-orange color and perforated 11 from the B machine, while the third and fourth printings were a lighter color and perforated “11¾” from Machine C. They were printed in sheets of 30, rows of 5 x 6.

2 Pence: Inland Local Rate

The only stamp printed with 60 stamps per sheet, 10 x 6 rows; it was run off in the third printing on yellowish paper and the fifth printing on the bluish-white paper. This stamp contains the most famous P.E.I. error, the “TWO” variety. As shown from complete sheets, this was not a constant error but due to some hard buildup on the plate. It is interesting to note that this variety is found on both papers. The printer apparently didn't bother to clean his plates much.

3 Pence: Provincial Rate to Canada, N.B., and N.S.

There are more proofs of various kinds known for the three pence than for all other values combined. Although of various configurations and on different papers, most tend to have a distinct light blue shade different from the darker shades of the printed stamps. We return also to the sheet of 30, 5 x 6 rows, made in the third printing on yellowish and the fifth printing on bluish-white paper. I'm not satisfied the dating disagreements on the second issue in general have been resolved, and particularly those relating to this 3 pence value. A study of many more dated covers might help.

4 Pence: Rate to U.S.A.

As discussed above, this stamp is the great mystery of P.E.I. postage. Since it is known on both the yellowish and the bluish-white papers, there were at least two printings of this value, separated by at least a couple of years. However, there was no need for this value until the decrease in the rate to the U.S.A. from six pence to four pence in November 1868. The earliest known usage is the reported

Chadbourne cover of 10/21/68, which actually would precede the date of the rate change. I have never seen a cover dated earlier than 1870.

6 Pence: Rate to U.S.A.

This issue was printed on two different papers, one horizontal and one vertical mesh, but both different from either the initial yellowish-white paper or the bluish-white paper of the fifth printing.

9 Pence: Rate to United Kingdom

Another stamp where the two currencies are shown on the stamp—nine pence currency, six pence sterling. This value has a number of color shades, as usual with lavender stamps, ranging from bluish to reddish. Covers showing usage to the U.K. are rare.

4½ Pence: Rate to United Kingdom

The decision to cut the rate to the U.K. in half must have been made with little notice, since there apparently was not sufficient time to order stamps from London for the new rate. Thus, this striking value is the only engraved P.E.I. stamp.

Although this postage rate was less than the previous nine pence rate, and the stamp was in use for three years, covers with this value are very rare.

Twelve years after the first decimal stamps were issued for the surrounding provinces of Canada, New Brunswick and Nova Scotia, P.E.I. finally decided to change to the decimal system with a third issue of stamps released January 1, 1872 to cover the new postal rates effective on that date. These stamps were again printed by Charles Whiting of London on a cheap grade of soft white paper and gum varying from white to dark brown on sheets of 100. This combination of cheap paper and gum led to considerable discoloration of many mint stamps, with the paper becoming brittle and easily torn. This issue was only in use for 1½ years and genuine used copies are rare.

1 Cent: Newspapers

This stamp has two distinct color varieties and, as with the three cent stamp, two different perforations (Machines C and E). Covers are available only with multiple use for other rates, and are much rarer than the catalogue prices would suggest.

2 Cent

By the time this issue was released there was no postage rate requiring a two cent value. Thus it could be used only as multiples or mixed with other values to meet higher rates. Covers with only the two cent stamps are the rarest of all P.E.I. covers; only five genuine covers known.

3 Cent: Local Rate within P.E.I.

The three cent value is the easiest to find on cover and probably has *more forged cancellations* than any other value.

4 Cent: Rate to Provincial BNA

There are a few forgeries in some of the earlier issues, but for some reason there were *more forgeries* of the four cent value than any other. Again, four cent covers are much rarer than the catalogue prices would suggest.

6 Cent: Rate to the U.S.A.

Stamps and covers are fairly common.

12 Cent

Again, there was no rate requiring this value and it was of use only for multiple rates. As usual with stamps in this purple color, there are many shades. Covers are quite rare.

There were several bogus values prepared of the cents issue, probably by Samuel Alan Taylor. The 10 cent and 15 cent values (like so many old forgeries) are now quite rare and much desired by collectors. A steamboat stamp is very rare.

I hope this brief coverage of P.E.I. issues at least introduced you to this largely unknown area of British North American postal usage. Anyone looking for new areas of collecting and research should give real consideration to this small BNA province.

Viva Atlantic Canada

Lola Caron

These few lines are by way of saying how much I enjoyed being at BNAPEX'97 in St. John's Newfoundland the last week of September 1997 while the 500th anniversary of the landing of John Cabot was still being celebrated. We had a very pleasant convention. It all started with the Lieutenant Governor of Newfoundland and Labrador, the Honorable A.M. House, C.M., M.D., FRPSC, visiting us at the opening. Everything went fine, and we greatly appreciated the warm hospitality received—and also the musical and hilarious performance of Professor Myrle Vokey after the salmon dinner and screech-in at the Colony. The exhibits shown were wonderful, also presenting important Newfoundland history philatelic items.

There is an interesting cover in my own stamp collection (Figure 1) showing two Newfoundland sets, both issued on May 12, 1937, all on the same registered envelope.

Figure 1



One set is the Coronation Omnibus (England's King George VI and Queen Elizabeth)—three stamps: 2¢, 4¢ and 5¢, the second set is the "long" Coronation issue of eleven stamps:

1¢ Codfish
3¢ Newfoundland Map
7¢ Caribou

15¢ Harp Seal Pup
20¢ Cape Race
24¢ Loading Ore, Bell Isld.

8¢ Corner Brook Paper Mill
10¢ Salmon
14¢ Newfoundland Dog

25¢ Sealing Fleet
48¢ Fishing Fleet.

This nice registered letter from St. John's, Newfoundland, was cancelled May 15, 1937 (three days after issue date of these stamps). The cover was addressed to Mrs. Virginia H. Van Kirk, 3012 Norwood Avenue N.5., Pittsburgh, Pa, USA, and went by Boston, Mass., May 28, arriving in Pittsburgh May 29. Both cancels appearing on the back of the envelope. Unfortunately, there is no mention of the sender and it seems questionable that the envelope could contain material so heavy it needed \$1.86 worth of stamps; it is more likely this is a souvenir-cover sent to a U.S.A. friend. The original size of the cover is 8½" by 5¼".

Something to be noticed in this second set: the stamp-designs were inspired by the 1932-37 series. However, the shape was changed and the frame was extended horizontally to allow room to insert the King's portrait in a small oval—this oval is at the right on ten of the stamps, and on the left on one of them (the 8¢).

Figure 2



Coming back to our visit in St. John's, the BNAPEX'97 participants received a copy of the recent First Day Cover showing the two similar commemorative stamps of Canada and Italy marking the 500th anniversary of the historical North American landing of John Cabot (Italian: Giovanni Caboto) and his crew on board the *Matthew*. The two stamps have a common design, with each country adding the denomination and descriptive text in the appropriate language(s). The cover (Figure 2) has a 24 June 1997 Ottawa FDC souvenir postmark. The stamps are on a beautiful cover with a historical theme cachet.

Appearing also on this FDC, is the impressive BNAPEX'97 handstamp cachet, (there was a different BNAPEX cachet for each day of the show)—a fine set of philatelic souvenir items.

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First Flight Pilots

Barrie Atkinson

The following original letter was shown to me by my cousin, who found it amongst the accumulation of his father. I felt BNAPS members, particularly those who collect aerophilatelic items, might find it of interest.

WESTERN CANADA AIRWAYS
Western Lines of
CANADIAN AIRWAYS LIMITED

MEMORANDUM FOR MR. ISAAC PITBLADO

"First Flight" covers flown on December 10, 1928, signed by the following pilots, who conveyed same:

Winnipeg - Regina	-	W. J. Buchanan
Winnipeg - Calgary	-	W. J. Buchanan - A.H. Farrington
Winnipeg - Saskatoon	-	W. J. Buchanan - C.H. Dickins
Winnipeg - Edmonton	-	W. J. Buchanan - C.H. Dickins
Regina - Calgary	-	A.H. Farrington
Regina - Saskatoon	-	C.H. Dickins
Regina - Edmonton	-	C.H. Dickins
Saskatoon - Edmonton	-	C.H. Dickins
Calgary - Regina	-	A.N. Westergaard
Calgary - Winnipeg	-	A.N. Westergaard - W.J. Buchanan
Regina - Winnipeg	-	W.J. Buchanan
Edmonton - Saskatoon	-	P.B. Calder
Edmonton - Regina	-	P.B. Calder
X Edmonton - Winnipeg	-	P.B. Calder
X Saskatoon - Winnipeg	-	P.B. Calder

X - Conveyed Regina - Winnipeg by train.

First Flight covers Trans-Prairie Air Mail inauguration flight, March 3, 1930, signed by pilots conveying same, as per attached list.

Winnipeg, Dec. 6, 1930.

(and on the reverse)

WESTERN CANADA AIRWAYS LIMITED

Winnipeg, Manitoba
March, 1930

Dear Sir:-

Regarding your enquiry for the names of the pilots handling first flight letters:-

Winnipeg	to	Regina	W.J. Buchanan (Winnipeg)
"	"	Moose Jaw	W.J. Buchanan
"	"	Medicine Hat	W.J. Buchanan & F.R. Brown
"	"	Calgary	W.J. Buchanan & F.R. Brown
Regina	"	Moose Jaw	W.J. Buchanan
"	"	Medicine Hat	W.J. Buchanan & F.R. Brown
"	"	Calgary	W.J. Buchanan & F.R. Brown
Moose Jaw	"	Medicine Hat	F.R. Brown (Moose Jaw)
"	"	Calgary	F.R. Brown
Medicine Hat	"	Calgary	F.R. Brown
Calgary	"	Medicine Hat	H. Hollick-Kenyon (Calgary)
"	"	Moose Jaw	H. Hollick-Kenyon
"	"	Regina	H. Hollick-Kenyon & W.J. Buchanan
"	"	Winnipeg	H. Hollick-Kenyon & W.J. Buchanan
Medicine Hat	"	Moose Jaw	H. Hollick-Kenyon
"	"	Regina	H. Hollick-Kenyon & W.J. Buchanan
"	"	Winnipeg	H. Hollick-Kenyon & W.J. Buchanan
Moose Jaw	"	Regina	W.J. Buchanan
Regina	"	Winnipeg	W.J. Buchanan
"	"	Saskatoon	D.R. MacLaren (Edmonton) (Vancouver)
"	"	No. Battleford	D.R. MacLaren
"	"	Edmonton	D.R. MacLaren
Winnipeg	"	Saskatoon	W.J. Buchanan & C.M.G. Farrell
"	"	No. Battleford	W.J. Buchanan & C.M.G. Farrell
"	"	Edmonton	W.J. Buchanan & C.M.G. Farrell
Saskatoon	"	No. Battleford	D.R. MacLaren
"	"	Edmonton	D.R. MacLaren
No. Battleford	"	Edmonton	D.R. MacLaren
Edmonton	"	No. Battleford	C.M.G. Farrell (Edmonton)
"	"	Saskatoon	C.M.G. Farrell
"	"	Regina	C.M.G. Farrell
"	"	Winnipeg	C.M.G. Farrell & W.J. Buchanan
No. Battleford	"	Saskatoon	C.M.G. Farrell
"	"	Regina	C.M.G. Farrell
"	"	Winnipeg	C.M.G. Farrell & W.J. Buchanan
Saskatoon	"	Regina	C.M.G. Farrell
"	"	Winnipeg	C.M.G. Farrell & W.J. Buchanan

Yours very truly,

WESTERN CANADA AIRWAYS LIMITED

AGM:JC

A.G. Macdonald
Mail Department

What is the size of a bank note, the thickness of a bank note, but isn't a bank note? Answer: a sheet of ATM stamps. Now when you do your banking at an automatic teller machine (ATM), you may be able to withdraw stamps as well as money, the cost of the stamps being deducted from your account (presumably with GST added). Sheets of eighteen 45¢ self-adhesive ATM stamps showing the maple leaf against a green background were released on April 14, 1998, and, according to Canada's Stamp Details, became available during the week of April 20 at 22 Canadian Imperial Bank of Commerce machines in south-central Ontario as part of a one-year trial. The stamps, arranged in two groups of nine, se-tenant, are printed in four-colour gravure untagged (the description in the March/April Canada's Stamp Details lists them as lithography and four-sided tagging, but there is a correction in the May/June issue). Although they were produced in a set run of 4.5 million stamps, they are listed as definitives in the product listing. Presumably if the trials are successful, then they will go into continuous production. Also, check the maple leaf carefully for microprinting!

As long as we are on stamp trivia, here is another question to test your friends. When did Imperial Penny Postage begin? Answer: Christmas Day, 1898, when the rate to Britain and the Commonwealth was reduced from 5¢ Canadian (2½ pence in Britain) per half ounce to 2¢ Canadian (1 penny) per half ounce. The Map Stamp, a favourite among collectors since the day it was released, was issued by the Canadian Post Office shortly before that date in honour of the event; and now, in 1998, Canada Post has released a very attractive pictorial commemorating the hundredth anniversary of both Imperial Penny Postage and the Map Stamp itself. The new stamp has a reduced image of the Map Stamp and a portrait of Sir William Mulock, who was instrumental in negotiating the new rate (*editor's note*: but also see the discussion by Bill Pekonen on the last three issues of *BNA Topics*); in addition, the centre of each sheet shows Queen Victoria's crown in place of a stamp. An interesting combination on cover would be the horizontal centre strip from the sheet, consisting of the crown flanked by two stamps, used to pay to correct letter rate to Britain or the Commonwealth. The cover would link the original rate (on each Map Stamp) to the current rate (sum of the two modern stamp values).

A new set of bird stamps was released in March, and maintains the excellent design work of the previous stamps in the series. All birds are shown in natural poses in their characteristic habitat, with the background in pastel shades to bring out the bird nicely. For botany collectors, the rosy finch stamp also has an excellent example of white mountain avens (*Dryas octopetala*), showing very clearly the eight petals described in the scientific name "octopetala", and the coarsely serrated leaves. White mountain avens are characteristic of stony and gravelly places in the alpine areas favoured by rosy finches. As is normal for this series, the stamps are released in panes of 20 and both signed and unsigned uncut press sheets of six panes. The rosy finch and the eastern screech owl also appear on postal stationery envelopes.

The fishing flies stamps were listed in the March/April Canada's Stamp Details as being printed using 7 colour lithography. This was corrected to 11 colour lithography in the May/June issue, but the selvedge of the booklet has ten colour dots, unless an eleventh is identical to the background shade and does not show up. I have listed the stamps as 10 colour lithography in the table, in agreement with the selvedge.

The information in the accompanying table 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).

TABLE 1: New Issues for March to June, 1998

Stamp	Birds	ATM	Flies	Mining	Penny Post	Sumo Basho
Value	4 x 45¢ s-t	45¢ s-t	6 x 45¢	45¢	45¢	2 x 45¢ s-t
Issued	13 Mar 98	14 Apr 98	16 Apr 98	04 May 98	29 May 98	05 Jun 98
Printer	CBN	Av-Den	A-P	A-P	CBN	A-P
Quantity	18MM	4.5MM	12MM	7MM	7MM	SH: 8.5MM SS: 2MM
Paper	C	Avery	C	C	C	C
Process	5CL	4CGrav	10CL	6CL	6CL	6CL
Pane	20	20	12 (SP)	20	14	SH: 20 SS: 2
Tag	G4S	untagged	F + G4S	G4S	G4S	G4S
Gum	PVA	P-S	PVA	PVA	PVA	PVA
Size, mm	40 x 30	23 x 24	56 x 27.5	30 x 36.7	40 x 27.5	48 x 30.5
Perf	13.0 x 13.3	Not perf.	12.5 x 13.1	12.7 x 12.5	12.5 x 13.1	12.5 x 13.1
Teeth	26 x 20	Not perf.	35 x 18	19 x 23	25 x 18	30 x 20

ABBREVIATIONS: 5(6,10)CL = five (six, ten) colour lithography; 4CGrav = four-colour gravure; A-P= Ashton-Potter; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Company; F = fluorescent tagging; G4S = general tagging (four sides); MM = million; P-S = pressure sensitive; s-t = se-tenant; SH = sheet stamps; SP = stamp pack; SS = souvenir sheet.

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Canada Post is undergoing lots of changes. The new ROSS (Retail Outlet Support System) is being phased in. This is a new computer system which is supposed to save time and reduce paper work. The post offices which have started using ROSS tell me that the use of peel off strips with the bar codes applied to sheets for later scanning will be eliminated. The clerk will directly scan the label on Priority Courier and Xpresspost. The same will be done on Expedited and Regular parcels if Delivery Confirmation, Signature, additional insurance or C.O.D. are purchased at an extra charge (Delivery Confirmation is not an additional charge on Expedited Parcels). A new form 33-086-561 (97-09)PSP is to be introduced on July 6, 1998 at which time new Prepaid Xpresspost envelopes, bubble packs and boxes will be brought in. As early as the third week in June some of the Post Offices had eight of the fourteen Xpresspost prepaid items on hand awaiting the release date. The reason stated for the introduction of the new prepaid items was the new logo.



Self adhesive meter type labels are undergoing further change. The early Nixdorf labels were on big labels (Figure 1). These were replaced by a smaller label with differences in the crown and maple leaf (Figure 2). The same machine produces the "COURRIER INTL COURIER" labels to pay for Priority Courier (now Skypak) to outside of Canada (Figure 3 shows a label for \$110.00). The use of a security printing label MI-00048(96-09) was phased in (Figure 4). The new label, as used with the ROSS system, has more information printed on it (Figure 5). Copies marked "SPECIMEN" exist for all these meter labels.

A receipt at the post office used to be handwritten with a date stamp (Figure 6). The government operated post offices have been using a receipt with MAIL(logo)POSTE in red at the top (Figure 7). The R.P.O.s (Retail Postal Outlets) are using receipts generated by a Nixdorf machine (Figure 8). Apparently these later two are being phased out over a 15 month period by the ROSS system machine (Figure 9).

In May 1998 the Delivery Notice, which required a number to be written on the parcel and the Delivery Card left in my *SUPERBOX*, were replaced by a perforated card (33-086-174 A (97-08)). My name is written on the address side; then the date is written and the type of parcel circled on the back of the card. The small perforated end of the card, which has a strip of paper covering the self-adhesive portion, is affixed to the parcel. Both portions of the card have a preprinted "Notice No." on them (Figure 10).

Many "individualized" permit labels continue to be seen. Figure 11 shows a "REGULAR POST POST ORDINAIRE" with the permit number in a box but "EXPEDITED/ACCELERE" at the bottom. The item identification number

Self-Adhesive Meter Type Labels



Figure 1

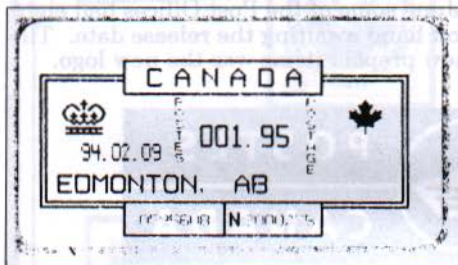


Figure 2

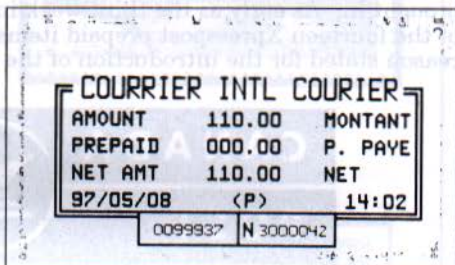


Figure 3



Figure 4



Figure 5

CP145141895CA on the computer generated label corresponds to the number of the PROOF OF DELIVERY label.

The summer 1998 issue of *Collections*, which is Canada Post Corporation's illustrated quarterly advertising publication, shows five different "Bird" prepaid postcards with pictures of the birds as stamps, and the same picture on the back. The cards are undenominated and are good for postage anywhere in the world. The ad says they were issued on March 13, 1998; the Philatelic Agency in Antigonish says they just received them, and the March 13 date was the date the last adhesive Bird stamps were issued. At five for \$5.00 the cards are a good buy, as the postage paid would run from 45 to 90 cents making the cost of the card only 45 to 10 cents.

Registration Receipts

MAIL POSTE
Canada Post / Canada Post

Receipt Reçu

Customer Name: _____ Nom du client: _____

125865

1997 0 8 1 3

ROBINSONVILLE
NB
EOK 1E0

Related to payment for Postage Supplies		Reçu en paiement d'articles d'affranchissement	
Sub Total	Sous-total	\$.96
GST	TPS	\$.14
PST	TVP	\$	
Total Amount	Total	\$	1.10

Signature: _____ CED

41-016-020 (02-02)

Figure 6

MAIL POSTE

HAY RIVER NT P.O.
R.C. # 690228/XDE DR0
GST/TPS # 119321495

REG 97-09-23 14:06
CAROLYN 2827

MTR/AFFR 14+T \$7.87
GST/TPS \$0.55
SUB/TTL/PART \$8.42

CASH/ARGENT \$8.45
CNG/MONNAIE \$0.03

Figure 7

#####

C.P., CHAMPLAIN IRVING P.O.
64 Champlain Street
Dieppe NB E1A 4X0
GST/TPS RN102531514
PST/TVP RN

97/08/18 12:51 IDN IRVING
RCN 262609 W.ID: 1 TRN 150593

PS/PV 1 @ 20.00 WP/UP

SUBTL HST 20.00 SOUS-TL TVH
HST 3.00 TVH

TOTAL 23.00 TOTAL
CASH CDN 40.00 ESP. \$CAN
CNG. DUE 17.00- MONNAIE

Figure 8

Hay River
10 Capital Crescent
Hay River XDE DR0
GST/TPS #: 119321495
06/19/1998 1:22:12 PM USER:DEB
RCN690228 W.ID1 TRN1365

G 1844.50 S
.45 FLAG PACK DF 10 \$4.50.45 DRAPEAU C

SUBTL \$4.50 SOUS-TOTAL
GST \$0.32 TPS
PST \$0.00 TVP
HST \$0.00 TVH
TOTAL \$4.82 TOTAL

(CND) Cash \$4.82 Comptant (CAN)
CNG. DUE \$0.00 MONNAIE A RCH

Figure 9

MAIL POSTE Delivery Notice Avis de livraison

Customer Name: **North St credit** Parcel: **CP145423**

<input type="checkbox"/> Priority Mail	<input type="checkbox"/> Registered Mail	<input type="checkbox"/> Parcel	<input type="checkbox"/> Date
<input type="checkbox"/> Xpresspost	<input type="checkbox"/> Certified Mail	<input type="checkbox"/> 000 Envel CA	<input type="checkbox"/> <input type="checkbox"/> Change date
<input type="checkbox"/> Registered Mail	<input type="checkbox"/> Registered Mail	<input type="checkbox"/> Custom Invoice	<input type="checkbox"/> \$
<input type="checkbox"/> Certified Mail	<input type="checkbox"/> Registered Mail	<input type="checkbox"/> (See label) See options	

Important! Your item will be available for pickup only 15 days after the next business day.

Important! Votre envoi sera disponible à compter de 15 jours après le prochain jour ouvrable.

Present this card and 2 pieces of postage identification to receive the item. Présentez cette carte et 2 pièces d'identification pour recevoir votre envoi.

Your item will be held for 15 days. Votre envoi sera tenu pendant 15 jours.

Point de remise: **Les envois Messagerie, certificats, et autres envois**

Point de remise: **Envois à compter de 1.80.0**

Outlet name Point de remise
 Silver Springs Postal Outlet
 Shoppers Drug Mart
 #198, 5060 Silver Springs Boulevard NW
 Calgary AB T3B 4N0 Tel: 288-1125

Business Hours Heures d'ouverture
 Mon-Fri 0900 - 2100
 Sat 0900 - 1800
 Sun 1200 - 1800

Notice No. N° de l'avis: **000 267 792**

MAIL POSTE Silver Springs Postal Outlet
 Shoppers Drug Mart
 #198, 5060 Silver Springs Boulevard NW
 Calgary AB T3B 4N0 Tel: 288-1125

Notice No. N° de l'avis: **000 267 792**

Figure 10: Delivery Notice (top) and Strip as Left Attached to the Parcel (bottom).

Attach to Bulk / Attacher au reçu en nombre ou au manifeste

PROOF OF DELIVERY / PREUVE DE LIVRAISON

CP 145 41 895 CA

FOR USE / À UTILISER
WREBBIT INC.
 211 - 10th Ave SW
 Calgary, Alberta T2P 1K6

TO / À
RING'S PHARMACY
 6 COURTOIREILLE SUITE #1
 HAY RIVER
 NORTH WEST TERRITORY XOE 1G2
 CAN

XOE

REGULAR POST / POST ORDINAIRE
 0123456789

Weight / Poids: 0.895 Kg
 Item Id / No. de l'item: CP14541895CA
 1 of / de 1

EXPEDITED/ACCELERE

Figure 11: Individualized Permit Label (bottom) and Associated Proof of Delivery Label (top).

There are also some new developments in the prepaid cards produced by the Post Card Factory. Many of the original views have appeared with the backs (except for the actual stamp impression) printed in brown, not black. Also, several new views have been released (so far new cards showing animals, and cards with "Calgary", "Vancouver" and "Canadian Rockies" views have been reported). At the time this article was sent to press, none of these new views has been offered for sale by the Philatelic Agency at Antigonish.

Happy modern postal history hunting.

Study Group Centreline

David Whiteley

Since the last column I have had a quiet summer with very little to report, and from the thickness of my file it appears that many of you have also put your stamps and covers away for the summer. In Manitoba summer started early with a beautiful May but since then has deteriorated into a hot muggy and wet rainy season. Since I have very little to report of a personal nature I will get right into the newsletters.

Starting off with the May edition of the Military Study Group's newsletter we find the usual mix of short pieces by a number of contributors. Jon Johnson contributes a piece on Canadian Nursing Sisters in Belgium during World War I. Dave Whiteley illustrates Free Czech Forces mail. Robert Toombs offers a piece on the International Commission for Supervision and Control in Vietnam from the early 1960s. John Frith submitted an article on Canadian Reinforcement Units in France during World War I. J.C. Campbell contributed a reply to queries regarding early 1st Canadian Division mail during World War I. J.C. Johnson submitted a short piece on Canadian training centres during World War II. The newsletter is rounded out with a report on the 2nd annual auction, which was very successful. From the pages of the May edition of *Confederation* we find a piece by Ron Ribler on earliest reported dates on Small Queens and a new discovery of a "Kiss Print" on a three cent rose-red perf orated 11.5 x 12. John Fretwell contributes another piece on earliest reported use of the registered letter stamps. John Hillson comments on Ron Leith's article on paper shrinkage and John E. Milks gives a chemist's viewpoint on paper fluorescence on the second Ottawa printing of the Small Queens. There is then a discussion on expertising certificates and the necessity, on occasion, for a second opinion. The Squared Circle Group's *Round-Up Annex* for May contains further information on the roster project and a listing of new reports.

The British Columbia Postal History letter for March contains an article on B.C. cork cancels, more information on jet cancellers, and an article the on Cariboo, B.C. post office in the 1870s. There is also a short note on Barkerville "Star" cancels. The *Slogan Box* for May-June contains articles prepared by Daniel Rosenblat on "Retarded Children Related Slogans," used between 1957-1966, "The International Dry Farming Congress," slogan used in 1912, "The Buy Christmas Stamps Now/Achete Vite Vos Timbres De Noel," slogan used between 1964 -1970, and the "Mail Early and Often Throughout the Day," slogan and variations on the same theme used (depending on location) between 1961-1980. There is then a piece entitled "The Beauty of Airmail," relating to the collection of first flight cachets and slogan cancels promoting the use of airmail. Finally, there is a piece on the "Help the San! Buy Health Stamps," slogan used in 1913-1914 and again in 1924 to promote the Hamilton Sanatorium. The airmail group's letter for April contains an article by Bob Jamieson on the 1919 Aero Club Flight Toronto-New York complete with illustrations of the special label and covers. Jim Brown contributed an article "Aircraft on Stamps: Boeing's Contribution to Philately." The February and April editions of the Transatlantic Group newsletter contain articles on freight letters, soldiers and sailors privilege letters, letters to Newfoundland, handling the mail in Canada and a cover which went around the horn in both directions. The April newsletter is a departure from the norm in that there is an article by Horace Harrison on early partially flown airmail covers to Europe. Horace also contributes a lengthy piece on registered transatlantic mail.

Study Groups

Admirals: inactive. A newsletter editor is required

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

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

BNA Perfans: 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 Lacle, 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 Edgeview Drive, Byron, CA 94514

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

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

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

Groups Being Organized

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

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

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

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

Canadian Officials: secretary/treasurer or chairperson required

Great Lakes and St. Lawrence Ports: secretary/treasurer or chairperson required

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

The March/April and May/June editions of the *Newfie Newsletter* contain more of Douglas Campbell's "Golden Oldies," Horace Harrison's "From the Archives of the American Bank Note Co.," and Kevin O'Reilly's continuing listing of Labrador post offices. Norris (Bob) Dyer sent a short piece on an interesting 1897 cover—used on the second day of the provisionals, and struck with the PAID ALL handstamp. The *Postal Stationery Notes* for March comes as a handsome colour edition with lots of information on new items. These include the AGF special order stationery with the infamous Tiger stamp, new GO Letters, and new issues in the bird series. The newsletter is rounded out with a discussion of an unusual uncut pair of post cards and new Webb's listings for some 1992 items. From the Revenue Group for April there is an article by Chris Ryan on "Unusual Examples of the Excise Tax on Commercial Paper, Part I." This is followed by another piece by Chris entitled "From the Files of Revenue Canada: Notes on the Liquor Stamps, Part I." Chris also writes a piece on airport improvement fees (departure tax receipts). Airports assessing this tax in the form of a direct payment by the travelling departing passenger are, at the time of writing, Calgary, Edmonton, Montreal (Dorval), Thunder Bay and Vancouver. Winnipeg is assessing a tax but the fee is being incorporated in the ticket price. This issue also contains notice of the recent death in April of Bill Rockett. Eulogies and obituaries have already appeared in *Portraits* and other publications. Suffice to say Bill will be sadly missed by his many friends and by the Society—especially by the Revenue Group.

The *R.P.O. Cowcatcher* for April contains listings in Annex 16 to the Ludlow Catalogue. Ken Ellison sent along extracts from the *Vernon Daily News* for March 31, 1904. The *Centennial Definitive Group Newsletter* for May contains answers to members' queries and an article by Mike Painter on "Inking Flaws," and "Ink Drag." Mike also submitted a piece on "The Booklet 56 Cover Flaw." There is also a listing of varieties not included in the Scott/Unitrade Catalogue for 1998.

The *Corgi Times* for March-April contains items by: Dean Mario of current Elizabethan Market reports, Jeffrey Switt on insured parcel post to the U.S., Joseph Monteiro on a 5¢ Colombo Plan paper crease error and Leopold Beaudet on the "Missing Colour on 1983 Maple Leaf." Robert Laxton and Paul Burega and Mike Zatka make contributions concerning varieties via the "Mail Box" column and editor John Arn writes on "Preparing to Exhibit," Cameo varieties, Cameo Issue miniature panes and the "A" stamp major perforation error, and also shows an interesting postage due cover and the associated "shortpaid mail" card.

This month we list two new groups that are attempting to organize ((a) *Canadian Officials*; (b) *Great Lakes and St. Lawrence River Ports/Shipping*). In each case there is a volunteer to edit the newsletter, but someone is required to chair the group or to act as secretary-treasurer. Also, the *Admirals* Group is now inactive and a newsletter editor is required. If you are interested in any of these collecting areas and wish to help, please contact Doug Lingard.

This concludes the news for this period. It only remains for me to wish all and sundry a pleasant and enjoyable summer and early fall.



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

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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 read with great interest the article by Jerome Jarnick, "The Abandoned Flight of the Newfoundlander," in *Topics*, Jan - Feb - Mar 1998. As the stamps were never valid for postage, perhaps the readers will be interested in the copy of a cover I purchased in Connecticut, several years ago (below). Since it was sent special delivery, registered, and international, it must have been handled by several postal employees. My theory is that, a few months earlier, Newfoundland postage became valid throughout Canada and Canadian employees were not familiar with Newfoundland stamps.



George McGowan

Dear sir;

Given the interest in early perforations as written in several *Topics* articles (Vol. 54, #4, Whole No. 473), the following information may be of interest:

The Collectors Club of New York published a revision of the article by Winthrop S. Boggs entitled *Early American Perforating Machines and Perforations* as a handbook or booklet in September 1954 with corrections and additions to his original study article in the *Collectors Club Philatelist* for March and May 1954 (Vol. 33, Nos. 2, 3). Please note that the currently available reprinted booklet (1982) is a copy of the *original* first article only from March and May 1954 and is not a copy of the revised article from September 1954 in booklet form. Thus, the information in the older booklet is slightly different and more up to date than that found in the newer reprinted booklet. Reading it may help answer some perforation questions.

With regards to the question asked on pg. 18 by R.A. Johnson at the end of his article entitled *Early Perforating Machines in North America* in *Topics* (Vol. 54,

#4), the British American Banknote Company (B.A.B.N.) told me in a correspondence that John McAdams in Connecticut, U.S.A. was the manufacturer of the rotary perforating machines that they used to use.

In the article written by E. Zaluski entitled *Canada's First Law Stamp Issue* on pg. 34 in *Topics* (Vol. 54, #4), I believe that in the chart the Kiusalas Scale 68 (perf. 11.58) measurements are closer to the 99 hole wheel (perf. 11.55) rather than to those of the 100 hole wheel (perf. 11.67). This makes more sense given what is written on pg. 36 about perf 11.65 which is close to perf. 11.67 and which should be "nil" on the Kiusalas Scale in the perf. chart. Thus, the column row should read "99, 0.06818, 11.55, 68, 0.068, 11.58" and the next column row should read "100, 0.06750, 11.67, Nil" (*editor's note: Edward Zaluski agrees*). There was also a typo in the column of the chart marked the "Measurement Equivalent (Metric)." The fifth entry should read 11.90, not 12.90.

It is hoped that the above information is helpful.

J. Goldberg

Dear sir;

Ed Zaluski's in depth article on "Canada's First Law Stamp Issue" (*Topics*, Vol. 54, #4, pp. 23-39) raises several further questions:

1. Is it possible that the so-called "first printing" was actually two or more printings on the same paper? Another possibility is that the "first printing" was indeed a single printing with different denominations or other groupings of stamps being perforated:

- A) on different sets or pairs of machines at the same time (tandem perforating lines), or
- B) at different times with the wheels reset.

The fact that Bemrose perforator was capable of perforating the entire first printing in a single session (as per the discussion on pp. 32, 33) does not mean that this is what actually occurred. Similarly, in the table on pg. 35 detailing Lussey's Kiusalas Measurements, the use of the term "inconsistencies" assumes that the entire "first printing" was perforated at the same time on the same pair of machines. This may have not been the case.

2. Were the samples used for the graphical analyses truly random samples? What were the denominations and serial numbers of the stamps measured? If the stamps from the first printing were grouped by denomination and serial number (perhaps less or greater than 1000 or 2000) would any patterns or other consistencies appear?
3. Why not measure the perforations on the long cigar and tobacco stamps? Brandom (*Catalog of Tobacco Revenues of Canada, 1976*) lists numerous long strip stamps from the 1800s as "perf. 12." Brandom also listed some fairly large rectangular tobacco stamps (M269, M278) as perf. 11.5 x 12, others as perf. 11.75 (e.g., M380, M385) and perf. 12 x 11.75 (M384). These rectangular stamps should be of particular interest as they appear to have the same perfs. as those found on the first printing of the Law Stamps.

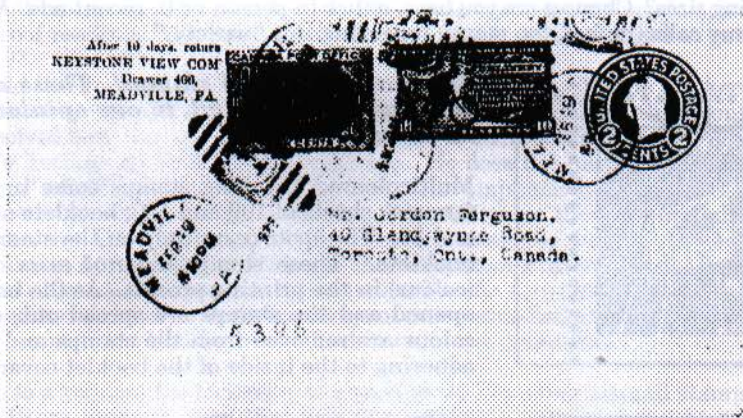
C.D. Ryan

Dear sir;

This letter is in reply to the questions posed by Frank Waite in *Topics* pg. 80, April - May - June 1998 edition. The cover illustrated with the original letter is franked with a two cents Edward paying the preferred foreign rate to the United States, and a 10 cents special delivery stamp of the United States as per the agreement at that time. It also is endorsed 16716 to show it received special delivery treatment. It has the designation marking "fee claimed by office of first address" (designation markings were introduced in Montreal in 1910). This meant the fee was claimed by the office which first handled the cover.

No interchange existed between Canada and other countries prior to January 1, 1923 when Canada and the U.S. agreed to honour each others stamps for the purpose they were intended. The postal guide states "when a letter posted in Canada and addressed to the United States bears in addition to the necessary Canadian postage stamps a United States special delivery stamp or United States postage stamps of equal value which the sender has affixed in order to secure special delivery of the letter at the office of destination (after August 22, 1907 regular postage stamps were allowed to pay the special delivery fee), the Canadian office is not to cancel or deface in any manner United States special delivery stamp or stamps."

The agreement ran from July 1, 1898 until August 1, 1923. I have enclosed a copy of a cover (Figure 1) mailed after the January 1, 1923 date and using United States and Canadian special delivery stamps together to pay the 20 cents fee of the day. The cover was handled by the post office for special delivery based on the interchange agreement. A similiar agreement between Canada and the U.K. was put in place on April 1, 1947.



Twenty Cents Special Delivery Fee paid by Ten Cents U.S. Special Delivery Stamp and Ten Cents Canadian Special Deliver Stamp (plus Two Cents Preferred Foreign Rate)

I would also like to take this opportunity to congratulate Norris Dyer for his fine article on *Newfoundland's Columbia Revisited*. While I do not share his collecting interest in this field, I certainly appreciate his effort and the way it was presented.

Robert A. Bayes

Dear sir;

In my article "Famous Newfoundland Flights of the 1930's—Then and Now" (*Topics* Vol. 55, #1) on page 28, the pilots's name should have been "Hoiriss." Also, the "Liberty" flight generated mail but did not carry it—the 227 covers were postmarked in Harbour Grace but carried by sea to Copenhagen.

In "Newfoundland's Columbia Air Mail" (*Topics* Vol. 55, #2) on page 45, the lower left and lower right stamps in the setting feature a raised "s" in "Cents", not a raised "e".

Norris R. Dyer

Dear sir:

The latest BNA *Topics* arrived the other day. There is a letter to the editor inquiring about spots found on the current 45c Flag definitive. We (at Saskatoon Stamps) have received too many calls on this. We published a brief article awhile back that we send to clients who inquire from us.

45¢ Flag "Snowstorm Variety"

Have you seen the current 45¢ Flag definitive with randomly placed white spots of varying sizes? Chances are you have, either in person or in recent ads. We have had many calls (in fact, too many) regarding this "variety."



These are damaged stamps! These are not printing varieties and, in our opinion, have no value!

Multicoloured 45¢ Flag stamps come in various formats¹: sheets of 100 and 120; booklets of 10, 25, and 30. The spots occur only on the stamps from booklets. These stamps did **not miss any ink** (colour) in the printing process. As the booklet is opened and the stamps are spread out, spots of colour are removed from the stamps and are left adhering to the inside of the booklet cover.

1. Leigh-Mardon Pty, Limited printed sheets of 100 and booklets of 10 and 25, released Jul 31/95.

Canadian Bank Note printed sheets of 100 and booklets of 10 and 25, released Oct 6/95 on Coated Paper and Apr 5/96 on Peterborough paper. The spots discussed in this article originate from these printings.

In 1998 (Feb 2), the 45¢ Flag stamp was released in a smaller stamp/design size: Canadian Bank Note printed sheets of 120 and booklets of 10; Ashton-Potter printed booklets of 30.

There are two possibilities as to how these varieties could have occurred:

- as the panes are printed and immediately attached to the booklet cover, the printing ink is still moist in some spots and is transferred to the booklet cover.
- as a strip of glue is placed on the booklet cover to adhere the pane of stamps along the left selvedge edge, droplets of excess glue are splattered randomly on other parts of the cover. The pane of stamps then adheres to these spots of glue and random spots of colour are transferred to the booklet cover.

The former idea sounds good but is not the cause: it is quite unlikely that the panes are attached to the cover *immediately* after printing *while the ink is still moist*. In addition, random spots are removed from the stamp where there is no ink! Thus, by elimination, the second scenario is the cause of these spots.

We repeat, this variety is not a missing colour and does not occur during the printing of the stamps! They can be easily created by simply splashing glue onto any surface, sticking the pane to the glue, and removing the pane from the surface after it has dried.

Although they have no value, they do make for interesting proof to the poor binding techniques used to produce these booklets. Colour pictures are shown on our Web site (www.saskatoonstamp.com).

Robin Harris
Saskatoon Stamps

Dear sir;

John Bloor's review of the new Canadian Airmail catalogue in the April-June issue was quite comprehensive, and he did catch some typo errors that, in spite of about five proof readings by a number of different people, still managed to get through.

I would like to comment on several of his observations. This is not because they are incorrect, but rather that they open up a series of problems that would have to be resolved first. Let me address his reference to airmail etiquettes. I have Gunter Mair's listings up to about ten years ago. He does not have 78 "major etiquette designs" of official Canadian etiquettes. The emphasis here is on "official" *i.e.*, etiquettes produced by the Canadian Post Office or their agents. Even those included by Bill Robinson in the current catalogue includes some that are American in origin. Mair's catalogue includes, among others, etiquettes produced by Trans Canada Airlines and by Canadian Pacific Airlines. There would have to be an editorial decision as to the range of acceptable inclusion in any new listing. This was not provided for in the first issue of the catalogue.

There is a request for inclusion of a section on Canadian airmail stamps "unless the editors make it clear that this is a catalogue only of postal history." The catalogue as a whole cannot be defined as restricted to postal history as it has sections that are clearly not postal history. However, when it comes to actual stamps—both the normal airmail issues and the semi-officials—there was an agreement with Unitrade not to compete with them as a catalogue. This was in exchange for their permission to use their catalogue numbering system without cost. In the case of the semi-officials, we could still illustrate and describe the basic stamp because the emphasis of the listing was on the use of the stamp on cover.

We avoided all listings of errors, varieties, etc. of the actual stamp, and did not attempt to evaluate the stamp off cover. If this technique were to be followed for the normal airmail issues, such a section would have little value or significance.

A valid criticism is made respecting the duplication of items in several sections. This is not only in the pioneers/semi-officials but also with some of the listings in the government flights. I'll take responsibility and blame for this. After years of using the AAMC in all its volumes, I became very frustrated when trying to look up an item in a section where I felt it belonged, only to be referred to another section in a different volume. Hence some duplication of pioneers or government flights that appeared in the semi-official section. However, I don't think John's criticism was about the duplication, but rather that the information and catalogue numbers were not identical. This is another area that has to be tackled by the editor(s) of the overall catalogue. In this case Ron Miyanishi did a wonderful job of ensuring that at least the valuations were identical (for they were not in the original). But with each section being written by a different person who had their own styles and their own views on catalogue numbering, text description, and how many variations in covers should be listed, it was impossible for Ron to resolve this on his own. As long as each section is done by a different person, there has to be a hands-on control at the top level to eliminate sectional differences for the same item.

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Lastly, a personal view on his inclusion of McCreely's Express label in his comment on airmail cinderellas. I certainly agree that the Wayzatas, Maritime & Newfoundlands, and some of Roessler's creations such as his Canadian Airways labels, deserve a place in the catalogue. However, the McCreely Express label, an 1903 item completely unrelated to either the Klondike Airways service (where the label is found), and unrelated to any other element of aerophilately, has no place in an airmail catalogue, except to perhaps explain its existence. I have tried to do this on page 70, at the end of the section on Klondike Airways. The consequence of someone not understanding what this label is was apparently revealed at a recent Maresch auction, when a Klondike cover with this label was knocked down for a seemingly ridiculous price of \$625.00.

Murray Heifetz

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