

Topics

VOL 55

NO 4

WHOLE NO 477



FEATURING:

PLATING THE MAP STAMP ON THE STAMP-ON-STAMP COMMEMORATIVE

BY ROGER BOISCLAIR

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BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY LTD.

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EDITORIAL CONSULTANT

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

ADVERTISING MANAGER

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

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(continued on page 84)

The end of the year approaches, and another volume of *Topics* nears completion. I never cease to be amazed at how the pages of our magazine fill for each issue as BNAPS members continue to learn and share their knowledge.

The relationship between collectors, dealers and philatelic societies is complex. Of course, if there were no collectors there would be no dealers or societies. Certainly, collecting societies could exist without dealers, but they would probably be very different from societies we know. We would all spend a much greater amount of time scrambling to find material and knowledge. Local clubs and trading at the local club level would be much more important. Without dealers most societies in North America would be unable to put on a stamp show as we know it. Without the bourse fees from the dealers a club would have difficulty finding the money to rent exhibition space. Without the bourse, many fewer collectors would come. A fairly large percentage of people who go to stamp shows do so primarily to buy or sell material.

The relationship is, of course, synergic. Without the societies to organize shows dealers would have fewer opportunities to sell. Yes, dealers can (and do) organize their own bourses. This takes time and energy that could be directed to other endeavours. However, many dealers I know have spent several years establishing connections with customers, weekend after weekend, at many more local shows than could profitably be organized by a group of dealers. Improved transportation has permitted dealers to travel hundreds of kilometers to attend many different shows. This "circuit" has proven particularly important to part time dealers and dealers in transition to making philately a career (but is also part of the reason the old time stamp shops have all but disappeared).

The contributions of dealers to a specialist society such as BNAPS are numerous. Advertisements in *Topics* and *PortraitS* are one obvious sign of support (though I would hope such ads mutually beneficial). There are others. There are dealers who travel long distances to conventions or regional group meetings even when they know sales may not cover their expenses. They encourage customers to join BNAPS. There are contributions of time. Over the years dealers have served in many elected and non-elected positions in BNAPS (and other societies). There are contributions of information. Some of our most knowledgeable philatelists are dealers; several have written important articles for both *Topics* and the study group newsletters. Further, they have encouraged others to write. They have authored books and given seminars.

As shows become harder to organize, and as dealers and collectors make more use of the Internet, it would be unfortunate if the links between collector-oriented philatelic societies and dealers were to become weaker.

1. Box 1870, Deep River, ON, K0J 1P0, Canada; 1-613-584-1574, RobertLemire@compuserve.com
Letters addressed to the specific author(s) and sent c/o Robert Lemire, Editorial Consultant,
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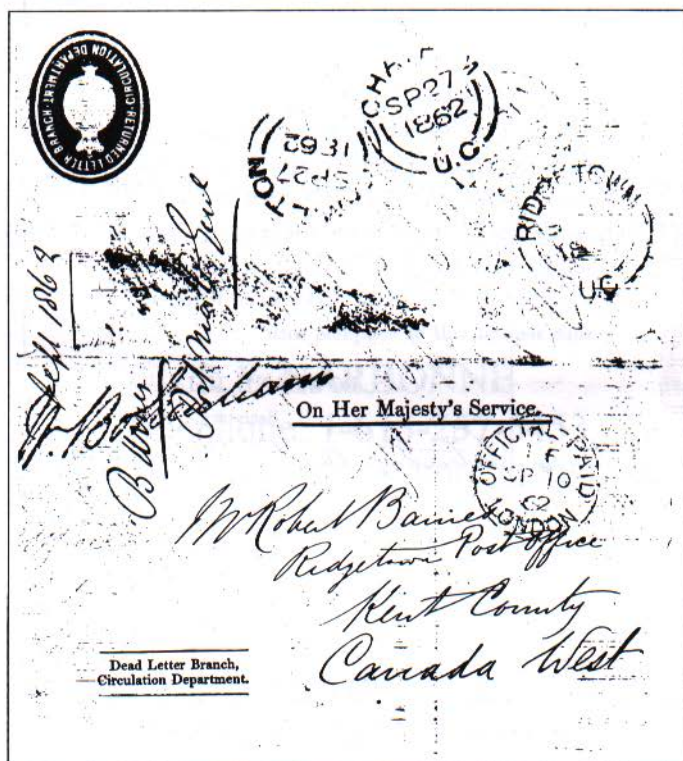
STILLIONS ARNELL KRAEMER FAWN GATES DAVIS BOYD HEWITT
COOK EPSTEIN SIMRAK DWORAK HURST TREFONAS DENISON

Stories Behind My Covers

35. G.P.O. Notification of Unpaid Book Postage

Jack Arnell

While unpaid letters from Great Britain for British North America were forwarded after 1859, with the addition of a 6d. Stg. fine, packets of books or circulars had to be prepaid. The book rate was established in 1847 at 6d. Stg. per pound, and this rate extended to other printed matter in 1853.



This form letter from the General Post Office, London was dated 10 September, 1862, and was with respect to an unpaid packet containing a Deed of Indenture. As shown on pg. 6, it offers the alternative of arranging for someone to come to the Dead Letter Office and pay the sixpence due or sending an address of someone to whom the packet could be delivered—presumably so that it could be remailed with the postage paid. The back of the form has an upright oval embossment in red on a back corner, with “RETURNED LETTER BRANCH • CIRCULATION DEPARTMENT” around a crest. It was mailed the same day and date stamped with “OFFICIAL PAID LONDON.”

It was carried by the *Allan Nova Scotian* from Liverpool on the following day in a closed bag for Hamilton, and arrived at Quebec on 25 September. It was

backstamped at Hamilton and Chatham on 27 September, and at Ridgeway the next day.

The G.P.O. form letter.

GENERAL POST-OFFICE, LONDON,

Sir *10.9.1862*
containing a Book of Sentences.

THERE is a Book Packet *N^o CP. 2443*
at this Office, directed to you, which cannot be
forwarded until the postage of *6d.*
be paid; if, therefore, you will desire one of
your correspondents to call at the Dead Letter
Branch of the Circulation Department, between
the hours of ten and four o'clock, and pay the
above postage, the Book Packet will be im-
mediately sent according to the address; or, if you
will return this Notice to me, *distinctly* stating to
whom you wish the Book Packet to be delivered,
such request will be complied with.

ROWLAND HILL,
Secretary.

+ on Saturday 10 to 1

*Your Correspondent must be particularly instructed
to inquire for the Book Packet by its number.*

H & G 6 Rms 5 | 56

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

Part II

Marc Eisenberg

In the first part of this article [1], examples were shown for rates of postage based on a single rate per sheet over prescribed distances.

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 (see Table 1 in *BNA Topics*, Vol. 55, No. 3, pg. 39 [1,2]). The minimum rate was for a letter up to ½ ounce in rate.

On the following pages examples are shown of covers from 1844 to 1851, rated for various weights and distances.

Figure 1: St Andrews Ottawa to Kingston dated June 27, 1844 and rated 1/11 cry. collect, paying the double rate (over ½ oz., but under 1 oz.) for a distance of between 201 and 300 miles.

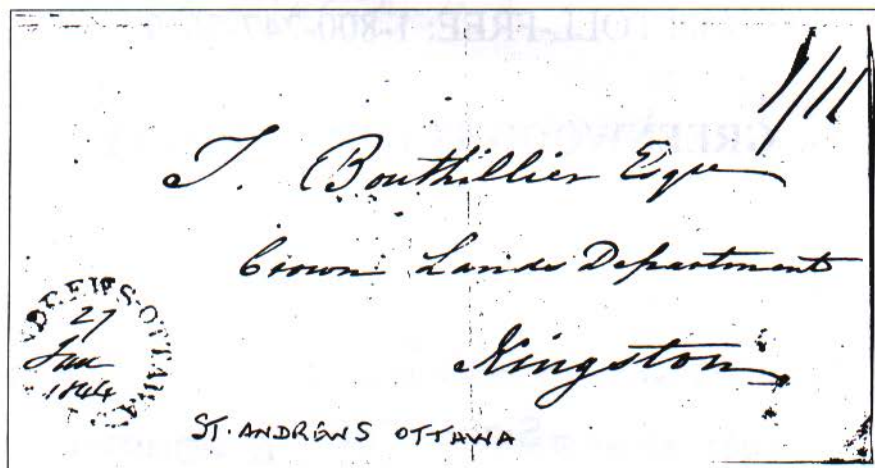


Figure 2: Bytown to Montreal dated August 19 1844, rated 3/- cry. collect to pay the quadruple rate for a distance of between 101 and 200 miles.

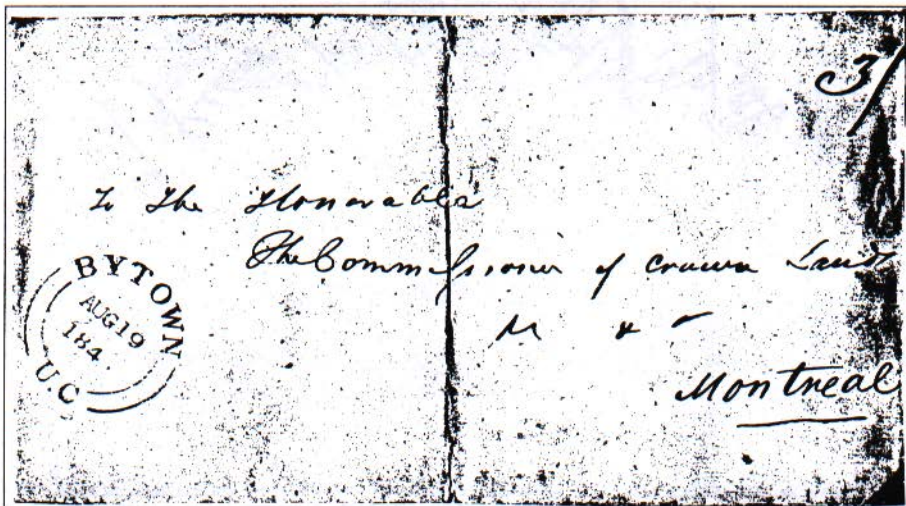


Figure 3: Toronto to Montreal dated January 25 1845. Rated 2/4 cry. collect paying the double rate for a distance of between 301 and 400 miles.

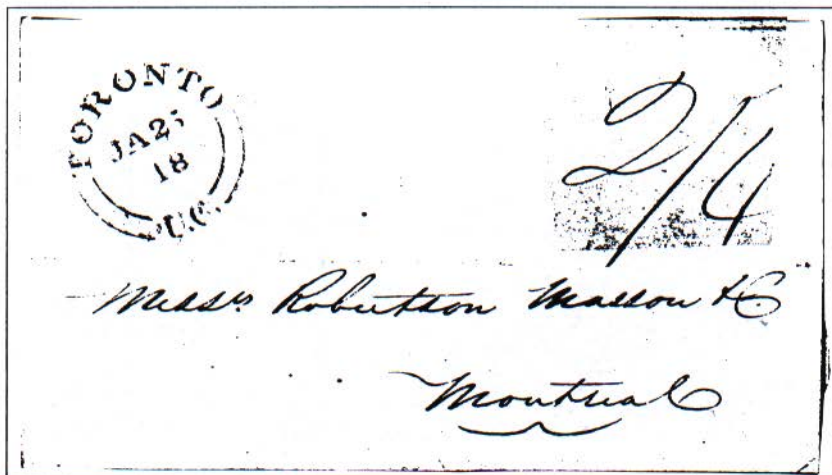


Figure 4: Aylmer to Toronto, dated April 1 1850, initially rated 4½d cry. PAID which would have paid the single rate of between 0 and 60 miles. Endorsed "More to Pay" 4½ cry. for a total of 9d cry., the correct rate for a distance of between 101 and 200 miles.

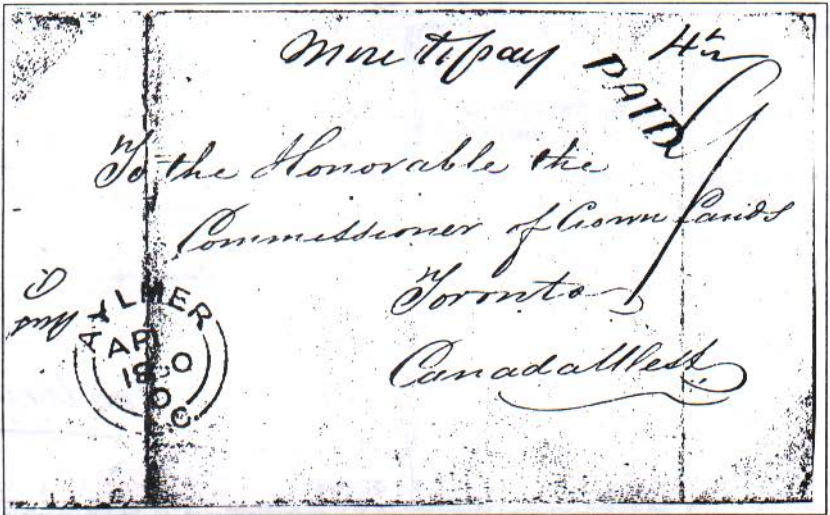


Figure 5: Trafalgar C.W. to Palerma C.W. dated February 8, 1851 and rated 4½ cry. paying the single rate for a distance of between 0 and 60 miles.

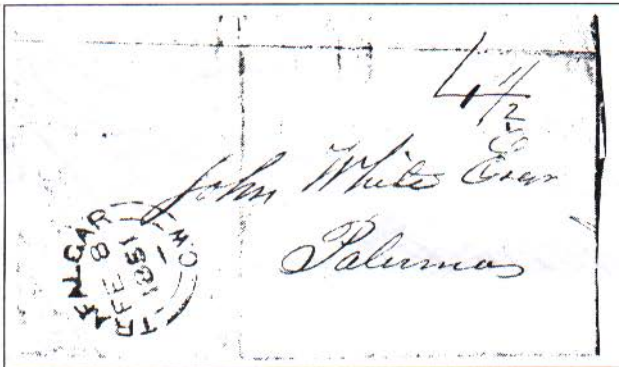
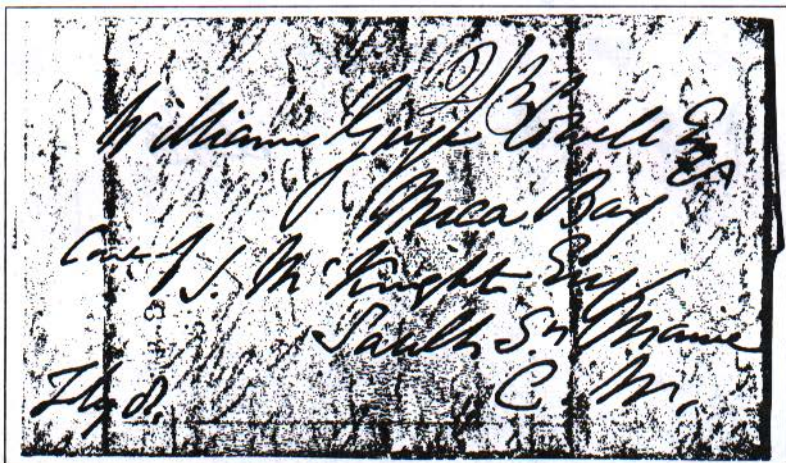


Figure 6: Mailed February 8, 1851; collect "2/3" for rate for 901-1000 miles to Meca Bay near Sault St. Marie. This was the most westerly populated area of Canada West.



Rates of postage were also published for mail service between the Canadas, other North American colonies and other countries.

Figure 7: Halifax N.S. to Quebec, 1847, rated 1/8 cry. collect paying the single rate for a distance of between 601 and 700 miles.



Figure 8: Antigonish N.S. to Couteau du Lac, dated October 16, 1849, rated 2/3 cry. collect paying the rate for a distance of between 901 and 1000 miles. The back of the envelope shows seven transit markings.

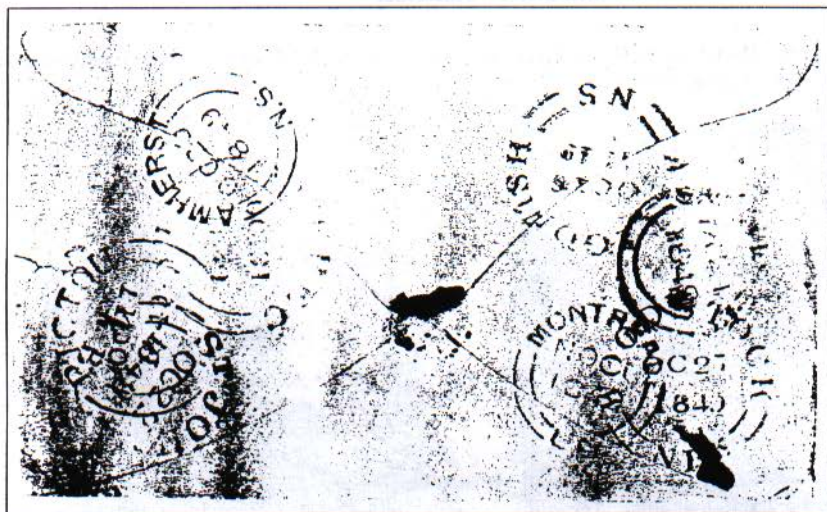
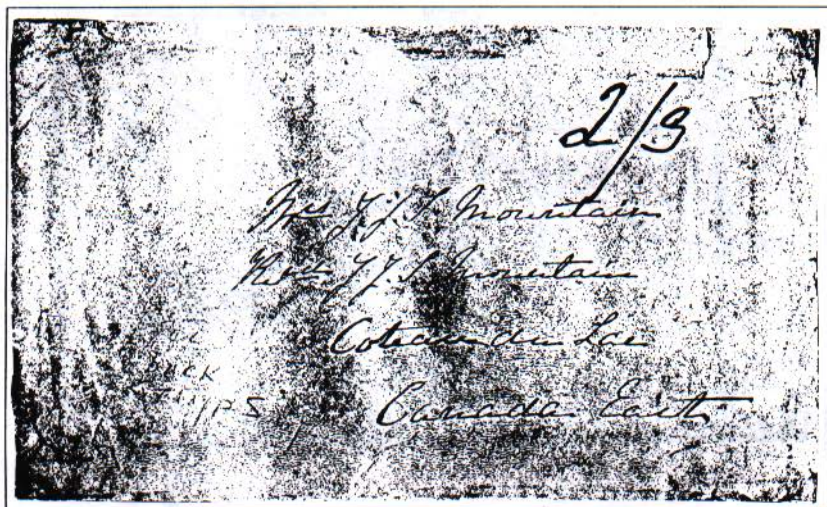


Figure 9: Halifax N.S. to Montreal dated 1848, rated 2½ cry. collect paying the single rate for a distance of between 801-900 miles.

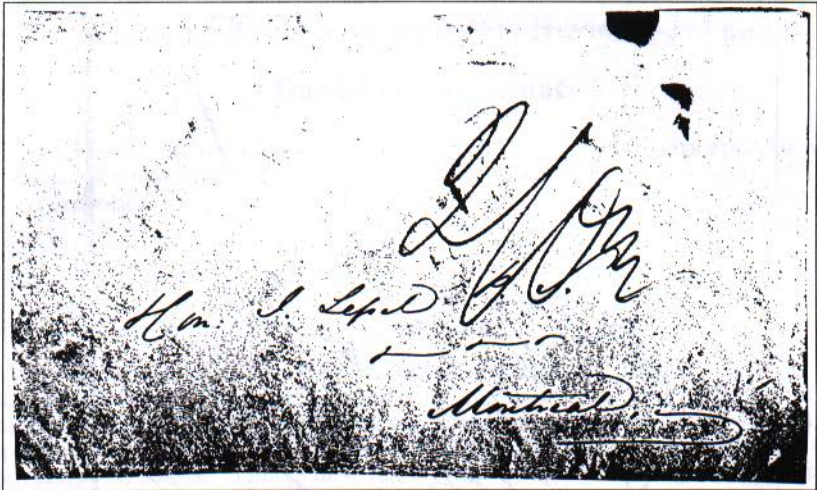
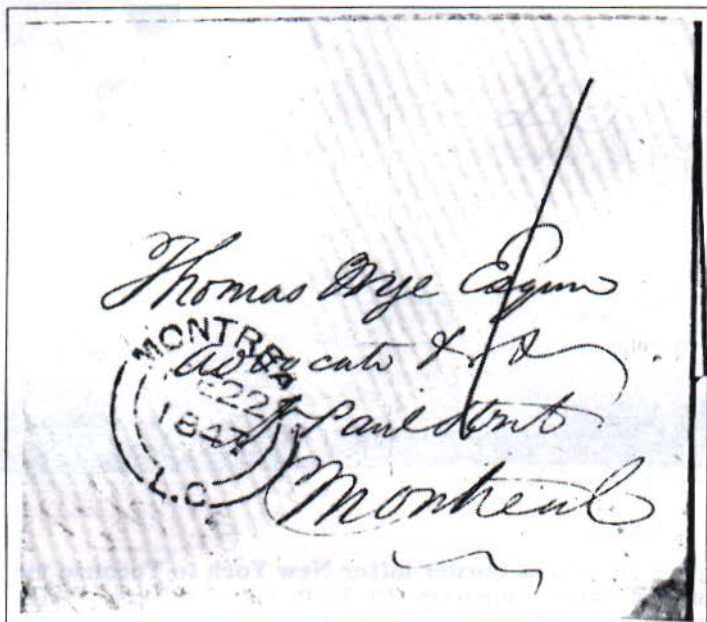


Figure 10: Cross border letter New York to Toronto via Windsor dated February 19 1850, rated 3d cry. PAID, crossed out and rerated 11½d cry. collect for the single rate for a distance of between 201 and 300 miles. (the postage due from Windsor to Toronto).



Rates for drop letters were set at $\frac{1}{2}$ d cry. if called for, and 1d cry. if delivered by letter carrier.

Figure 11: Montreal drop letter dated February 22, 1847 rated 1d cry.



References

- [1] Eisenberg, M., "Postal Rates in Upper and Lower Canada: 1832-1859—A Cover Study of Collect Rates," *BNA Topics*, Vol. 55, # 3, pp. 39-44 (1998).
- [2] Lowe, R., "The Encyclopaedia of British Empire Postage Stamps 1639-1952, Volume V, The Empire in North America," Robson Lowe Ltd., London, 1973.



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Canadian Postal Slogans Related to "Help Retarded Children"

Slogans Catalogued by Coutts as H-395, H-396, H-397 and R-285

Daniel G. Rosenblat

Before addressing the use of this related group of slogans, it appears appropriate for the benefit of a readership that may not be well acquainted with slogan collecting, to briefly mention the slogan catalogue systems that have been the standards in the this collecting field. The original Canadian slogan catalogue was published by David M. Proulx in the 1960s, and used an all-numeric "numbering" system. Revised versions appeared in several editions at intervals, the last being the fourth edition of 1990. In 1994 Mr. Proulx gave up his interest in slogans, sold his definitive reference collection and ceased to publish his catalogue.

This created a major need for a replacement. This need was filled by Cecil C. Coutts of Abbotsford, British Columbia, who in 1996 published the first edition of his new bilingual catalogue. In it he introduced an alphanumeric "numbering" system, with the prefix letter matching the first letter of the slogan wording, as indicated by the slogan numbers above. This is now the standard form of catalogue designation in the slogan collecting field.

The related group of Retarded Children postal slogans, in two English and two bilingual formats, originated in 1957 and usage grew into the late 1960s. It diminished thereafter and the final use was in 1972. While this series of slogan cancels was not employed extensively—there were only slightly more than thirty dies in use at one time and overall usage was restricted to a total of 72 offices—it has several unusual aspects that make it interesting to collect and research. The research has been much facilitated by the ability to obtain from the Canadian National Archives the Post Office correspondence files [1] pertaining to these slogans—a total of 416 pages. Nevertheless, as thick as this file was, it extended only over the period from 1957 to 1966, leaving the known 1967-72 usages subject to conjecture.

Canadian slogan use developed from 1912 on as an effective advertising medium for the considerable number of local and provincial fairs and exhibitions. Soon thereafter the method of advertising also attracted the attention of the many national organizations dedicated to raising funds that assisted the victims of a wide range of medical disorders.

The Canadian Association for Retarded Children, headquartered in Toronto, was such an organization, but it was a relative newcomer to this group, not having been organized until into the 1950s. It appears to have grown rapidly to the point that it could describe itself in a 1963 letter to the Post Office as "a federation of provincial and some 235 local organizations." and to further state that "as mental retardation is the greatest child afflictor in this country, and as our movement is relatively young, there is an urgent need for expansion."

A majority of the many fund-raising slogans were, from their beginnings, sponsored by a national association which paid for and directed the annual distribution of postal slogans. However, the Retarded Children Association did not initially adopt such a policy, preferring to leave it to its local or provincial branches to sponsor

postal advertising. A September 1, 1959 inquiry from the Post Office to the Association regarding its intentions in this regard brought the following response: "The Canadian Association for Retarded Children is not contemplating making any direct arrangements with the Post Office this year for general use across Canada. Arrangements are being left to each provincial association to handle with their respective post office departments if they so desire."

Beginning in 1957, and increasing in 1959, several branches sponsored one or more dies (the engraved metal plates inserted into a cancelling machine), but all appeared to have adopted the common simple wording of "HELP RETARDED CHILDREN", catalogued as H-395 (Figure 1). The earliest reference in the Archives' files is a 1957 request from the Association for Retarded Children in Greater Winnipeg asking to sponsor a die in conjunction with its coming campaign in September. Later this association requested reissue of the die during the same September period in 1958 and 1959. The die suffered damage during 1960 use, but was replaced in 1961 and reissued through 1963.

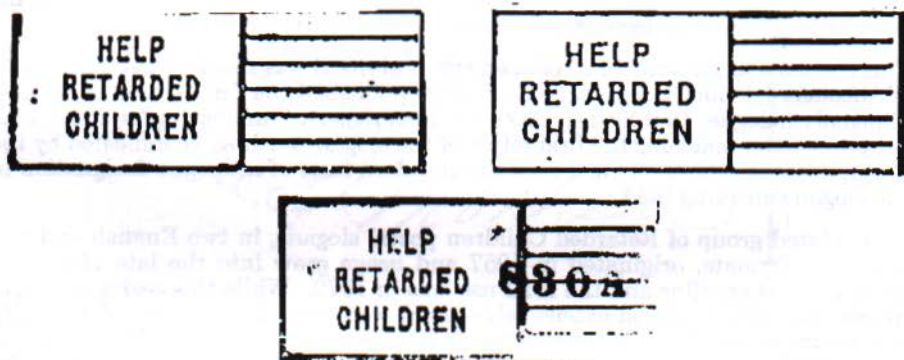


Figure 1: Three of several formats of slogan H-395, showing differences in the size of the slogan box and the lettering.

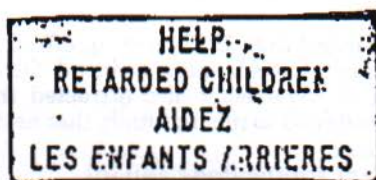


Figure 2: The 1958 H-396 first bilingual slogan, the third line reading "AIDEZ" only; "ARRIERES" plural.

In October of 1958 the Association for the Help of Retarded Children (Quebec) requested a bilingual die (Figure 2) for use at Montreal from November 16 to 27, to coincide with the government's declared "Canadian Retarded Children Week." The wording of this slogan H-396 was "HELP RETARDED CHILDREN AIDEZ LES ENFANTS ARRIERES". The French translation of the plural "retarded" is "arriérés" and should properly have had an upward right slanting accent mark (*aigu* accent) over each "E", but both accent marks were missing on the 1958 die. In later years other bilingual dies were issued using the singular word "arriéré", but

differing in the use and misuse of the accents—appearing, in some cases, correctly having an *aigu* accent over each “E” (Figure 3), but also with an *aigu* accent over only the second “E” (Figure 4) and even with different accents over each of the two “E”s (Figure 5). As will be discussed later, at least the last of these varieties was not the fault of the die manufacturers, Pritchard Andrews.

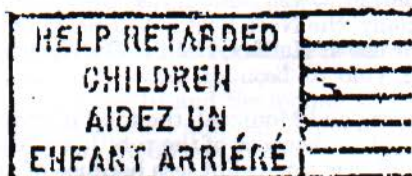


Figure 3: The 1963 H-397 bilingual slogan with the two accents (*aigu*) correctly used.



Figure 4: 1972 H-397 bilingual slogan with an *aigu* accent over the second “E” only.

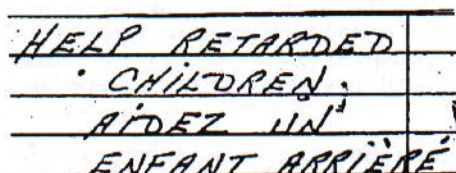


Figure 5: The order form for the 1964 replacement H-397 die, with the first accent of *arriéré* incorrectly slanting to the left (*grave* accent) instead of to the right, and an impression from the actual replacement die matching the incorrect requisition.



In 1959 the branches requesting dies proliferated markedly. The Association For Retarded Children - B.C. Branch undertook an extensive postal advertising campaign by rotating use of five dies between a total of 30 B.C. offices over a three month period. Vancouver use was to be for the entire month of November, with the other offices using a die for between ten days and two weeks in the period from September to November. As there were far less than 30 important offices in all of B.C., much of this usage was at very small offices, some of which had never before used a slogan.

The author of this article was brought up in Vancouver, B.C. between 1924 and 1934. When he first realized the proliferation of B.C. use of this slogan, prior to seeing the Archives' files pertaining to it, he was somewhat distressed by the impression it gave that B.C. must have had a far higher proportion of retarded children than anywhere else in Canada. The eventual receipt of the files was therefore a source of considerable relief to him.

The files disclosed that in 1957-58 British Columbia had celebrated its Centennial, with three dies of each of two different commemorative slogans issued for rotating use at 15 B.C. offices, and that this usage was the model for the Retarded Children Association's action. However, the Association rather outdid the Centennial Committee, using only five dies at 30 offices, rather than the Centennial use of six dies at 15 offices.

The National Association, while leaving the arrangements for postal advertising to its branches, must nevertheless have rather strongly urged them to so advertise, as in addition to the thorough coverage of British Columbia, not less than 14 other local groups undertook to sponsor one die each of the slogan in 1959. These groups were located at Calgary, Chatham, Cornwall, Drumheller, Grande Prairie, Lethbridge, Lloydminster, Moose Jaw, Newmarket, Owen Sound, Red Deer, Saint John, Saskatoon and Swift Current. Additionally, the Nova Scotia Association for Retarded Children asked for issue of six dies for use at Halifax, Halifax-Dartmouth, New Glasgow, Pictou, Sydney and Yarmouth.

With the continued use of one die each at Winnipeg and Montreal, the total number of dies available in 1959 was 27, for use at 52 offices because of the rotation of the five B.C. dies at 30 offices. Actual use in 1959 was somewhat less because of an embarrassing error by the Post Office in the distribution of the six dies intended for use in Nova Scotia.

Dies were normally sent by registered mail from Ottawa to the postmaster of each office of use, but the six Nova Scotia dies were in error all sent by regular mail to the postmaster at Pictou. He placed one die in use, but having no instructions to the contrary, took some time before forwarding the other five dies to Halifax. When they eventually arrived there, the campaign period was almost over, so these five dies had no 1959 usage. The Post Office apologized to the sponsors, and refrained from billing them for the five unused dies until they were correctly reissued in the following year.

In summary, the 1959 usage increased from the two offices in 1958 to 47 offices, even with five Nova Scotia offices omitted. All of the English dies had the same short simple wording, and so were all very similar, although many of them were not identical, as they were separately ordered and manufactured individually. The differences are largely in the width of the slogan box and the size of the lettering.

Only the five B.C. and the six Nova Scotia dies were each made up from a master die and therefore indistinguishable. The term "master die" refers to a manufacturing process for multiple as opposed to individual dies. A single master die was hand engraved and additional dies were then produced from the master, so the results were all identical, without the variances that existed between individually hand engraved single dies.

The 1960 use was slightly diminished from that of 1959. One of the five B.C. dies had been damaged during use at Kamloops in 1959, and although it was rotated for later November use at Vernon, the Post Office considered it unserviceable in 1960, and the sponsors did not wish to replace it. With only four dies available, the B.C. rotation was reduced to 18 offices, with 12 of the smaller offices omitted. The overall period of use was also reduced from three months to two. The Calgary die was not used in 1960, as the application was made too late. In spite of its bad experience in 1959, the Nova Scotia Association asked to use its six dies in 1960, and also ordered a seventh, for use at Kentville. The Winnipeg die was damaged during 1959 use, but a replacement was ordered for 1960.

The dies used in 1959 by Chatham, Drumheller, Lethbridge, Lloydminster, Newmarket, Red Deer and Saint John were all reissued in 1960, but 1960 use at Cornwall, Grande Prairie, Moose Jaw, Owen Sound, Saskatoon, Swift Current, and use of the bilingual slogan at Montreal, is not documented. Thus, the confirmed 1960 use was at 32 English offices, 18 in B.C., seven in Nova Scotia and seven offices elsewhere.

The 1961 use dropped sharply, as there was no use of the B.C. dies, nor of the Nova Scotia dies except for Sydney, where a local group requested it. Calgary use was resumed, but the die was returned in a damaged state and not reissued in 1962. The Chatham, Lethbridge, Saint John and Winnipeg dies were all reissued, but the Drumheller request was too late in arriving, so usage there did not occur. Therefore, only six English offices used the slogan.

In 1962 the B.C. use was revived with one replacement die, but the rotation was again somewhat reduced to only 12 offices, and only for the period between September 10 and September 29. All Nova Scotia use and that at Calgary and Lethbridge were dropped. Therefore, total use was at only 16 offices, the 12 in B.C., Chatham, Red Deer, Saint John and Winnipeg.

Very probably because slogan use sponsored by local units was declining, the national Canadian Association decided in 1963 to undertake sponsoring slogan use on its own. Seven English and two bilingual dies were ordered, the English dies to be used at Calgary, Edmonton, Halifax, Regina, Saint John, Saskatoon and Toronto, and the two bilingual dies to be used at Moncton and Montreal. The wording of the bilingual slogans was altered to that described by catalogue number H-397, "HELP RETARDED CHILDREN AIDEZ UN ENFANT ARRIÈRE", rather than the prior "AIDEZ LES ENFANTS ARRIÈRES", but with both the proper accent marks for "ARRIÈRE" in place (Figure 3). This change is somewhat odd, as both the English portion of these slogans and the new English dies issued at the same time continued to refer to the plural "CHILDREN", rather than the singular "CHILD".

There were still four B.C. dies available in this year, but only one was rotated—between Nelson and Trail—with the other three used exclusively at Vancouver, New Westminster and Chilliwack from April 28 to May 12. Somewhat oddly, Victoria was not included. Also, the campaign appears to have been changed from September to April-May. There is neither documentation nor a report of Chatham use in this year, but both Drumheller and Winnipeg are documented. Therefore, there appears to have been use of 14 English and two bilingual dies at a total of 16 offices.

In 1964 the B.C. rotation concept was abandoned, and the four dies were used exclusively at Ladner, Penticton, Vancouver and White Rock from May 4 to May 16 only. When the national Association wished to reissue their sponsored dies in 1964, they requested through the Toronto Postmaster that they be used at ten offices, not realizing that five of them would possibly use proprietary dies. The somewhat exasperated postal authorities addressed a reply to the Postmaster of Toronto on February 14, 1964, reading in part as follows.

"A review of the file has brought to our attention the fact that when the Canadian Association, Toronto, request that their dies be run in certain cities, duplications are arising and a considerable amount of confusion is caused at Headquarters each year trying to avoid this at all cost. This year for example, if we were to forward the Association's dies to the cities listed we would have in probability duplication at VICTORIA, VANCOUVER, WINNIPEG, SAINT JOHN and HALIFAX."

In the light of the above admonition, the national association amended its 1964 choice for their seven English language dies to Charlottetown, Moncton, Hamilton, Prince Albert, Regina, Sudbury and Toronto. Also, there is documented proprietary use at Chatham, Newmarket, Saint John and Sydney. As the bilingual die used at Montreal in 1963 was returned damaged, a replacement was ordered and they opted

for bilingual use at Montreal and Quebec, with Moncton returning to English die use. Therefore, use appears to have been from 15 English and two bilingual dies.

The requisition for the replacement bilingual die shows the slogan wording, and was handwritten, rather than typed as was normal. This suggests the Post Office typewriters of the period may not have been equipped with French type. Care was taken to indicate the accents properly. Unfortunately, the clerk, perhaps because he was not fluent in written French, very carefully but incorrectly indicated the accent mark over the first "E" of "*arriéré*" should be upright slanting left (*grave* accent), though the mark on the second "E" was correct. The die manufacturers, Pritchard Andrews, prided itself on producing the dies precisely as ordered, and as shown above (Figure 5), they followed instructions and produced the requested (incorrect) die. The clerk also carefully dotted the three capital I's in the wording, but Pritchard Andrews knew better than to follow that instruction.

Only two English language dies had 1965 use—requested by the local groups in Chatham and Sydney. However, in mid-1965 the Post Office received a letter from the Canadian Association for Retarded Children stating that their 1965 campaign had been a great success and that they were then planning their 1966 campaign. They requested a complete inventory of the available HELP RETARDED CHILDREN dies that would be available in early 1966. This suggests that the Association had deliberately failed to request postal advertising in 1965, perhaps being still somewhat intimidated by the prior Post Office admonitions, but had summoned up enough courage to attempt 1966 advertising. The Post Office reply stated that one bilingual and 29 English dies were available, one of the bilingual dies having been again returned damaged from Montreal in 1964.

A 1965 multi-subject Postal Bulletin of this period devotes a paragraph to the Retarded Children Association, noting that they had requested an inventory and concluded with the statement, "It is to be hoped that instructions for the operation of these dies in the next campaign will come from one source only, rather than from local chapters." Somewhat later, in April of 1966, the postmaster of Toronto forwarded to Ottawa a letter he had just received from the Association indicating their now "one source only" selection for 1966. The Postmaster concluded his transmittal with the statement, "It is regretted that it has taken longer than usual to get this information, but apparently there is some confusion at the Head Office of this Association on cancellation dies in general."

In spite of the above, the B.C. Association asked that their four dies be used one at Prince George and three at Vancouver, but were informed that the national Association had already selected four B.C. offices to make use of these dies. This foiled an effort to have the major Vancouver office use more than one die of these slogans in a given year, a not uncommon practice with other slogans, but never achieved with this group of slogans.

A second bilingual die had been ordered to replace the one damaged at Montreal in 1964, so there were two bilingual and 29 English dies serviceable. One bilingual die was used at Montreal and the second at Quebec. As this was the first year in which the national Association selected all the using offices, and the last year in which the documentation spells out the actual use, it is worthwhile to list the use of the English dies in detail.

Bathurst	Cornwall	Grande Prairie	London
Brandon	Dartmouth	Halifax	Moncton
Calgary	Drumheller	Kitimat	Newmarket
Charlottetown	Duncan	Lethbridge	Prince George
Chatham	Fredericton	Lloydminster	Regina

Although the Archives' file ended in 1966, considerable use of these slogans up to 1972 has been recorded by collectors. The last documents in the file are a letter from the national association stating that they were planning a 1967 campaign, and asking how many dies would be serviceable for the next year. The reply was that two English dies were damaged, leaving 27 on hand, plus two bilingual dies, and saying that the Association could order replacements or additional if necessary. However, there is no indication that they cared to do either at that time.

In 1967 a new office had use, but this was clearly a proprietary die requested by the local branch at Kingston. The wording of this English die is the only one differing from the standard format, being slogan R-285 reading RETARDED CHILDREN NEED YOUR HELP NOW. There is no evidence or report of this die being reissued.

The attached table of usage by office, by year and by catalogue number is based on the documentation for 1957-66, and can be assumed to be quite accurate for that period. In 1967-72 all seen or reliably reported use is indicated, but in many cases the term "possible" replaces the catalogue number. This term means that there was confirmed 1966 use and some later confirmed use. The unrecorded use for intervening years can be considered highly probable, as it appears that, to the extent possible, such dies as were still serviceable each year were reissued to the offices originally selected in 1966.

For 1967 the availability of 27 English language dies is documented. A total of 24 offices are recorded or are very probable based on the usage pattern, suggesting that three of the other five 1966 offices had use and two did not. Assuming that two offices had to be omitted, they were probably two small B.C. offices, Kitimat and Prince George. There is no recorded use of the bilingual slogan, but since two dies were available, they probably had use at Montreal and Quebec.

At least two 1967 dies have been seen damaged, and very possibly one or two others were also, so the maximum available 1968 dies would have been 25, and possibly only 23. Slogan use from a total of 15 offices has been seen or reliably reported, and there are eight unrecorded offices that are suggested to have had 1968 use by the usage pattern. There are no reports of bilingual H-397 use, so the two bilingual dies were probably unserviceable.

The 1969 use of the slogan in English is recorded from 19 offices and at least three other offices were possible users of the English language die based on the usage pattern, so the total English use was probably 22. Use of one bilingual die is recorded, at Edmundston, New Brunswick, an office that served a predominantly French speaking area, and normally had use of a bilingual die. This usage is from a reliable report, but I have not seen the strike; it may have been one of the earlier bilinguals revived or a replacement bilingual die—much more likely the latter.

Recorded use in 1970 is only from 12 English language dies, but with ten more possible from the usage pattern, so it may well be that the English die usage was the same 22 as in 1969. However, in 1970 Halifax is recorded as using a bilingual die of H-397, which may be the 1969 die used at Edmundston, or the first clearly identifiable replacement under the new Post Office policy of requiring replacements to be bilingual.

The recorded use of the English language slogan in 1971 is from only six offices, but one of these is Victoria, which had never been included in the national distribution. The usage pattern makes another 17 possible, but that would indicate use of 23 dies, which should not have been available. One possible solution to this problem is that Victoria replaced either Duncan or New Westminster as a B.C. representative of the national group. The use of a bilingual H-397 die is recorded at Quebec in 1971—possibly the 1970 die used at Halifax.

What the usage pattern indicates to have been the 22 hard core of English speaking offices, probably at least most of which had uninterrupted use from 1966 to 1971, even if not recorded, are as follows (this listing does not allow for the 1971 inclusion of Victoria in place of one of the others).

Bathurst	Lethbridge	St. Catharines
Brandon	Lloydminster	Saskatoon
Calgary	London	Sydney
Charlottetown	Moncton	Toronto
Dartmouth	Newmarket	Truro
Duncan	New Westminster	Vancouver
Fredericton	Regina	Winnipeg
Halifax		

In 1972 there is no recorded use of any of the English dies, which appear to have been ordered withdrawn. The Post Office had in early 1970 adopted a policy that no new or replacement all-English slogan dies were to be permitted, and that any still serviceable all-English dies used in 1970-71 were to be withdrawn by the beginning of 1972. It is interesting to note that this policy applied to privately sponsored dies, but was not strictly observed in the case of Post Office originated dies, as use of a few all-English Post Office dies are recorded well after 1972.

The oddity of the replacement bilingual dies, to the limited extent that they have been seen or reliably reported, is that not only are there two different wordings, but that again the placement of the accent marks over "ARRIÈRE" varies (Figures 3, 6 and 7).



Figure 6: 1972 H-396 bilingual slogan, the third line reading "AIDEZ LES"; "ARRIÈRE" singular.



Figure 7: 1972 H-397 bilingual slogan with no accent marks.

The possibility that any of the three earlier bilingual dies prepared prior to 1969 was still serviceable and could be revived must be discarded, as the dies used in 1972 have a different box width and word placement. One would have thought that as all of the bilingual replacement dies were issued for 1972 use only, excepting the one used at Halifax in 1970 and at Quebec in 1971, then the 1972 dies would have been manufactured simultaneously from a master die and all be identical, but this was not the case.

One possibility that would explain the absence of a master die might be that the national organization did not wish to pay for new bilingual dies in 1972, so the sponsorship reverted to local or provincial organizations and the 1972 dies were ordered and manufactured separately or in small groups, rather than as a single group.

Six offices, Charlottetown, Halifax, Hamilton, London, Victoria and Winnipeg are catalogued as using H-396, with the plural wording, and seven offices, Calgary Moncton, Quebec, Regina Saint John, Saskatoon and Ville de Laval as using H-397, the singular wording. It can be noted that this revival of the 1958 plural wording varies in format from the prior use, the third line reading AIDEZ LES while the in earlier use this line read only AIDEZ. Additionally, some of the singular usage dies have an *aigu* accent over the last "E", while others have no accent.

Only eight of the 13 recorded offices of use in 1972 were also included in the hard core of offices using the slogan in 1966-71. The other five are Hamilton, Victoria, Quebec, Saint John and Ville de Laval. Only Ville de Laval is a totally new office; all the others had some prior use of the RETARDED CHILDREN theme. Only the Victoria impression has been seen, and is included in the illustrations (Figure 6), showing that the word "ARRIERE" was singular, rather than properly plural as was the original 1958 use of the H-396 slogan (Figure 2).

It is quite reasonable that when the new bilingual dies were required and provided by the national Association, not only the quantity but also the selection of the offices of use was reconsidered. There may well have been more than 13 bilingual dies available in 1972, with other offices unrecorded, but whether the recorded number or more, an unanswered question is why these newly purchased dies appear to have had no later use.

The real challenge presented by this group of slogans lies in attempting to establish the undocumented 1967-72 use with something at least approaching the definitive nature of the documented 1957-66 use. However, as recorded use in the later period is often somewhat sparse, a good deal of conjecture has had to be undertaken in the preparation of this article.

Reference

[1] National Archives of Canada, RG3, Acc. 1994-96/316, Box 22.

Retarded Children related slogans: Table of Usage by office, by year, by slogan catalogue number. Unless otherwise indicated, all usage from 1963 on was sponsored by the national Canadian Association for Retarded Children.

ABBOTSFORD	CALGARY	CHARLOTTETOWN	CHILLIWACK
1959 H-395	1959 H-395	1964 H-395	1959-60 H-395
B.C. Branch sponsor	1960 No usage	1965 No usage	1961 No usage
	1961 H-395	1966-69 H-395	1962-63 H-395
BATHURST	damaged	1970-71 Possible	B.C. Branch sponsor
1966-69 H-395	- not replaced	1972 H-396	
1970-71 Possible	1962 No usage		CORNWALL
	1963 H-395	CHATHAM	1959 H-395
BRANDON	1964-65 No usage	1959-62 H-395	Local sponsor
1966-67 H-395	1966-71 H-395	1963 No usage	1966 H-395
1968-69 Possible	1972 H-397	1964-65 H-395	
1970 H-395		Local sponsor	COURTENAY
1971 Possible	CAMPBELL RIVER	1966 H-395	1959-60 H-395
	1959-60 H-395	1967 Possible	B.C. Branch sponsor
	B.C. Branch sponsor	1968 H-395	

CRANBROOK
1959 H-395
B.C. Branch sponsor

DARTMOUTH
see HALIFAX-
DARTMOUTH

DAWSON CREEK
1959 H-395
B.C. Branch sponsor

DRUMHELLER
1959-60 H-395
1961-62 No usage
1963 H-395
Local sponsor
1966 H-395

DUNCAN
1959 H-395
B.C. Branch sponsor
1960-65 No usage
1966-69 H-395
1970-71 Possible

EDMONTON
1963 H-395

EDMUNDSTON
1969 H-397

FREDERICTON
1966-67 H-395
1968-69 Possible
1970 H-395
1971 Possible

GRANDE PRAIRIE
1959 H-395
Local sponsor
1966 H-395

HALIFAX
1960 H-395
N.S. Assoc. sponsor
1961-62 No usage
1963 H-395
1964-65 No usage
1966-67 H-395
1968 Possible
1969 H-395
1970 H-397
1971 H-395
1972 H-396

HALIFAX-DARTMOUTH
1960 H-395
N.S. Assoc. sponsored
1961-65 No usage
1966 H-395
Became **DARTMOUTH**
1966-67 H-395
1968 Possible
1969 H-395
1970-71 Possible

HAMILTON
1964 H-395
1972 H-396

HANEY
1959 H-395
B.C. Branch sponsor

KAMLOOPS
1959-60 H-395
1961 No usage
1962 H-395
B.C. Branch sponsor

KELOWNA
1959-60 H-395
1961 No usage
1962 H-395
B.C. Branch sponsor

KENTVILLE
1960 H-395
N.S. Assoc. sponsored

KINGSTON
1967 R-285
Local sponsor

KITIMAT
1 959 H-395
1960-61 No usage
1 962 H-395
B.C. Branch sponsor
1966 H-395

LADNER
1959 H-395
1960-63 No usage
1964 H-395
B.C. Branch sponsor

LANGLEY
1959 H-395
B.C. Branch sponsor

LETHBRIDGE
1 959-61 H-395
Local sponsor
1 962-65 No usage
1966-69 H-395
1970-71 Possible

LLOYDMINSTER
1959-60 H-395
Local sponsor
1966-70 H-395
1971 Possible

LONDON
1966-70 H-395
1971 Possible
1972 H-396

MISSION CITY
1959 H-395
B.C. Branch sponsor

MONCTON
1963 H-397
1964 H-395
1965 No usage
1966-67 H-395
1 968-71 Possible
1972 H-397

MONTREAL
1958-59 H-396
Local sponsor
1960-62 No usage
1963 H-397
Damaged - replaced
1964 H-397
1965 No usage
1966 H-397
1967 Possible

MOOSE JAW
1959 H-395
Local sponsor

NANAIMO
1959-60 H-395
1961 No usage
1962 H-395
B.C. Branch sponsor

NELSON
1959-60 H-395
1961 No usage
1962-63 H-395
B.C. Branch sponsor

NEW GLASGOW
1960 H-395
N.S. Assoc. sponsored

NEWMARKET
1959-60 H-395
1961-63 No usage
1964 H-395
Local sponsor
1966-67 H-395
1968 Possible
1969 H-395
1970-71 Possible

NEW WESTMINSTER
1959-60 H-395
1961 No usage
1962-63 H-395
B.C. Branch sponsor
1964-67 No usage
1968-70 H-395
1971 Possible

OWEN SOUND
1959 H-395
Local sponsor

PENTICTON
1959-60 H-395
1961-63 No usage
1964 H-395
B.C. Branch sponsor

PICTOU
1959-60 H-395
N.S. Assoc. sponsored

PORT ALBERNI
1959-60 H-395
1961 No usage
1962 H-395
B.C. Branch sponsor

POWELL RIVER
1959-60 H-395
B.C. Branch sponsor

PRINCE ALBERT
1964 H-395

PRINCE GEORGE
1959-60 H-395
1961 No usage
1962 H-395
B.C. Branch sponsor
1966 H-395

PRINCE RUPERT
1959-60 H-395
B.C. Branch sponsor

QUEBEC
1 964 H-397
1965 No usage
1 966 H-397
1967 Possible
1971-72 H-397

QUESNEL
1959 H-395
B.C. Branch sponsor

RED DEER
1959-60 H-395
1961 No usage
1962 H-395
Local sponsor

REGINA
1963-64 H-395
1965 No usage
1966-71 H-395
1972 H-397

ST. CATHARINES
1966-69 H-395
1970-71 Possible

SAINT JOHN
1959-62 H-395
Local sponsor
1963-64 H-395
1965 No usage
1 966 H-395
1972 H-397

SASKATOON
1959 H-395
Local sponsor
1 963 H-395
1964-65 No usage
1966-71 H-395
1 972 H-397

SUDBURY
1964 H-395

SUMMERSIDE
1966-67 H-395

SWIFT CURRENT
1959 H-395
Local sponsor

SYDNEY
1960-61 H-395
N.S. Assoc. sponsored
1964-7 H-395
1968 Possible
1969 H-395
1970-71 Possible

TERRACE
1959 H-395
B.C. Branch sponsor

TORONTO
1963-64 H-395
1966-70 H-395
1971 Possible

TRAIL
1959-60 H-395
1961 No usage
1962-63 H-395
B.C. Branch sponsor

TRURO
1966-67 H-395
1968 Possible
1969-70 H-395
1971 Possible

VANCOUVER
1959-60 H-395
1961 No usage
1962-64 H-395
B.C. Branch sponsor
1966-70 H-395
1971 Possible

VERNON
1959-60 H-395
B.C. Branch sponsor

VICTORIA
1 1959-60 H-395
1961 No usage
1962 H-395
B.C. Branch sponsor
1971 H-395
1972 H-396

VILLE DE LAVAL
1972 H-397

WHITE ROCK
1959 - 60 H -395
1961 -63 No usage
1964 H-395
B.C. Branch sponsor

WILLIAMS LAKE
1959 H-395
B.C. Branch sponsor

WINNIPEG
1957-63 H-395
1964-65 No usage
1 1966-69 H-395
1970 Possible
1971 H-395
1972 H-396

YARMOUTH
1960 H-395
N.S. Assoc. sponsored

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Prepaid Parcel Labels

Earle L. Covert

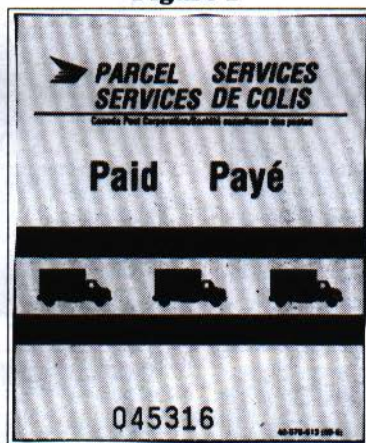
As previously promised in one of my *Postal Pot-pourri* columns, we will look at the PREPAID PARCEL LABELS. Are these stamps? They are pieces of paper, with adhesive on the back, which were sold by Canada Post Corporation. A label was applied to a parcel by the user to indicate the postage had been paid to mail the parcel. Labels in at least one group had dollar and cents values printed on them. The remainder had "Paid Payé" or "Prepaid Prépayé" on them indicating a fee had been paid at the time of purchase. This fits the basic description for postage stamps which are sold in Canada.

However, enough of that. Let's look at them. There are seven groups plus two or more groups for use only in Quebec. The multiple-truck symbol which is on six of the seven groups is the symbol used by Canada Post Corporation to indicate Expedited Delivery. This service is supposed to provide expedited or preferential treatment over regular parcel service provided to parcels taken to a post office counter.

The first group:

Only one type is known and it appears to be the only one in this group. The label is red, blue and black (Figure 1), reads "Paid Payé" and has a form date of "40-076-613 (89-9)".

Figure 1



The second group:

I have seen two, but there is the possibility that four may exist. These labels have "Expires December 31, 1990" and are either "LOCAL \$2.50 Prepaid" or "NATIONAL \$3.75 Prepaid". Both these were to be used for parcels up to a "Maximum 5 Kg", thus the possibility of labels for 5 to 30 kg. exists. The pair are red, blue and black (Figure 2).

The third group:

Four labels exist in this group —Local and National both for "Max. weight 5 kg" and "Weight over 5 to 30 kg". The form date is (91-02). The labels are red, blue, silver and black. The Local label is red on a pink background, the National label is blue on a blue background (Figure 3).

Figure 2: Local and national parcel labels from the second group (to be used until December 31, 1990).



Figure 3: Local and National parcel labels from the third group. Labels for a maximum of 5 kg (left) and 5 kg to 30 kg (right) are shown.

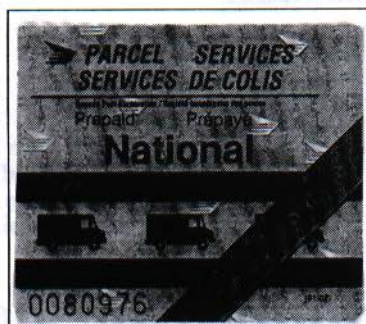
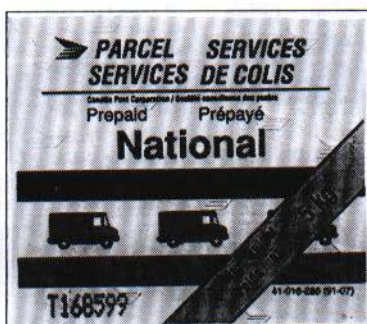
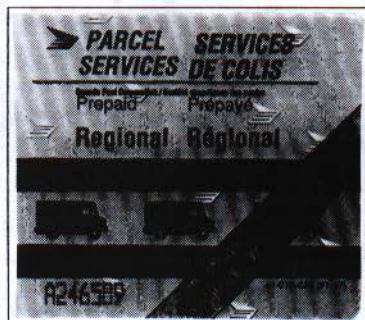


Figure 4: Regional and National parcel labels from the fourth group. Labels for a maximum of 5 kg (left) and 5 kg to 30 kg (right) are shown.



The fourth group:

Four labels also exist in this group—Regional (instead of Local) and National both in “Max. weight 5 kg” and “Weight over 5 to 30 kg”. The form number and date is 41-016-287 (91-07). They are red, blue, silver and black. The Regional label is red on a pink background and the National label is blue on a blue background (Figure 4).

The fifth group:

I have only seen three of the four labels which could exist in this group—Regional and National types both in “up to 5 kg” and “+5 > 20 kg”. The form numbers and dates are 41-016-303(93-11), 41-016-306(93-11) and 41-016-307(93-11). I have not seen the NATIONAL “+ 5 > 20 kg” label which is probably 41-016-304(93-11). The back of the label reads in English and French “Do not remove backing from this area”. They are green and black with purple on the Regional and silver on the National (Figure 5).

The sixth group:

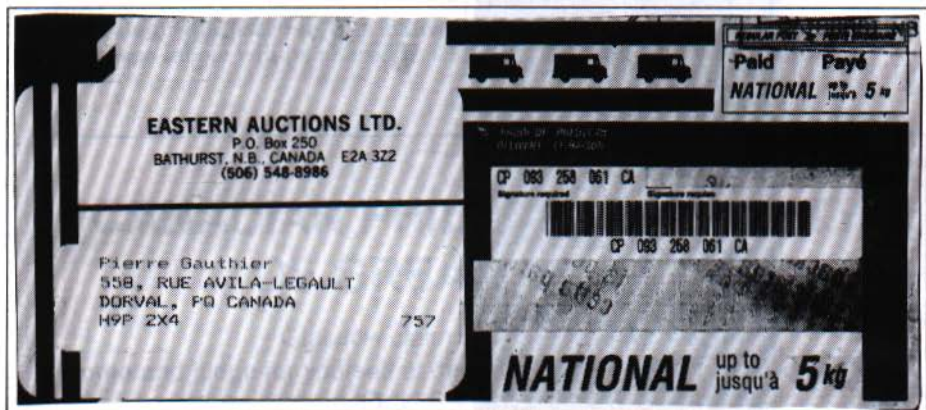
I have only seen one of the four labels which could exist in this group—National up to 5 kg. The form number and date is 41-016-303(94-04) i.e., the same number as. on the equivalent label in the fifth group, but with the 94-04 date. The possibly is that three other labels exist. The back of this label also reads in English and French “Do not remove backing from this area.” The label illustrated has an additional label with “Eastern Auctions” and another label on top of this one with

Figure 5: Labels from group five; regional labels for 5 kg (top) and 5 kg to 30 kg (middle) and a national label for up to 5 kg (bottom).



the addressee. The label colours appear to be the same as the corresponding label in the fifth group (Figure 6).

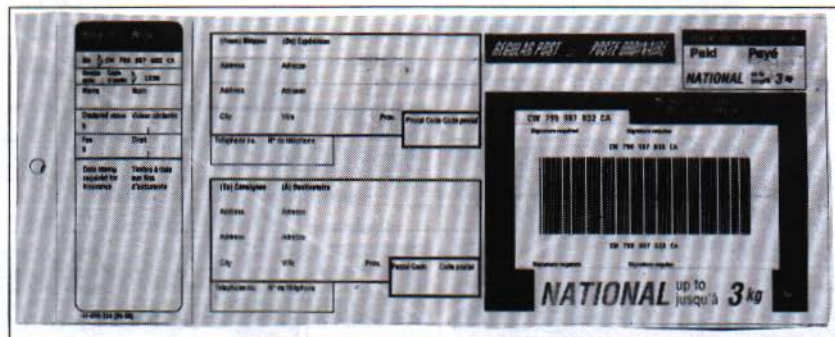
Figure 6



The seventh group:

This is single label only (Figure 7), and was issued in a booklet containing four labels. The booklet cover (Figure 8) indicates that the booklet contains labels to send Regular Parcels anywhere in Canada except to the Yukon and Northwest Territories. The label has NATIONAL up to 3 kg with a form number and date of 41-016-314(94-08). These labels have no truck symbol on them. The booklet cover is red with green and gray. The label is brown with silver and the serial numbers are in black. The booklets were sold for \$15.00 in Calgary during October, November and December 1994. I read about them in a Post Office publication and had my sister-in-law go to several R.P.O.s before she found someone who knew what she wanted. They are not common and I have not seen one used.

Figure 7



The remaining labels were for use in Quebec only. I have seen photocopies of Type A in red, black and blue-gray (Figure 9), and Type C in black, grey and red on a brownish background (Figure 10). What these types mean I don't know. Does a type B exist? The style of the Type A, with "envoi de moins de 10 cm d'épaisseur," would lead me to believe that, with a style similar to those in groups three and four, at least one more label exists.

Figure 8: The cover of a booklet issued in late 1994. The booklet contains four parcel labels (group seven).

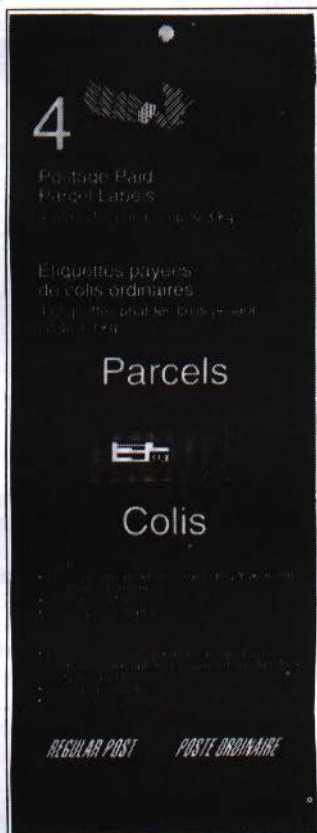


Figure 9: Type A prepaid parcel label for use in Quebec, only.

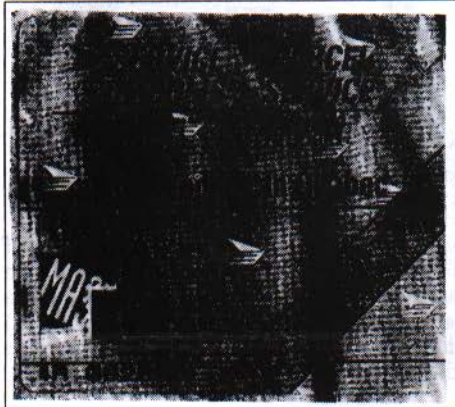


Figure 10: Type C prepaid parcel label for use in Quebec, only.



If these labels were used in a similar manner as GO LETTERS/PACKS in Ontario then, like the blue GO LETTERS/PACKS, there could be labels for use from Quebec to the rest of Canada.

Thanks to Pierre Gauthier, Elaine Wooden and Saskatoon Stamp Centre for help with the items discussed in this article. Information from readers of *Topics* about any of these labels will be shared in a future *Postal Pot-pourri* column.

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Italo Balbo—Fascist Hero of the Skies

Norris R. Dyer

This article discusses the welcome and support provided Italo Balbo and his flotilla of 24 S.55X flying boats during the fleet's epic 1933 flight, especially by Newfoundlanders. The flight inspired dreams of transatlantic passenger service with that country as a hub. Balbo, a *squadrista* (member of the militant arm of the *fasci*), served as air minister under Mussolini, but his reputation as a great flight leader endures despite Italy's role in World War II.

On a website I found a 1933 postcard, showing the induction of General Italo Balbo as "Chief Flying Eagle" into the Sioux tribe, at the Chicago World's Fair ("Century of Progress"). Inscribed at the top in ink was "Balbo, Chief Bimbo da Banana. Italian General killed in World War II," by some unimaginative "patriot."

One can focus on Balbo as the fascist or Balbo as the aviator, but certainly it is the latter role that has secured his place in history. While we may find it difficult to forgive his boss, Balbo deserves respect.

Balbo's Background

My focus will be on Balbo's mass flight of 1933, especially as detailed in contemporary newspapers, primarily issues of the *St. John's Evening Telegram*, and the *Chicago Daily News*. A short biographical sketch of the general should be helpful. See Figure 1 for his photograph.

Balbo was born in 1896 [1]. He served in World War I, fighting at Caporetto, and Vittorio Veneto, against the Germans and Austrians, winning several medals. As an opponent of the socialists, he became involved in fascist politics in his native city of Ferrara. King Victor Emmanuel III, under pressure, invited Mussolini to form a government in 1922. Four years later, Balbo was appointed undersecretary in the air ministry. By 1929, he was the air minister.

Balbo set about rebuilding Italy's air force, concentrating on air spectacles - speed records, pioneering flights, and mass formation flights. His four mass formation flights from 1928-1933 were very successful, considering the challenges. The first two flights were in the Mediterranean. The third was the South American cruise of 1930-31. Fourteen S.55A's, Savoia-Marchetti flying boats started the flight. The planes had unusual twin-hulled monoplane layouts, with tandem engines on a central pylon, and tail surfaces supported by tubular struts. The cockpits were in the thick center section of the wing. Each plane required a crew of four. Difficulties led to the loss of several of the planes, and five lives. The remaining planes arrived at the Bay of Rio on January 15, 1931.

The 1933 Mass Flight

Balbo spent more than a year preparing for the 1933 flight from Rome to Chicago and back (with 11 scheduled stops along the way). It was called the *Crociera Aerea Del Decennale*, with the intent of celebrating the 10th anniversary of a Fascist government in Italy - but actually, that would have been 1932. The SM.55 was modified to a SM.55X and equipped with 750 hp Isotta Fraschini Asso 11R engines (Figure 2). Top speed was 280km/hr. Tanks were placed in the landing pontoons. Wingspread was 79 feet, length 52, and unloaded weight 12,650 pounds. Part of the preparation included the positioning of monumental quantities of supplies of fuel and related materials at stopovers.

Figure 1: Italo Balbo.



A number of Italian naval vessels would support the 25-plane squadron, including submarines and cruisers. Whaling ships were rented and the yacht *Alice*. The yacht was the key ship, and communications center. It had the responsibility of organizing Labrador and Newfoundland bases. The ships rendezvoused at Madeira in April 3, 1933 before heading west. Figure 3 shows a cable of April 27th from Newfoundland's Royal Consul for Italy, Charles MacKenzie Harvey, announcing the dispatching of equipment to Shoal Harbour where the squadron was scheduled to land in late July, on the way back to Rome. The big plan obviously did not countenance last minute preparations!

It is difficult to overstate the human, equipment and logistical challenges of this flight. It was only 1933, and while transoceanic flights were no longer rare, this was a fleet of 25 planes with over 100 crew involved—the largest mass flight in history at the time! There was a lot of room for disaster—Balbo, and Mussolini had

Figure 2: The Savoia-Marchetti 55X, used for the North American Cruise of 1933.




Figure 3: April 1933 cable announcing supply shipment to Shoal Harbour, Newfoundland.

CHARGE TO THE ACCOUNT OF:

Commercial Cables

LIMITED LIABILITY COMPANY

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IMMEDIATE	PREFERRED										
NIGHT CABLE LETTER	WEEK-END CABLE LETTER										

ALL AMERICA CABLES
PACIFIC TELEGRAPH

CABLES TO ALL THE WORLD

St. John's
April 27, 1933

Send the following Cablegram, "Via Commercial" subject to the terms on back hereof, which are hereby agreed to:

COMMANDER PAOLO SBERNADORI
 AIR ATTACHE
 ROYAL ITALIAN EMBASSY
 WASHINGTON
 D.C.

SHIPPING CYLINDERS HYDROGEN TO SHOAL HARBOUR BY TRAIN SATURDAY
 EMILIO ESTERO LEAVING FOR SHOAL HARBOUR BY TRAIN THIS EVENING TO
 INSPECT STORE FOR HYDROGEN RETURNING TOMORROW STORING ALL MATERIAL
 RECEIVED BY STEAMER ROSALIND HERE AND INSURING IT.

CHARLES MACKEENZIE HARVEY

a lot at stake. The schedule called for stops as follows: Amsterdam, Londonderry (Ireland), Reykjavik (Iceland), Cartwright (Labrador), Shediac (New Brunswick), Montreal, Chicago, New York, Shediac, Shoal Harbour (Newfoundland), Valentia (Ireland) and back to Rome. The return destinations after Shoal Harbour would change, as we'll see later. Some of the legs were more dangerous than others, including Reykjavik to Cartwright.

Although the formation would not depart Orbetello Air Base near Rome until the first of July, numerous stories started appearing in the *St. John's Evening Telegram* in May [2]. On May 22nd it was reported:

"The steam yacht *Alice* ...arrived in port shortly after 5 o'clock Saturday evening and berthed at Harvey & Co's premises. In addition to her officers and crew on board, there is Colonel Barba, who is superintending the flight operations on this side of the Atlantic."

The submarines, *Balillo* and *Millelire* and several tenders also arrived at this time.

On May 20th, Italy issued two triptychs, to frank mail from Italy carried by the squadron. Individual pilots were honored by having the stamps overprinted with their abbreviated name on the left stamp. Figure 4 shows the two triptychs for Captain Rovis, who piloted the plane designated "I-ROVI".

Figure 4: Triptychs issued by Italy to frank mail from Italy on the flight.



On May 29th, the newspaper reported speeches carried by Station VONF from Newfoundland and Italian dignitaries, including a message from Balbo in Italy. St. John's Mayor Andrew Carnell stated:

"History repeats itself, that (*sic*) happened in May 436 years ago (referring to Cabot's arrival in 1497). Today, May 29th, 1933, we have in the port of St. John's one Italian yacht, two submarines, two tenders, and two British trawlers, awaiting an opportunity to proceed to Cartwright Labrador, there to await the arrival of a fleet of seaplanes, which are flying from Italy to Chicago to attend the Century of progress (*sic*) exposition at Chicago. You, Captain (referring to Captain Guiseppi Barba, commander of the *Alice*), officers and ships company, are sailing through waters of Labrador, and your seaplanes will alight on those waters, sailed over by John Cabot in May, 1497."

Balbo responded from Rome:

"In a few days we will start for our duty in connection with the Italian flight that will be as ever and everywhere, a sign of the progress of civilization. The best souvenir of St. John's will be with us always and I am really very glad to be able to tell you that very soon we shall have the pleasure to return to St. John's and enjoy once more your beautiful country where we met such kind hospitality."

Captain Barba commented:

"The spontaneous and sympathetic welcome which everyone has shown us will, I hope, be based on the fact that the population has seen in us the forerunners of future flights which in a few stages and in a very short flying time will bind together more closely your country and our Fatherland."

A Newfoundland press representative, C.E.A. Jeffrey added:

"We in this Dominion, Gentlemen of the Italian Press, await with special interest the great adventure of your fellow-countrymen in coming again to the New World with a flotilla of seaplanes, a means of conveyance that promises to effect as great a revolution in ocean travel as that of the liners that superseded the sailing craft. Our special interest is due to the fact that this island became the New Found Land through the enterprise 436 years ago of another of your countrymen who knew no fear—John Cabot, the Genoese Navigator, whose memory will remain honored as long as Terra Nova's rugged cliffs withstand the surge of the Atlantic. We welcome you as well because we are convinced that your visit will only tend to cement the long and friendly associations that have been formed between Italy and Newfoundland as a result of their business intercourse."

An editorial in the *Telegram* the next day neatly summarized the prevailing view in Newfoundland regarding the Balbo venture. The adventurers, as countrymen of Cabot, were "kith and kin." It hoped that "commercial transactions may be enhanced to the mutual advantage of both countries." Finally, it dreamed of a new role for Newfoundland in an age of transatlantic flight:

"Newfoundland is keenly interested in the adventure of the Royal Italian Air Force, since a piece on the shore of the Dominion has been selected as the point of arrival on the North American Continent of the seaplane flotilla. The venturesome Genoese navigator, John Cabot ... electrified the world by the discovery that within but short sailing distance was the land, later to become the sentinel of British North America. The flight by the Italian seaplanes promises to bring this New Found Land into further prominence as the most convenient and suitable base in the aerial transatlantic service which in the near future is to be established. Should that result, Newfoundland will once again be indebted to the intrepidity and enterprise of Italian seamen."

On June 24th, the *Telegram* reported:

"The Italian submarines and trawlers in port are now ready to leave at a moment's notice, to take up their stations along the route of the air armada in the flight from Rome to Chicago. The yacht *Alice* and the *S.S. Ungawa* with supplies arrived at Cartwright on Thursday. There was practically no ice in Cartwright Bay at that time ... The Italian Consul

General, Mr. C. McKay (*sic*) Harvey has not received any advice of the planes leaving the airport at Ortebello (*sic*), Rome. Their take off is expected at any moment."

The 25-plane armada left Orbetello the first of July. One plane, the "I-DINI", overshot its landing on the Zuider Zee near Amsterdam, with the death of a crewman, and destruction of the seaplane. The armada was reduced to 24.

The next few legs of the flight went well, but the Italians had to wait in Reykjavik for six days because of fog. They arrived in Cartwright on July 12th.

Excerpts from the *Chicago Daily News* [3] reported their further progress:

July 13, 1933

- "Shediac, N.B. The Italian air squadron, headed by Gen. Italo Balbo landed here at 2:20 P.M. Chicago daylight time. The squadron of twenty-four planes arrived in formation from the north, and then dropped down on the water of the harbour, a few hundred feet from the wharves ..."

July 14, 1933

- "Montreal, Que. Gen. Italo Balbo led his squadron of seaplanes to Montreal today on the long journey from Rome to Chicago. The Italian airmen received one of the greatest welcomes of their flight. The armada will proceed to Chicago tomorrow."

July 15, 1933

- "RAINSTORMS DELAY ITALIAN ARMADA ON FLIGHT FROM CANADA. Italy will come to a Century of Progress this evening ... The reborn state of fascism ... will have able representation ... parade ... no admission at Soldier's Field ... Immediately upon receipt of word that the Italian aerial squadron had entered the United States at Port Huron forty-three American army airplanes took off ... to greet them."

At Soldier's Field, 100,000 people welcomed Balbo and his men, while Mayor Edward Kelly declared "Italo Balbo Day." A street was renamed "Balbo Drive." Balbo was given the customary key to the city, of course. He was even awarded an honorary degree from Loyola. No similar honors were ever granted Mussolini and it is reported that he was rapidly becoming jealous of his great navigator. In any case, Balbo was the hero of the day, and Mussolini gained a great propaganda victory—he had demonstrated he had a superb air force, and that was translatable to having a great country, fascist or not.

After three hectic days in Chicago, "Chief Flying Eagle", honorary Sioux chief, and the armada headed to New York. The *Chicago Daily News* of July 19th reported:

"Into a spreading dawn that illuminated the ripples on the surface of Lake Michigan the aces of fascist Italy's round-trip tour across the Atlantic started on the first leg of their journey homeward today. They passed over New York city at 2:39 p.m. Chicago time, and circled down towards Jamaica bay off Long island, to alight on the seaplane base there adjoining Floyd Bennett airport."

They had now traveled 7,100 miles. A *Washington Post* reporter wrote:

"When all his men had alighted from their planes, the general, accompanied by Lieutenant Colonel Barton K. Yount, Commanding Officer of Bolling Field, approached the welcoming stand while the Navy Band, resplendent in dress clothes, played the four flourishes and four ruffles to

which the general is entitled. Meanwhile, the last of the 19-gun salute was sounding.”

Commerce Secretary Daniel C. Roper and a large delegation of Italian-American associations were at Bolling. The Italian tricolor was displayed everywhere, particularly in Brooklyn. The city went Balbo-crazy. A stamp collecting friend, Marty Wallach, was a six-year-old at the time, living in New York. Marty says: “My mother had taken me to the dentist and we were coming home by foot. All at once this large fleet of planes went over. My mother said they were General *Italo* Balbo’s. Everyone knew about them—I clearly remember my mother using his first name—*Italo*. Very exciting for a young kid!”

The next day Balbo visited with President Roosevelt in Washington. On the 21st, there was a ticker-tape parade down Broadway (memories of Lindbergh must have been in the air). Balbo was given a medal from the mayor. Even General Billy Mitchell got into the act complimenting the Italians on their success but also using the moment by proselytizing for a stronger United States air force.

On July 25th it was off to Shediac. The next day the armada landed in Shoal Harbour, near Clarenville, Newfoundland. There progress came to a halt. We pick up the story with the *Evening Telegram*:

“The Italian armada ... is held up at Clarenville owing to unfavorable weather on the Atlantic. A message this forenoon received by the Postal reports General Balbo resting on board the yacht *Alice* with sleeping apartments roped off to prevent interruption.”

A cyclone in the Atlantic and subsequent fog banks over Ireland were the problems.

Figure 5: Newfoundland’s Balbo air mail was surcharged in blocks of four.



The Newfoundland Railroad scheduled a special train to carry passengers and mail to Shoal Harbour, and 8,000 air mail stamps were overprinted in blocks of four, Figure 5. It got there in time for everyone to see the armada arrive. John Walsh gave details of this venture in his article in *BNA Topics*, Vol. 54 #1 [4]. Figure 6 shows part of the armada at rest in the harbour.

Figure 6: Balbo squadron at rest in Shoal Harbour.

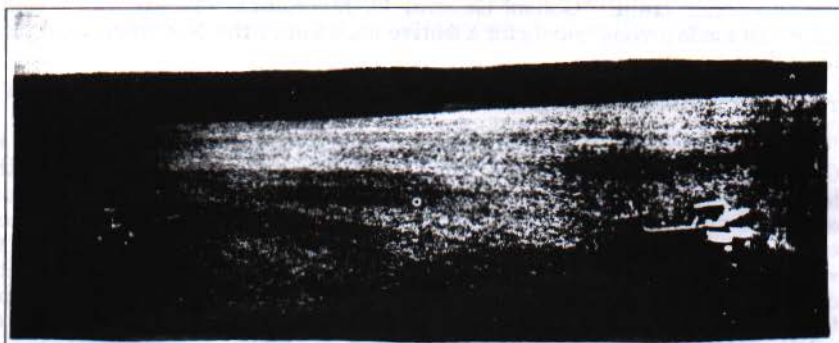
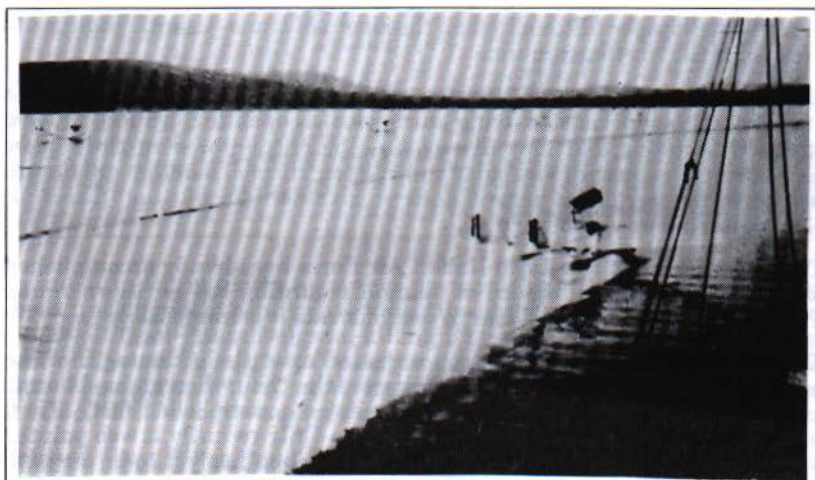


Figure 7: SM.55X taking off from Shoal Harbour.



Fond wishes were sent Balbo by F.C. Alderdice, Prime Minister. Balbo responded on July 28th:

“We enjoy our stay in this beautiful bay and appreciate sincerely the kind reception of the people of Newfoundland. Upon my return I will with the greatest pleasure convey to my chief Benito Mussolini your cordial greeting and wishes.”

On August 4, 1933, the newspaper reported:

“An official communiqué issued on Friday morning says that owing to the bad weather still prevailing between Newfoundland and Ireland, Balbo has decided to chose for his return flight the route via the Azores and to abandon the northern path, despite the preparations already made at Valencia (*sic*), Ireland, for the fleet’s return.”

With that heavy decision out of the way, the general with 25 officers, went to St. John's by special train. Consul-General C. MacKenzie Harvey and Premier Alderdice had made arrangements for a festive occasion at the Newfoundland Hotel for the Italians.

According to the *Evening Telegram*:

"... thousands of citizens thronged the railroad terminus to greet the Commander and his associates ... [and] the Newfoundland Hotel where another large gathering of citizens had assembled to share in the spontaneous welcome accorded the General and his officers ... The visit of General Balbo is one of courtesy and is also intended to convey in person the appreciation of the splendid assistance granted to the air squadron during their historic flight to and from Chicago ... The banqueting hall in the Newfoundland Hotel where the function was held was appropriately decorated for the occasion with the colours of the Italian ensign predominating ..."

There were speeches and toasts to most everyone. The next day, after more speeches, the general and staff returned to Clarenville.

That day, the newspaper editorialized on the rigors of trans-Atlantic flights and the problems with the northern route:

"... even with advantages of the shorter distance and stopping places for seaplanes within reasonable flying journeys, it is open to question, in view of the difficulties that may at any time be encountered in the higher latitudes in the form of fog, cold, and sudden storms, whether this route will ever be seriously regarded as a rival either of that direct to Newfoundland or via the Azores.

The undertaking of the Royal Italian Air Force has already accomplished much to settle the difference of opinion regarding the northern route. Their experiences should go far to demonstrate it is not feasible ...

This settled, attention will be concentrated upon the advantages of the more southerly routes and will help to hasten the time when trans-Atlantic aviation for commercial purposes becomes an accomplished fact. That, however, is unlikely for some time to come. Only recently it was pointed out that the flying boat for trans-Atlantic aviation has yet to be devised. In addition, there are many other preparations to be made. Before passengers will entrust themselves to air transportation, they will require to be absolutely assured that they will be subject to no greater risks than those assumed when they book their passages by one or other of the ocean liners ..."

On August 8, 1933, Balbo finally was able to depart:

"The Italian Armada which arrived at Clarenville on Tuesday, July 26th, after a visit to the Century of Progress Exhibition at Chicago took off this morning for Ortebello (*sic*), Rome, via Horta in the Azores ...

The Squadron, under their gallant leader's direction, have taken farewell of Nfld's shores under the most favourable conditions and as they speed towards the Azores the best wishes of Newfoundland for the success of whom they have had the privilege to entertain and to pay tribute to their enterprise and intrepidity."

Figure 7 shows one of the first seaplanes taking off. The squadron carried approximately 1150 pieces of mail from Newfoundland, with the \$4.50 provisional, Figure 8. In addition they carried about 700 letters from the United States.

Figure 8: Cover carried on Balbo's return flight from Newfoundland.



Nine planes landed at Horta later that day and the other 15 at Ponta Delgada. Next day a tragic accident occurred, reducing the armada to 23. I-RANI, overturned on its take-off from Ponta Delgada, killing its reserve pilot, Lt. Enrico Squaglia. The rest of the squadron made it safely to Lisbon where Balbo first heard of the accident. Plans for a stop at Berre, France were cancelled and the planes flew to the mouth of the Tiber River near Rome.

The *Chicago Daily News* reported on August 12th of Balbo's reception in Rome:

"The mighty seaplane fleet of Italo Balbo roared home tonight after the greatest mass flight in history, to meet a welcome such as Rome once gave its conquering Caesars."

That was not an understatement! Mussolini was there to greet Balbo, along with members of the royal family and great, enthusiastic crowds. The following day, Balbo and his men paraded under the Arch of Constantine—conquering heroes! Mussolini promoted everyone, and Italo Balbo became Italy's first Air Marshal. Balbo embraced every member of his crew.

Balbo, 1933-40

By the time I could first read, during the last stages of World War II, Balbo's name had disappeared from the newspapers, for he had already been killed. The fascists leaders were caricatures on candy wrappers, but my older brother was flying B-25s over Italy on low level raids, and that was a worry. My brother did return safely, and only decades later after collecting stamps, did I first hear of the general, and that there was still glory for him after the 1933 flight.

Jealous of his popularity (perhaps *afraid* of it), Mussolini named Balbo Governor of Libya, and later commander of Italian forces there. In 1940, it was the poorly equipped Italians against the British. Balbo was on the scene of early fighting after the Italians crossed the Egyptian border. Returning from such a skirmish, piloting a Savoia-Marchetti 79 bomber, he approached Tobruk. The Italian air field had just been under attack by British Blenheims, and in the smoky confusion, anti-aircraft batteries thought Balbo's plane was the start of another sortie by the British. They fired on him and his plane crashed next to the harbour. Balbo and all his crew were killed.

Italo Balbo was the only high-ranking member of the Italian establishment that protested Mussolini's enactment of the racial laws of 1938, aimed at the Italian Jews. It's said Balbo found them hideous and "un-Italian." It's interesting to speculate what Balbo's role might have become when it became clear Italy was outclassed in the war. Still popular with the masses, could he have overthrown Il Duce? *Would he have?*

The day after Balbo's death at the hands of his own soldiers, a lone British plane flew over Italian lines and dropped a tribute to Balbo in a box tied with Italian tricolor ribbons:

"The British Royal Air Force expresses its sympathy in the death of General Balbo—a great leader and gallant aviator, personally known to me, whom fate has placed on the other side."

The message was from the Air Officer Commanding-in-Chief, British Royal Air Force, Arthur Longmore.

Newfoundland—the Dream Realized

As predicted by the commentators in the *Evening News* there was a delay before regular transatlantic service ensued, but as dreamed, Newfoundland was to have a significant role once that service arrived. Italy, because of its war activities would not be a player until the 1950s, although Balbo's early successes had helped pave the way.

Survey flights by Imperial Airways' flying boats in 1937, as well as Pan-American Airways with its Clipper III went without incident and the two airlines decided to inaugurate regular flights in 1939 [5].

P.A.A. flew the dreaded northern route (New York - Botwood - Foynes - Southampton). The first flight took off from Botwood on June 27, 1939, reaching Southampton the next day (Figure 9) shows a registered cover carried on that flight, and postmarked June 14th, properly franked at \$0.55.

Imperial Airways was not able to get its first flight off until August 5th, when its flying boat "Caribou" left Southampton for New York, via Foynes, Botwood and Montreal. The overfranked cover in Figure 10 was carried on the return flight. There no longer seemed to be any serious technical dangers in transatlantic flying, nor concerns with travel across the north Atlantic.

Botwood was a good seaplane destination, but a destination that could handle both seaplanes and land planes was needed, so an air field at Gander was developed; it was not operational until May, 1942. The war hampered any concepts about safe, transatlantic service, but war emergency flights were operated by P.A.A. using Gander that May.

It was only after the war, that Gander found full usage, and 1946 and 1947 saw a lot of first flights by P.A.A. to Turkey, India, etc. from that field. Since then,

Figure 9: 1939 cover from inaugural transatlantic flight of Pan-American Airways.

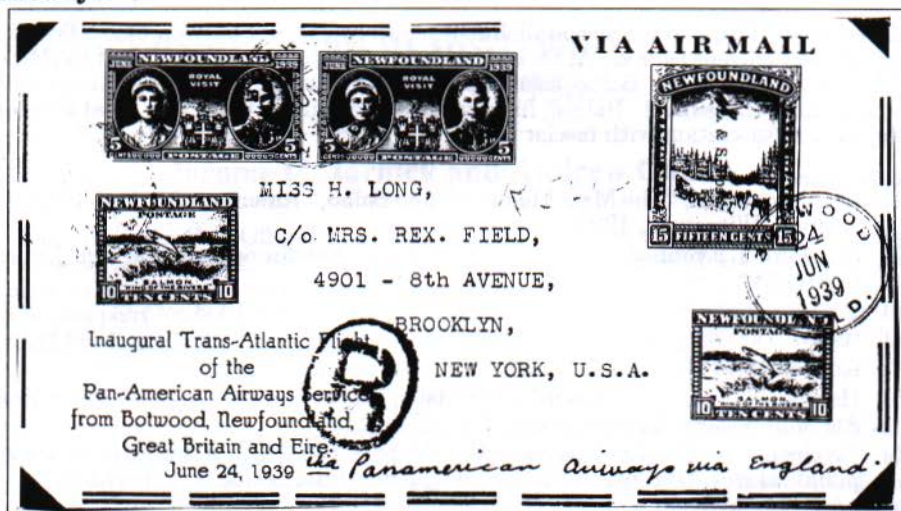


Figure 10: Cover from Imperial Airways' 1939 inaugural transatlantic flight.



Newfoundland has served as an important stop-over for transatlantic flights—a dream expressed often in 1933 when Balbo's fleet visited and won the hearts of the islanders. Gander International Airport, for example, is known as the "Crossroads of the World", and its consistent record of highly efficient ground handling and fast turnaround times has made it the choice of many international airlines. In 1996,

international movements through Gander numbered almost 5500 flights, and over 750,000 passengers used the international lounge [6].

Memories of Balbo and his accomplishments still linger, not only among collectors but ordinary citizens as well. At Shoal Harbour, young children walk next to Balbo Drive, en route to the Balbo Elementary School there. In Chicago there is a monument to the general. Indeed, history still smiles kindly upon this great aviator despite his association with fascist Italy.

References

- [1] Lana, Robert E., "The Mass Flights of Italo Balbo," American Air Mail Society, Neenah, Wisconsin, 1996.
- [2] St. John's Evening Telegram, St. John's, Newfoundland, various issues from 1933.
- [3] Chicago Daily News, Chicago, Ill., various issues from 1933.
- [4] Walsh, J.M., "Finally—its Discovery in 1997. The 1933 Newfoundland Balbo Airmail First Day Cover," *BNA Topics* 54, pp. 30-37 (1997).
- [5] Harmer, C.H.C., "Newfoundland Air Mails," reprint of 1953 edition, American Air Mail Society, Cinnaminson, N.J., 1984.
- [6] "Welcome to Gander International Airport (CYQX)," a website at www.publib.nf.ca/CAP/central/Gander/gwi/gander_international_airport.htm

AN INVITATION

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GROW WITH THE ROYAL

Presentation Booklet for the 6th Congress of the Postal Union of the Americas and Spain Madrid - 1950

Jerome C. Jarnick and Andrew Chung

In July, 1949, the Post Office Department began designing a souvenir booklet to be presented to delegates to the 6th Congress of the Postal Union of the Americas and Spain, to convene in Lima, Peru, in November of that year. The Canadian Bank Note Company quoted a price of \$6.35 per booklet. The price was agreeable to the Post Office and the bank note company started production of the booklets. But before the order was completed, the Lima Congress was cancelled and further work on the booklet was halted.

The re-scheduling of the Congress to September, 1950, with a location of Madrid, Spain, renewed interest in the booklet and in August, 1950, the Canadian Bank Note Company was instructed to complete the 170 booklets they had started the previous year. The booklets were received by the Post Office Department on August 23 and 24. Affixing the stamps to booklets pages was accomplished by the Post Office Department. One hundred and twenty-five of the completed booklets were then dispatched to Madrid for presentation to the delegates attending the Congress.

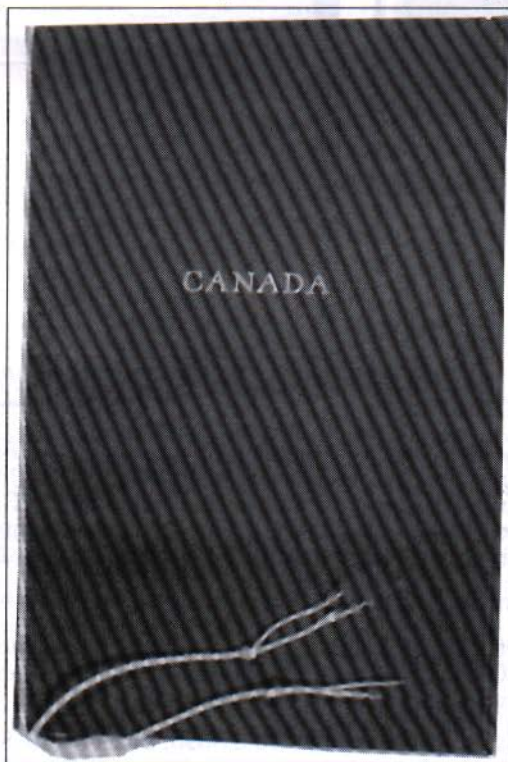
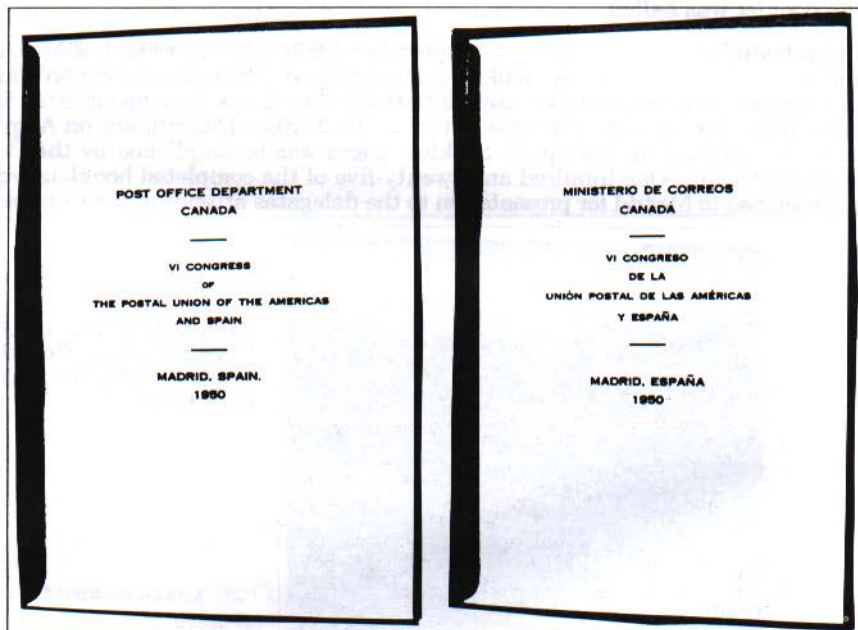


Figure 1: Front of the Presentation Booklet for the 1950 Madrid Congress.

The booklet (Figure 1) is larger than those previously issued, measuring 140 mm x 210 mm. It is bound in red fabricated leather with a white silk binding cord. At the top third of the cover "CANADA" is printed in gold.

The first page of the booklet is printed with the "Servire Populo" crest in black centered on the page. Two title pages follow in English and Spanish (Figure 2). The six pages containing stamps are preceded by a glassine, spider web interleaf on which is printed a descriptive paragraph, in English and Spanish (Figure 3). The stamps are horizontal pairs of the King George VI issue (Scott No. 284-288), the Peace issue (268-271, 273, C9, E11, CE4), the 50¢ Oil Wells (294), and three commemorative stamps, the 4¢ Halifax Bicentennial (283), 4¢ Newfoundland, and 4¢ Responsible Government (277). Frames were printed on the pages where the pairs were fastened firmly to the pages by moistening the upper quarter of the stamps (Figure 4).

Figure 2: Title Pages—English (left) and Spanish (right)



In addition to the 170 booklets prepared for distribution, the Canadian Bank Note Company produced a sample booklet which was delivered to the Post Office Department. This booklet contained stamps which were overprinted "Specimen" and had "CANADA" centered on the cover instead of appearing in the upper third. The arrangement of the stamps in the sample also differed slightly from that of the final version.

References

- [1] 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, pp. 202.
- [2] National Archives of Canada, RG3, all acc. 86-87-396, Box 17, File 8-6-16.

Figure 3: Spider-web glassine with descriptive text.

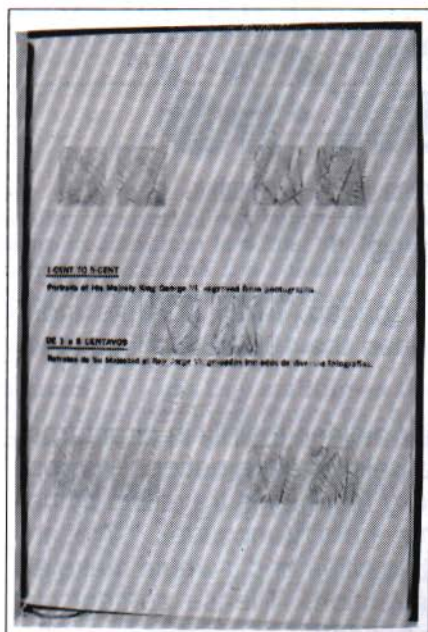
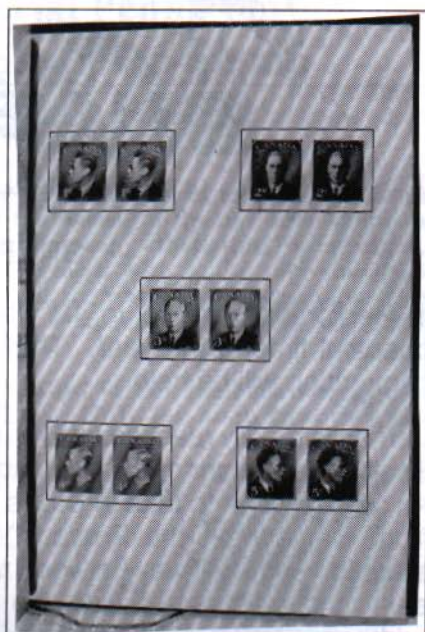


Figure 4: Stamps mounted on page.



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16 - 18 September 1999, Vernon, British Columbia

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In September, the 16 to 18, the Okanagan Valley is at its most beautiful time of the year. That is when the 1999 BNAPS annual convention will be held.

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The Best Western Vernon Lodge is the venue and they can be reached at 1-800-663-4422 for room reservations. The convention rate is C\$89 per room (taxes extra) and early reservations are advised as this accommodation is expected to fill quickly. A 'Share-a-Room' list has been started for those interested in attending by themselves. Please contact below if interested.

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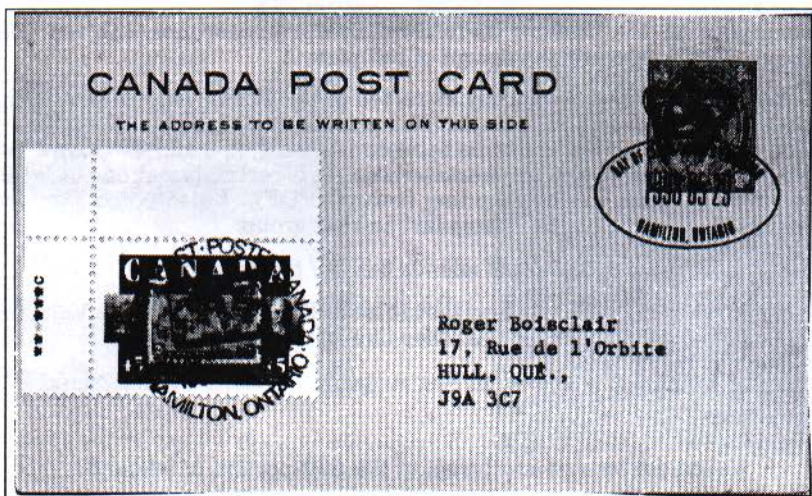
SEE YOU IN VERNON!

Plating the Map Stamp of the new 1998 Imperial Penny Postage Commemorative Stamp-on-Stamp

Roger Boisclair

For every map stamp lover, what a real pleasure it was to contemplate the commemoration of our beloved issue with the release of the new map stamp-on-stamp in Hamilton last May 29 (Figure 1)! Like many others that Friday night, I rushed to examine the beautiful mini-pane graced with a nice reproduction of Queen Victoria's distinctive crown. The issue is the result of the persistent efforts of a few collectors like Fred Fawn and Bill Pekonen who lobbied hard for it. Canadian philately owes them a vote of thanks.

Figure 1: A First Day mailing on the Q.V. 1897 Maple Leaf stationery post card from Mr. Fred Fawn to the author. Only ten such first day post cards were sent to fellow map stamp lovers.



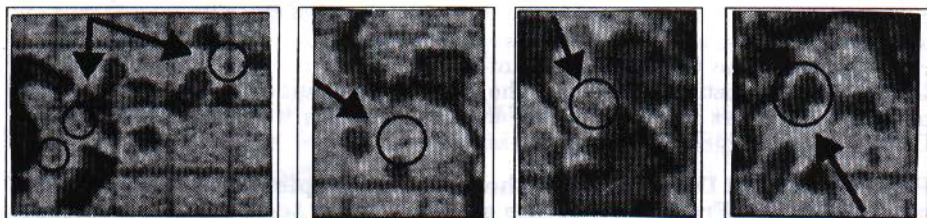
For the many of us, the new stamp generated tremendous interest—both in attempting to plate the reproduced map stamp and in tracking its potential postal uses. Even though I enjoy the issue very much, I have a minor quibble in that the production method of the new map stamp does not show details very accurately.

After a few minutes of examination, I found the 14 stamps are reproductions of a single stamp (*i.e.*, from the same plate and position) of the original issue, since every red plate detail is the same. I then rushed to plate the stamp. After careful observation, I quickly came to a verdict. The new stamp is from plate position 2-A-10 (not position 2-A-30 as was suggested—but later corrected—in *Canadian Stamp News* [1] soon after the issue appeared). When I do a plating study, I always feel like a junior Sherlock Holmes. To celebrate the centenary of my favorite stamp, I then decided to write this article both for enthusiasts of plating, like me, but

especially for the benefit of all others who might be interested, but who do not have the technical means or experience. So, let's have fun now. Here are my personal observations:

The deep blue shade of the oceans initially leads one to suspect the stamp to be from either plate 1 or 2 since plate 3 exists only in the lavender shade. However, I said to myself: "Woohh! Let's not jump to conclusions too fast. Let's look at the other details."

Figure 2: The four main red island groups: Pacific, Ascension/ St. Helena, Africa and Indian Ocean



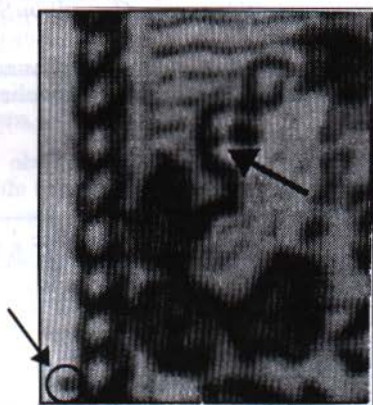
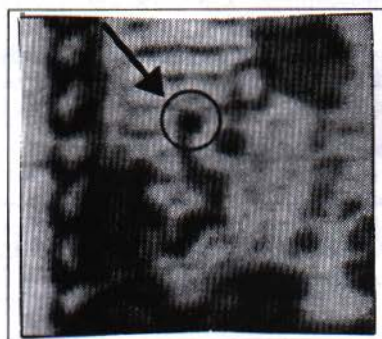
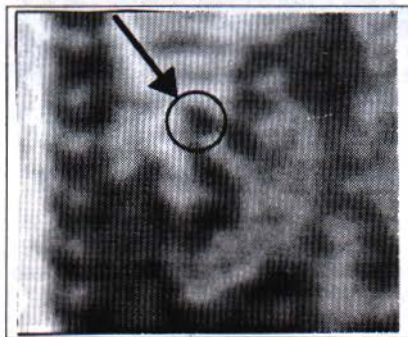
The Red Plate:

1. Essentially on the basis of their usual coarse appearance, the red islands (Figure 2) seemed to fit the design of red plate A.
2. Then, since I am always naturally attracted to the Pacific islands group, this is where I first took a detailed look. The primary striking clue I found was the small red dot located in the middle between islands 1, 2, 3 and 4. Ooops! Many map positions have a similar characteristic. It is certainly not one of Whitney Bradley's [2] primary outstanding feature (POF). I also noted some other features that seemed to be "irregular" in that group:
 - the unusual extension of islands 6 and 7 towards the northwest
 - the doubling of island 5 so that it looks looking like two distinct islands being located one over the other like in the shape of an "8"
 - the comma or similar doubling shape of island 3 touching island 7and finally,
 - the red dot located southwest of the mid-portion of island 8.
3. But to find the real POF, I always next examine the Indian Ocean group. The main feature I found instantly was that islands 1 and 2 are significantly out of place. In fact, the islands normally are not touching each other. Island 1 actually looks to be located in the normal spot for island 2, which is normally a bit more to the north than the general east-west axis passing through islands 3, 4 and 5. On turning to the pages of Mr. Bradley's book [2], I quickly found a match on page 67. Thanks to Mr. Bradley for his marvelous lifetime research and to his BNAPS collaborators!
4. These red plate features definitively led to the conclusion the stamp is from position 10. Bingo!
5. At the same time, I also saw that many other secondary features could be identified: *e.g.*, the red dot northeast of St. Helena, the northwesterly extension

of the tip of Tanzania into the Zaïre, and the dots between Australia and New Zealand.

But since it could still be possible for the reproduced stamp to be from any one of plates 1, 2 or 3, I then needed to look to the black plate features.

Figure 3: The Tonkin Gulf dot from the Mullock stamp-on-stamp commemorative, and enlargements of the Tonkin Gulf dot area from position 10 plate 2 and plate 1, respectively of the 1898 map stamp.



The Black Plate:

1. With the help of the preceding observations, a quick look at the cable raised a strong suspicion the stamp is not from plate 3; the right cable of position 10 from this plate was retouched. In addition, this plate position has two dots in the top right margin as well as a guide dot in the lower right corner, and these features are not on our stamp. Plate 3 was then automatically ruled out.
2. Now, is the stamp from plate 1 or 2? At this stage, a close look at the Tonkin Gulf dot area (TGD) was certainly a must (Figure 3). By doing so, I determined the stamp to be either from position 5 or 8. Since the TGD of plate 1 is from position 15 (and by the way, for plate 3, TGD is also from position 15!), I could then successfully conclude the plate is plate 2.

Therefore, the stamp is from position 2-A-10 (Figure 4).

Hurrah! Done! What a pleasure!

Figure 4: The map stamp used on the commemorative Mulock stamp.



Acknowledgement

Thanks to Fred Fawn for his kindness and thoughtfulness in sending the author the card shown in Figure 1.

References

- [1] Pekonen, William, in *Canadian Stamp News*, 23, #5, (1998), pg. 8 and 23, #9 (1998) pg. 20.
- [2] Bradley, Whitney L., "The Canadian Map Stamp of 1898 - A Plating Study," British North America Philatelic Society Ltd., 1984.

AVAILABILITY OF EARLIER ISSUES OF TOPICS FOR USERS OF THE NEW CUMULATIVE INDEX

Many earlier issues of BNA Topics are available from the BNAPS Circulation Manager (Lynn and Ray Simrak, P.O. Box 56, Maidstone, ON N0R 1K0, Canada). However, for series of small articles, or articles in back-issues of Topics not presently in stock, there is another option.

The American Philatelic Research Library (P.O. Box 8000, State College, PA, 16803 U.S.A.) can provide photocopies of articles printed in any back issue issue of BNA TOPICS.

The charges for this service are US\$4 for the first 8 pages and then 20 cents per page after that, plus a US\$3 surcharge for non-APS members

5¢ Registered Letter Stamp 1875-1877

A Second Opinion

John Fretwell

Under the Post Office Act of 1875, effective October 1st 1875, registered letter stamps were authorized by Postmaster General L.S. Huntington. The concept of a distinctive stamp to both pay the registration fee, and to identify the letter as a registered letter, had been around for a long time [1, 2]. Also, the stamps were distinguished by a colour code:

- 2¢ red for registration charge on letters addressed to places within the Dominion or to Newfoundland.
- 5¢ green for registration charge on letters addressed to the United States.
- 8¢ blue for registration charge on letters addressed to Great Britain.

It should also be noted that registration stamps could not be used in payment of postage rates, nor could registration charges be prepaid by postage stamps.

The Registration Letter Stamps (RLS) did not make their appearance until November 15, 1875. Then, on January 1, 1878, the reduction of the registry rate to the U.K., to 5 cents, made the use of the 8¢ registry stamp unnecessary. From this, one can see that the exclusive original intended use for the 5¢ RLS was short—November 15, 1875 to December 31, 1876—and the stamps are scarce on cover in this period [2, 3]. The foregoing registered letter stamp synopsis is given to help provide a better understanding for those not familiar with the RLS period, and also to show where my cover fits in this era.

One of the avenues I have followed when obtaining registered items for my collection, is to get the ones as close as possible to their commencement dates. It was this habit that drew my attention to the cover in the November 1996 auction of John H. Talman, of Toronto, Ontario [4]. I recognized the date of March 6th 1876 to be earlier than the one I had seen in the May 1989 auction (lot #1210) of R. Maresch & Son of Toronto [5] listed as April 12, 1876. This was a very early date if not the earliest recorded.





The earliest use of a 5¢ RLS was January 12, 1876, that has found it way into the Horace W. Harrison collection [6]. However, the letter was address to Kingston Ontario, and the payment of the registry fee of 2¢ and postage of 3¢ with a 5¢ RLS was unauthorized usage, and contrary to a Post Office directive of January 7, 1876.

A very interesting feature of the cover is the seven fold postage rate of 21¢, (3¢ each ½ oz. = 3½ oz.) paid with a 6¢ Small Queen and a 15¢ Large Queen. This is the largest multiple rate I am aware of in the RLS period (1875-1877). In George B. Arfken's book "Canada's Small Queen Era" [7] all the 5¢ RLS covers to the United States listed had postage paid with a single 3¢ Small Queen. There are also a few double rated covers, but most covers that have appeared on the market in recent years, bear single rate postage.

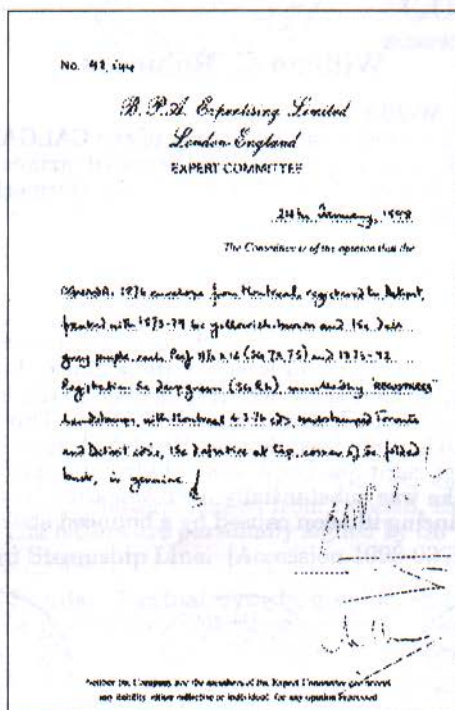
This cover was posted from MONTREAL C.E. on MR 6/76 to Detroit U.S.A., and is backstamped with a split ring TORONTO ONT MR 7/76 and DETROIT MICH REGISTERED MAR 9.

At first glance it will be noted that the receiving endorsement on the front of the cover runs just under the registered letter stamp. On closer inspection of the RLS it will be noted that there is a distinct crease starting three quarters down on the left side and running approximately 21 mm downward towards the centre/hottom of the stamp. A possible explanation for this is that when the RLS was placed on the cover in Montreal, the bottom left corner was left unsealed. Then, when the cover arrived at Detroit the corner was bent over, thus allowing the endorsement under the original stamp placement. At the time the cover come into my possession the corner was sealed down, one can only assume some later tidy owner sealed it down.

I submitted the cover to the Vincent Graves Greene Philatelic Research Foundation for their opinion and they said "One or more stamps were not on the cover when originally mailed." The RLS corner was still sealed down when the Foundation returned the cover.

I was now in a quandary, for I could not exhibit the cover after the negative opinion from the Greene Foundation. So while I was at BNAPEX'97 in St John's. I had several knowledgeable and respected people in the fields of postal history and the registry system examine the cover. All agreed the cover was genuine. While at the

show I had the corner crease on the 5¢ RLS lifted, and was advised to have another opinion on the cover. The cover was sent to the B.P.A. expertising in England for their opinion, along with a note of the Greene Foundation findings. I have since received a Certificate #48,544 that my cover is indeed genuine. It pays to have a second opinion.



References

- [1] Boggs, W.S., "The Postage Stamps and Postal History of Canada," Quarterman Publications, Inc., 1974.
- [2] Harrison, H.W., "Canada's Registry System: 1827-1911," The American Philatelic Society, 1971.
- [3] Firby, C.G., Willson, V.L., "Canadian Posted Letter Guide Vol. 1 1851-1902," Charles G. Firby Publications, 1996.
- [4] Talman, J., Auction Sale, November, 1996.
- [5] Maresch, R., Auction Sale, May, 1989.
- [6] Hennok, J.A., "Series of Postal History Collections, #5, Horace W. Harrison-Canada's Registry System."
- [7] Arfken, G.B., "Canada's Small Queen Era, 1870-1897," Vincent Graves Greene Foundation, Toronto, 1989.



Lew
Ludlow's

RPO Cowcatcher

William G. Robinson

Ludlow Listing No. W-20A

Recently Ross Gray prepared a hammer study of the CALGARY & EDMONTON listings, and scanned copies of proof strikes or actual strikes to illustrate it. For listing W-20A, CALGARY & EDMONTON R.P.O./No. (formerly W-23F) there was no proof strike available. He checked his reference material and found that Lionel Gillam had reported an example, and had sent a photograph to Jim Lehr for inclusion in the June, 1980 issue of the R.P.O. Study Group Newsletter.

The photograph shows an apparently clear strike of the error and Ross scanned a photocopy of this photograph. Having made the scan, he then began to clean up the image by removing the background image of the stamps. Looking at the greatly enlarged image, he noticed that there was rim damage to the hammer and that the letters and rim were thickened, as happens with wear. This hammer's condition was not consistent with a rarely used device. He also observed that the impression of the rim in the lower right quadrant was doubled and misaligned. Then it was obvious that the strike was substantially narrower than it was tall, and that the error was only a convincing illusion caused by a bounced strike or two half strikes of W-20, Hammer 5c.



Figure 1



Figure 2



Figure 3

Figure 1 is the "cleaned" image scanned from the photocopy of the photograph submitted by Gillam. Figure 2 is the scanned image of the proof strike of W-20, Hammer 5c. Figure 3 is the superimposition of both images showing good coincidence on the left half side.

Lionel Gillam comments that this was one of the many covers sent to him by C.C. Sonne, and that it lay for a long time in his collection before he really looked at it—and noticed the missing "D". The visual evidence was sufficient to convince Lionel. Such doubling happened often in a jolting, jerking, swaying mail car, and he thought that the hammer just "jumped" a little after the first strike. Lionel graciously says that it is time his eyes had a rest. This specialty owes him a great deal for his research.

Isn't it amazing what modern technology allows us to do though. Ross Gray is definitely in the forefront of such research, and we're fortunate to have his enquiring mind working for us.

What's
New?



Philatelic
Collections

Cimon Morin

This column is provided on a regular basis to publicize new acquisitions and activities 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.

Recent Acquisitions:

Ernie Ward Collection. - [philatelic records]. - 1850-1867; 4 postal covers. One stampless letter written by Alexander Campbell (Canada's first Postmaster General) mailed from Kingston, U.C. to Watertown, N.Y., and dated 20 May 1850. Another stampless cover mailed from Hamilton to Middle Port, N.Y. and dated 1 July 1867—the date of Canadian Confederation. There is also a matching pair of transatlantic stampless folded letters, mailed from London, England to Quebec via two different ships. The letters are personally signed by Sir Samuel Cunard, the founder of the Cunard Steamship Line. [Accession 1998-037]

Harry Sutherland Fonds. - [textual records, graphic, and philatelic records]. - 1977-1997; 0.93 m of textual records and other material. The records are accruals to records of the Harry Sutherland fonds. The fonds consists of five series created and accumulated by Harry Sutherland as director of the Royal Philatelic Society of Canada. The series include: Royal Philatelic Society of Canada, Federacion Interamericana de Filatelia, Fédération Internationale de Philatélie, Philatelic Exhibitions, and the Montenegro Collection. A finding aid is available as CPA-212. [Accession 1997-286]

E. Ritch Toop Fonds. - [textual records, graphic records, medals]. - 1972-1995; 46 medals, 0.03 m textual records, 5 photographs. Includes medals, ribbons and certificates awarded to E. Ritch Toop at various philatelic exhibitions in which he participated. A finding aid is available as CPA-205. [Accession 1996-424]

Former Acquisitions:

R. H. Webb Fonds. - [philatelic records, graphic and textual records]. - 1814-1984; 2373 postal covers, 143 postage stamps, 0.42 m of textual records, 97 photographs, 110 black and white negatives, 1 colour slide and 8 labels. The fonds includes material accumulated and written by R.H. Webb in the pursuit of his philatelic hobby of researching military mails. The majority of the collection includes the philatelic albums of R.H. Webb's collection of military covers and postal markings. The series include a manuscript covering 1814-1984, philatelic albums (material from 1825-1967), and research notes for 1900-1968. Finding Aid: CPA-189. [Accessions 1996-085, 1996-086]

The Frederick Hagan Fonds. - [graphic records, philatelic records, textual records]. - 1985-1992. 72 pieces of artwork, 10 photos, 0.09 m of textual records, 43

postal covers. The fonds is comprised of 72 pieces of artwork pertaining to the four "Exploration of Canada" series of commemorative postage stamps issued during the period 1986-1989. Most of the pieces of artwork are preliminary studies, in various media, but the final designs, in acrylic, are more detailed. There are also a photograph of Frederick Hagan painting at the French River, October, 1988 and Hagan's 35 page personal "Exploration" diary, that contains his narrative of events and/or reminiscences pertaining to the "Exploration of Canada" series of postage stamps. Finding Aid: CPA-149. [Accession 1994-014]

New Issues

William J. F. Wilson

Well at last, inflation has been reversed! It took a while, mind you, but—if the number in the value tablet of the Bluenose stamp is anything to go by—the cost of a Bluenose has gone down from 50¢ to 45¢ over the last 69 years. This is such good news that perhaps we shouldn't worry that the original Bluenose stamp paid parcel post, but the new one pays the letter rate—which was 3¢ in 1929!

In any case, whatever we think of trends in inflation, there has been a very nice move back to steel engraving by Canada Post. The partial Bluenose stamp which takes up most of the stamp honouring William Roué, the naval architect who designed the Bluenose, is a new engraving, not a photo-reproduction of the original 1929 stamp; and the scrollwork, leaves, and other details around the stamp border are every bit as fine in workmanship as the original. Let's hope that steel engraving, particularly of this quality, becomes a permanent part of modern Canadian stamp issues.

Collectors of natural history on stamps will like the latest Scenic Highways set, with a caribou, a lobster, fiddleheads (young ferns), and a dinosaur. Canada's Stamp Details (Jul./Aug. 1998) mentions that the Dempster Highway on the Yukon stamp passes through the Peel caribou migration route, but Peel here apparently refers to a particular caribou herd, or to herds in the Peel River area, since Peel caribou are neither a separate species nor, according to the references I have tracked down, a recognized subspecies. Current classification places all caribou and reindeer into a single species, *Rangifer tarandus*.

Canada's Stamp Details also does not state the species of either the fern on the New Brunswick stamp or the dinosaur on the Alberta stamp (obviously a carnivore of the Tyrannosaur type). Interesting though these write-ups are, more technical information on the subjects in stamp designs would certainly be appreciated by interested collectors. The New Brunswick stamp almost certainly shows ostrich ferns (*Matteuccia struthiopteris*), which are the source of edible fiddleheads and are found in the circumboreal forest from B.C. through New Brunswick to Newfoundland. A canning industry has grown up in eastern Canada and New England for fiddleheads of this species.

For collectors of scenic Canada, the RCMP stamp with the Mountie standing beside his horse shows Castle Mountain in the background, placing the camp in the Bow River valley in what is now Banff National Park, several kilometres southeast of the present junction of the Trans-Canada Highway and the highway to Radium.

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 June to August, 1998

Stamp	Canals	RCMP	W. Rou��	Scenic Highways	Automatistes of Montreal	Legendary Canadians
Value	10 x 45� s-t	2 x 45� s-t	45�	4 x 45� s-t	7 x 45�	4 x 45� s-t
Issued	17 Jun 98	03 Jul 98	24 Jul 98	28 Jul 98	07 Aug 98	15 Aug 98
Printer	A-P	A-P	CBN	CBN	CBN	CBN
Quantity	10.3MM	SH 13MM SS 5950M OSS 550M UPS 500M	9MM	8MM	7MM	8MM
Paper	C	C	C	C	C	C
Process	7CL*	6CL**	5CL+1SE	6CL	5CL***	10CL
Pane	10	20	25	20	7	20
Tag	G4S	G4S	G4S	G4S	G4S	G4S
Gum	PVA	PVA	PVA	PVA	P-S	PVA
Size, mm	30 x 45	48 x 27.5	40 x 26	56 x 27.5	****	30 x 48
Perf	12.7 x 12.5	12.5 x 13.1	13.0 x 13.1	12.5 x 13.1	diecut	13.3 x 13.3
Teeth	19 x 28	30 x 18	26 x 17	35 x 18	diecut	20 x 32

* Canada's Stamp Details (Vol. VII No. 3, May/June 1998) lists 10-colour lithography, but the philatelic imprint on the stamp selvage shows only seven colour dots.

** 6-colour lithography with foil stamping and embossing, giving seven colour dots.

*** Canada's Stamp Details (Vol. VII No. 3, May/Jun 1998) lists 5-colour lithography, but the philatelic imprint on the pane selvage appears to show a sixth colour "dot" (or brush-stroke) of the same colour and shade as the background design on the selvage, between the five obvious ones and the "C" for the paper type.

**** two stamps are 39 x 41 mm; two are 40.5 x 39 mm; and one stamp each are 37.5 x 42 mm, 48 x 34.5 mm, and 39 x 39 mm.

ABBREVIATIONS: 1SE = one colour steel engraving; 5(6,7,10)CL = five (six, seven, ten) colour lithography; A-P = Ashton-Potter; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Company; F = fluorescent tagging; G4S = general tagging (four sides); M = thousand; MM = million; OSS = overprint souvenir sheet; P-S = pressure sensitive; s-t = se-tenant; SH = sheet stamps; SP = stamp pack; SS = souvenir sheet; UPS = uncut press sheet

I would like to thank Mr. Norbert Krommer for pointing out the following errors in my listing for the ATM stamp in Table 1 of the New Issues column in Volume 55, #3, of *Topics*. The value should be just 45 , not 45  s-t (se-tenant refers to stamps of two or more designs printed together on the same sheet, whereas the ATM stamp is a single design); the number of stamps in the pane is 18 as correctly given in the

text of the column, not 20 as given in the table; and the "perf", listed as "not perf" in the table, is better described as "diecut". (Canada's stamp details lists such stamps as "diecut; not perforated", but "diecut" identifies the process more accurately than simply "not perf". Mr. Krommer also states that the stamps are tagged all over in the manner of American stamps. Unfortunately, I cannot comment on this point, as I am unfamiliar with American tagging. Canada's Stamp Details (Vol. VII No. 2, March/April 1998) originally listed the stamps as four-sided general tagging, then corrected this to untagged (Vol. VII, No. 3, May/June 1998, p. 5). My UV lamp, which works for the Canadian four-sided general tagging as well as for all other Canadian stamps with all-over tagging, does not show tagging of any kind on the ATM stamp. Therefore, I will leave the listing for the ATM stamp as untagged unless more information comes to light.

BNAPEX

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2000: Chicago (Aug. 31 - Sept. 2)



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POSTAL HISTORY OF THE KLONDIKE GOLD RUSH

A 320-page exhibit prepared by the Northern Canada Study Group for CAPEX '96. Available from the BNAPS Book Department, P.O. Box 66660, Stoney Creek Postal Outlet, Stoney Creek, ON L8G 5E6. \$31.00 plus \$4.00 handling.

NEW BOOKS

"The Cumulative Index to BNA Topics: 1944-1997." Compiled by P. Charles Livermore, BNAPS Book Department, Stoney Creek, Ont. (1998). Coil bound, 292 pages. Price delivered: to Canada C\$28.50; to the United States US\$20.00. Order from: The BNAPS Book Department, P.O. Box 66660, Stoney Creek, Ontario, Canada L8G 5E6.

The massive job of compiling an index of the first 54 volumes of *BNA Topics* has been completed. The product is a combined Author-Subject listing of all featured articles and selected letters to the editor, columns, and advertisements that have appeared in *Topics*. The 284 pages of index material are printed in a two-column format with small but clear type. Any larger type would have made the book unwieldy. A few pages of introductory material explain how to use the index effectively. I recommend that a user read these pages before using the index, to see how the entries are categorized and ordered. As well as the citation data, many entries have brief abstracts of the content (prepared if the title is not self explanatory). There are many cross-references from alternate subject category titles to main listings—another very useful feature. For example, the entry for Assiniboia notes that Manitoba is a related term. The category Assiniboia properly includes the original Assiniboia district (a synonym of the Red River Settlement) as well as Canada's Provisional District of Assiniboia; it is surprising though that there is no cross-reference from the better known name Red River Settlement or Colony to Manitoba.

One minor criticism is that only the first page number and the number of pages are listed for a cited entry, rather than the starting and ending pages (more usual in literature citations). This means that a researcher must check the original article

for proper page numbers when writing a citation. I found remarkably few typographical errors; some of these may have occurred in *Topics*, and been copied.

It is difficult to properly review a large index. A few hours of work with it cannot replace a year or two of use. However, after my study to date, I am pleased with the thoroughness and clarity of the index. All BNAPS members should have a copy of this index to go with their holdings of *BNA Topics*.

K. Gray Scrimgeour



The Steinhart Legacy

Allan L. Steinhart

A Restored Rate Cover from Newfoundland

Great Britain and the United States had a postal agreement for the interchange of mails which was cancelled in 1847 due to a disagreement as to how letters between the two countries were to be rated as a result of the new American subsidized steamer line sailing between New York, Southampton and Bremen, the Ocean Steam Navigation Co. This resulted in retaliatory rates being charged on letters between the United States and Britain where each country charged the other full packet rates on mail carried by Cunard or Ocean lines from mid-June 1848 to early January 1849.

A new treaty was signed between the two countries for the interchange of mails, and the retaliatory rates were cancelled. However, between the time the retaliatory rates were cancelled, and the time the new treaty rates came into effect, there is a period called the "restored rate period" in which the old rates were put back into effect. This short period encompasses only seven Cunard steamer voyages with mails, three eastbound to Britain, and four westbound to the U.S.A.

The dates of the sailings are as follows:

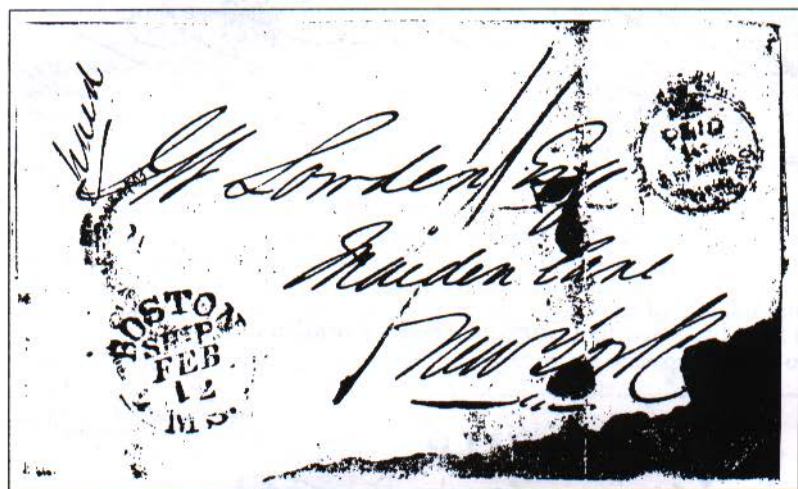
DEPARTURE/DATE	HALIFAX	ARRIVAL/DATE	SHIP AND VOYAGE #
Westbound			
Liverpool, Dec. 30, 1848	Jan. 10, 1849	Boston, Jan. 17, 1849	<i>America</i> (6th)
Liverpool, Jan. 13, 1849	Jan. 27, 1849	New York, Jan. 29, 1849	<i>Canada</i> (2nd)
Liverpool, Jan. 27, 1849	Feb. 9, 1849	Boston, Feb. 11, 1849	<i>Niagara</i> (6th)
Liverpool, Feb. 10, 1849	Feb. 21, 1849	New York, Feb. 24, 1849	<i>Europa</i> (5th)
Eastbound			
New York, Jan. 10, 1849	Jan. 13, 1849	Liverpool, Jan. 22, 1849	<i>Europa</i> (4th)
Boston, Jan. 24, 1849	Jan. 26, 1849	Liverpool, Feb. 4, 1849	<i>America</i> (6th)
New York, Feb. 7, 1849	Feb. 10, 1849	Liverpool, Feb. 19, 1849	<i>Canada</i> (2nd)

Needless to say, the covers rated in the restored rate period, rated the same as before the retaliatory period, are fairly scarce. The chart above shows there were only four voyages in this rate which could have carried mails from Halifax to the U.S.A.

The cover shown here is not from Nova Scotia, but from St. John's, Newfoundland to New York, prepaid 1/0 *stg.* the packet rate from Britain, Nova Scotia or Newfoundland by British Packet, *i.e.*, the Cunard steamer. This is indicated by the red 1/0 rate marking and the PAID AT ST. ST. JOHNS NEWFOUNDLAND crown

cancel. There is a Halifax transit datestamp of January 31, 1849. The cover travelled to Halifax on the St. John's to Halifax Cunard feeder service. From Halifax to Boston it was carried by the Cunard steamer *Niagara* on her 6th voyage, and on arrival in Boston it was treated as a ship letter with a BOSTON MS. FEB. 12 SHIP datestamp. The letter was rated 7 cents collect, shown by a red "7" handstamp, this being the 2¢ inwards ship letter rate plus 5¢ for postage Boston to New York.

**The Restored Rate: A Letter from
St. John's Newfoundland to New York**



As mentioned before, Restored Rate covers from Britain are scarce, from Nova Scotia much scarcer, and from Newfoundland probably rare. At present I do not know of another Restored Rate cover from Newfoundland.

Private American Ship Handstamp

These two covers show the private handstamps of private American packets on the New York to Great Britain sailing route. The first cover is dated May 24, 1821 from Liverpool, G.B. to Montreal L.C. *via* New York, and was endorsed "*Atlantic.*" It has a red datestamp SHIP ATLANTIC/SAILED/MAY.30./*W. MATLOCK *.

The second cover is from Glasgow, Scotland to Montreal *via* New York (also in 1821), and was endorsed "*Camillus/Clyde to N. YK.* It bears a black handstamp CAMILLUS/SAILED/FEBY 13/* I. BOYER *, and a NEW YORK APR 6 marking. Both covers were placed on board ship in Britain outside the post, and were received as ship letters at New York where they were rated 20½ cents collect, 2¢ ship letter rate plus 18½ cents New York to the border. The 20½ cents U.S. equally 1/1 cy. plus the special border to Montreal rate of 6d gave collect postage of 1/7 cy. on both covers.

A Postmaster's Complaint

A.J. Quattrocchi

A postmaster's life in the first half of the nineteenth century was not without its problems. In the *Bathurst Courier* of September 12, 1834, Josias Tayler, Postmaster of Perth, U.C., wrote as follows:

"PUBLIC NOTICE—The subscriber being subjected to a great deal of what cannot be considered unnecessary inconvenience, and even annoyance in conducting the duties of the Post Office, by persons calling, not only at the Office, but at his private dwelling house at very unreasonable hours; and also, in letters being put into the Office, at so short an interval before the hour of the departure of the mails; he deems it expedient to publish for the information of the Public, the following code of Regulations, by which he is resolved strictly to adhere, subject, however, to any and such change as may be suggested to him, if it should appear to be any advantage to the public.

"DEPARTURE OF THE MAILS. The Mails leave this Office for Brockville or what may be termed the General Route, precisely at Nine o'clock on Monday and Thursday mornings—and for the Ottawa, Mississippi and Lanark Offices, at an early hour the same Mornings, so that Letters intended to go by the Mail of those days, for the General Route, must be in at the latest by half-past Eight; and for the Other Offices sometime during the preceding night, at or before the hour of Nine o'clock.

"HOUR OF ARRIVAL. The mails arrive from Brockville usually between the hours of Six and Seven o'clock on Wednesday and Saturday evenings, and the contents of those Mails, will be ready for delivery, half an hour from the time of their reaching the Post Office. The Mails from the Ottawa and Mississippi Office arrive on Tuesday and Friday afternoon, and from Lanark on Thursday afternoon.

"OFFICE HOURS. The Office will be open from the hour of Nine o'clock, A.M., to Five, P.M. on all days, Sundays excepted, on which day, for the accommodation of persons from the Country, it will be open from Nine to Eleven, A.M. and again from half-past One to half-past Two o'clock, P.M.

JOSIAS TAYLER, Post master
Post Office, Perth, August 21, 1834."

CANADA COVERS! !!! IMMEDIATE NEED !!!

PENCE:

Twelve penny pair paying quadruple rate to the U.S.

LARGE QUEENS:

Two Cents Laid paying transient news rate to U.K.

SMALL QUEENS:

Five Cents on Six Cents Re-entry, any proper rate

SQUARED CIRCLES:

Coleman, Fonthill, Revelstoke

If you have some of these lying around,
and are tired of the clutter,
send them to:

BILL LONGLEY

who has deeper pockets than I.

HORACE HARRISON

P.O. Box 411,
Riderwood, MD 21139, U.S.A.
410-828-5341

p.s. - Send any **Unusual Registered Covers 1885-1889** to me. I'll buy or trade.

Earle L. Covert

A tour through the Calgary mail sorting facility and then letters from Chris Ryan and Bill Topping provided information on the SIMPLIFIED FOUR (S4) which "streamlines and simplifies" Xpresspost, Priority Courier, Expedited Parcel and Regular Parcel. This introduction is supposed to be completed over a 13 week period finishing October 2, 1998. On March 23, 1998 the new Xpresspost was introduced but I haven't figured out what this was.

For most people the most noticeable thing was the introduction of Canada Post's new logo in July of this year. With this came "new" prepaid envelopes in the three usual sizes, bubble envelopes in two sizes and boxes in three sizes—all in both Regional and National forms. The sixteen new prepaid Xpresspost items with the new logo were available all across the country, and the old items were to be sent back immediately and not used up. Also introduced were new labels for Priority Courier and Xpresspost.

Figure 1: New Priority Courier forms—customer receipt copy (top) and shipping copy (bottom).

PRIORITY COURIER **MESSAGERIES PRIORITAIRES**

CANADA POST / CANADA POST

CUSTOMER RECEIPT / REÇU DU CLIENT

Item Number / N° de l'article: 73 553 460 064

From / Expéditeur

Name / Nom: _____

Address / Adresse: _____

City / Ville: _____ Province: _____ Postal Code / Code postal: _____

To / Destinaire

Name / Nom: _____

Address / Adresse: _____

City / Ville: _____ Province: _____ Postal Code / Code postal: _____

Guaranteed Delivery / Livraison garantie

FOR DELIVERY CONFIRMATION / CONFIRMATION DE LA LIVRAISON 1 888 550-6333
www.canadapost.ca / www.postescanada.ca

Sender warrants that this item does not contain dangerous goods.
L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.

PRIORITY COURIER **MESSAGERIES PRIORITAIRES**

Signature on delivery? / Signature à la livraison?

RE 663 460 964 CA

RE 663 460 964 CA

RE 663 460 964 CA

RE 663 460 964 CA

RE 663 460 964 CA

RE 663 460 964 CA

RE 663 460 964 CA

RE 663 460 964 CA

Sender warrants that this item does not contain dangerous goods.
L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.


SHIPPING COPY / ÉTIQUETTE D'EXPÉDITION


YOU MAY USE FOUR OWN PRE-PRINTED LABELS HERE / VOUS POUVEZ AJOUTER QUATRE ÉTIQUETTES PRÉ-IMPRIMÉES ICI

From / Expéditeur

To / Destinaire

Figure 2: New Xpresspost forms—customer receipt copy (top) and shipping copy (bottom).





CUSTOMER RECEIPT / REÇU DU CLIENT
 Item Number / N° de l'article: 73 028 518 890

From / Expéditeur

1 Name / Nom _____ 1
 Address / Adresse _____
 City / Ville _____ Province _____ Postal Code / Code postal _____


To / Destinataire


Name / Nom _____
 Address / Adresse _____
 City / Ville _____ Province _____ Postal Code / Code postal _____

Guaranteed Delivery / Livraison garantie

FOR DELIVERY CONFIRMATION / CONFIRMATION DE LA LIVRAISON 1 888 550-6333
 www.canadapost.ca / www.postescanada.ca


Sender warrants that this item does not contain dangerous goods.
 L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.






Signature on delivery? / Signature à la livraison?


RE 028 518 890 CA



RE 028 518 890 CA



RE 028 518 890 CA



RE 028 518 890 CA

Sender warrants that this item does not contain dangerous goods.
 L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.

SHIPPING COPY / ÉTIQUETTE D'EXPÉDITION

YOU MAY USE YOUR OWN PRE-PRINTED LABELS WHEN YOU POSTAGE YOURS. (ÉTIQUETTE PRÉ-IMPRIMÉE SI VOUS L'UTILISEZ.)

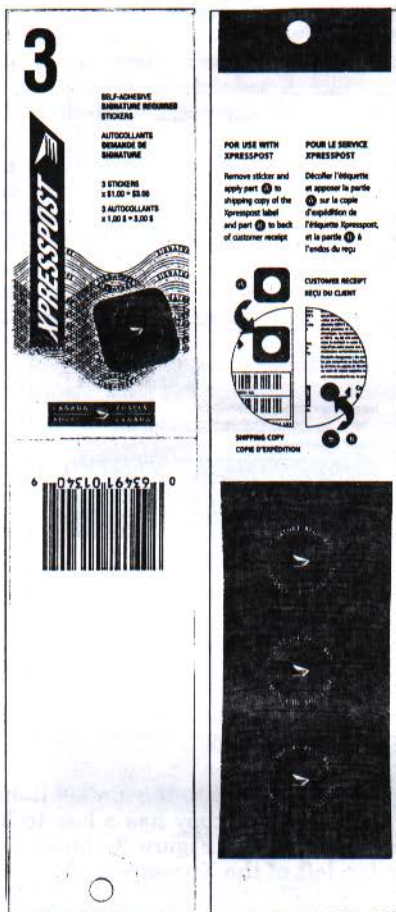
From / Expéditeur

To / Destinataire

The customer receipt (top) copy and the shipping copy (affixed to the mailed item) for Priority Courier are shown in Figure 1. The shipping copy has a box to be checked to indicate if a signature is required on delivery. Figure 2 shows the similar copies for Xpresspost. However at the top left of the Xpresspost shipping copy it reads "Signature on delivery? APPLY STICKER IF SIGNATURE REQUIRED". These stickers are sold for one dollar each, and are available in sheets of 25 (5 x 5) and booklets of three. Figure 3 shows the inside and outside of the booklet.

It appears that there are prepaid labels available for Priority Courier, Xpresspost and Expedited Parcel Mail (and possibly Regular Parcel Mail) in both Regional and National forms in four (although it was stated originally there were to be five) weight/size categories. The weight categories are "Up to 1.36 kg", "Up to 5 kg", "Up to 10 kg" and "Up to 30 kg".

Figure 3: Booklet of Xpresspost "Signature Required" stickers—cover (left) and interior showing three labels (right).



Chris Ryan has sent a photocopy of a PAID UP TO 1.36 kg / 3277 cm² REGIONAL Xpresspost label which is all in black except the XPRESSPOST logo. The horizontal rectangle at the bottom covers the inscription "SIGNATURE ON DELIVERY / SIGNATURE À LA LIVRASON" (Figure 4).

It will certainly be a challenge to find these labels. When I can either obtain copies for my collection, or readers can send photocopies of exactly what exists, I will certainly pass the information on in this column.

Bill Longley pointed out an error and correction on form 33-086-174 A (98-01). This delivery notice is all in blue except for the address of the Retail Postal Outlet. However on this version, after 8 in a box there is a rectangle followed by "Autre (précisez)" all printed in black. The same form number dated (98-03) was changed. Figures 5 shows the later form, and Figure 6 the "error" form.


Len Belle of Essex, England has written to point out an error of the back of the Registration receipt 40-076-604 (89-05) which reads "Fragile and perishable articles are not identified against damage." instead of "indemnified" (Figure 7). This was corrected on later issues.

There is an interesting self-adhesive incident label (Figure 8(a) shows the outside). The recipient is instructed to peel off the outer label for more details. Figure 8(b) shows the top label peeled off to show an incident number M1221GM1, and a date 1995-12-22. Figure 9 shows the new logo on a bulk permit.

Figure 10 shows the first new style roller I have seen for a long time: "CANADA / (the winged logo) / S7K 2L5", inside an oval 26 mm high and 33 mm wide, is separated by 9 wavy lines.

If you find anything interesting philatelically going into the garbage, send a clear photocopy so we can pass it on. Happy hunting.

Figure 6: Delivery Notice Form 33-086-174 A—form date (98-01). The earlier form with correction to the wording for box 8. The attached stub is also shown.

CANADA POST / POSTES CANADA		Delivery Notice	Avis de livraison
Customer Name / Nom du client		Date Y A M D J	
1 Priority Courier / Messageries prioritaires	5 Parcel Collis	Charges Droits	
2 Xpresspost	6 COD Envoi CR	<input type="checkbox"/> Cash Comptant \$	
3 Registered Envoi recommandé	7 Customs Douanes	<input type="checkbox"/> Cash Comptant	
4 Certified Mail / Poste certifiée	8 Other (specify) / Autre (préciser)		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Important!</p>  <p>Your item will be available for pick-up after 13:00 the next business day.</p> <p>Present this card and 2 pieces of personal identification to receive the item.</p> <p>Your item will be held for 15 days.</p> <p>Priority Courier items are available from</p> </div> <div style="width: 45%;"> <p>Important!</p> <p>Votre envoi sera disponible à compter de 13:00 le jour ouvrable suivant.</p> <p>Présentez cette carte et 2 pièces d'identité pour prendre livraison de l'envoi.</p> <p>Nous garderons votre envoi pour 15 jours.</p> <p>Les envois Messageries prioritaires sont disponibles à compter de</p> </div> </div>			
Retail Postal Outlet / Comptoir postal		Time Heures 17:00	
Hudson Bay Centre Postal Outlet Comptoir Postal Hudson Bay Centre The Wicket 20 Bloor Street E Toronto on M4W 1A0 Tel: (416) 922-1620			
Business Hours / Heures d'ouverture			
Mon - Fri		08:00 - 19:00	
Sat		11:00 - 18:00	
Notice No.	N° de l'avis	▶ 004 044 391	
33-086-174 A (98-01)			
CANADA POST / POSTES CANADA			
Hudson Bay Centre Postal Outlet Comptoir Postal Hudson Bay Centre The Wicket 20 Bloor Street E Toronto on M4W 1A0 Tel: (416) 922-1620			
Notice No.	N° de l'avis	004 044 391	

**COME TO
BNAPEX IN VERNON IN SEPTEMBER**

Figure 7: Customer receipt 40-076-604 (89-05) reading "... identified against damage ...".

Customer Receipt	Récépissé du client	1				
<p>Fragile and perishable articles are not identified against damage. Indemnity and fees information is available on request at your postal outlet.</p> <p>Aucune indemnité ne sera versée pour l'avarie d'un objet fragile ou périssable. Des renseignements sur les indemnités et les droits sont disponibles à votre installation postale.</p>		<table border="1"> <tr> <td>Date</td> <td>Timbre à</td> </tr> <tr> <td>Stamp</td> <td>date</td> </tr> </table>	Date	Timbre à	Stamp	date
Date	Timbre à					
Stamp	date					

Figure 8: Two part self-adhesive incident label—(a) outer part and (b) the label underneath with the details (bottom).

(a)

MAIL POSTE	
<small>Canada Post Corporation / Société canadienne des postes</small>	
Dear Customer:	Cher client, Chère cliente,
This item did not meet the committed delivery standard as a result of an incident within our operations.	Cet article n'a pu être livré dans les délais prescrits en raison d'un incident qui a perturbé nos opérations postales.
We apologize for any inconvenience caused by the delay.	Nous regrettons tout inconvénient que ce retard aura pu causer.
For more details, peel off top label starting from upper right-hand corner.	Pour plus d'information, décollez cette étiquette à partir du coin supérieur droit.

(b)

Incident No. / N° d'incident : M1221GM1	
1995-12-22	Le 22-déc. 1995
This item was delayed because of an isolated incident within our operations.	Cet article de courrier est en retard en raison d'un incident isolé survenu dans le cadre de nos activités d'exploitation.
We sincerely regret this unfortunate incident and apologize for any inconvenience caused. Appropriate steps have been taken to prevent such incidents from happening in the future.	Nous regrettons sincèrement les inconvénients que cela a pu vous causer. Nous avons pris les mesures nécessaires pour que ce genre d'incident ne se reproduise plus.
For additional information, please call Customer Service at 1-800-267-1177 (Toronto and area 979-8822).	Pour de plus amples renseignements, n'hésitez pas à communiquer avec le Service à la clientèle au numéro 1-800-267-1155 (Montréal et les environs 344-8822).
<i>Manager, Customer Service</i>	<i>Le gestionnaire, Service à la clientèle</i>

Figure 9: New CPC logo on bulk permit.



Figure 10: New style roller cancel with winged logo.



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- * Auction agents — all major sales in the Toronto area attended
- * Private Treaty — some offers are sold before they can be listed
- * Supplies, including philatelic literature, albums, stockbooks, glassines etc.
- * Canada mint — \$100.00 face value — price only \$95.00
- * Wholesale B.N.A. mint and used
- * Appraisals
- * Wanted quality single items and collections for our sales. We also buy all collections.
- * Auction catalogues and prices realized — subscriptions only \$20.00 plus \$1.40 G.S.T. for one year

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211 YONGE STREET
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**JOHN H. TALMAN LIMITED
BOX 70 ADELAIDE STREET P.O.
TORONTO, ON, M5C 2H8, CANADA**

Member: CSDA, RPSC, ATA, etc.



The summer has come and gone and the time has come to get out those stamp albums and start mounting and writing up all those new acquisitions that have been obtained over the summer months. By the time you read this the 1998 convention at Orlando will be over. Unfortunately, I was not at Orlando, but I am sure it was a successful convention. Fortunately the hot summer does not seem to have prevented the newsletter editors from turning out a substantial number of offerings.

Two editions of the new World War II Study Group's newsletter arrived (May and August). The May edition arrived on my desk late due to a couple of glitches. It contained articles on civil censorship by Peter Burrows and on patriotic covers by Tom Almond. Chris Miller wrote a piece on patriotic and propaganda labels. In the August edition Peter Burrows continued his article on Canadian censorship. Dave Whiteley submitted an illustrated article with examples of "Mail Service Suspended" due to hostilities. Chris Miller supplied a piece on Victory Bonds. August saw the arrival of the usual substantial Canadian Military Study Group Newsletter with items by Bill Robinson on an HMCS "Oakville" cover (1943); Dean Mario contributed a retrospective of the first twenty-five years of the study group. Colin Pomfret sent along a piece of redirected mail from nursing sister H.C. Claxton stationed at the British Convalescent Home for Nurses, Vertekop, BAPO, Salonika, and then redirected to London (1917). Wilf Whitehouse sent along a nicely illustrated article on Canadian ships associated with the Royal Visit in 1939. Mike Street contributed a review of a new book, "The Canadian Military Experience 1867-1995" (3rd edition) by O.A. Cooke. This is a bibliography of most of the literature in all forms from books to newspaper and newsletter articles, including those items by BNAPS. Willem Put sent along an interesting United Nations Emergency Force (Lebanon) with an unusual handstamp "FLOWN FROM HQ UNEF/BEIRUT LEBANON/BY RCAF ATC" (1964). J. Colin Campbell illustrated an early 71st Regiment (Highland Light Infantry) officers letter dated January 17, 1831. Kevin O'Reilly contributed an example of an emergency Edmonton District No. 2 date stamp on military cover from Prince George, July 1943, while Ken Ellison showed an example of an internment cover from Fort Henry (1916). Robert Toombs sent along an up-dated listing of CAPO/CAPO designations 1950-1965. Colin Pomfret illustrated the only known example of the broken circle CAMP MOHAWK ONTARIO date stamp (1917) which he recently discovered. Heretofore this strike had only been known in the "proof books."

The "Confederation" for September had an interesting article by Bob Turkowski entitled "Can Commuters Help?" This was followed by another thought provoking piece by Ron Ribler entitled "What Is the Value of Never Hinged?" John Hillson in his "Commentary" discusses the various ways to identify the Ottawa and Montreal printings of some of the Small Queen issues. "The Round-Up Annex" for September reported some more new finds and an up-date on the "Roster Project" Sheet #14 being included for completion. The British Columbia Postal History Research Group's September offerings start with an editorial commenting on Bill Robinson's article in *Topics* Oct-Dec. 1996 on the perceived failings of the international judges panel at CAPEX'96 when it came to judging postal history exhibits. This was followed in the same editorial with the editor's opinion of the judging critique at PIPEX'98 which caused embarrassment to many and a similar

Study Groups

Admirals: Andy Ellwood, P.O. Box 41061, Ottawa, ON K1G 5K9

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

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

BNA Perflins: 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

First Day Covers: Pierre Ethier, 101 McDonald Drive, #246, Aurora, ON L4G 3M2

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 1A7

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

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

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

decision by exhibitors of research material not to exhibit that type of material again. As a personal aside, having been similarly denigrated by judging panels in the past, I now refuse to exhibit postal history material for the amusement of judging panels. Bill Topping then presented an item on the modifications to the "Snell Bubble Jet Spray" printer. This was followed by a piece on the 100th anniversary of Falkland B.C. post office. An illustrated classification of Victoria cancellations as prepared by Gerald Wellburn with a request for illustrations of Victoria cork cancellations rounded out the newsletter. The July-August edition of the Slogan Box contained a number of well illustrated items covering such topics as postal exhibits (exhibitions), mostly from the 1920s. Steven Friedenthal sent along a piece on postage meter slogans. From the Airmail group came a piece on Patricia Airways and Exploration. Ltd. There was also an obituary for long time aerophilatelist Robert Jamieson. On a brighter note there was a book review by John Burnett of "Air Mails of Canada and Newfoundland." More illustrations of pilot endorsed first flight covers were submitted. There was also an article entitled Flight #233 (3107) First Night Flight March 3rd 1930 between Winnipeg and Calgary. Finally there was an item on the printing of the Commercial Airways black "Air Fee" stamp.

The Newfie Newsletter, (July/August) starts off with pieces on Loading Wharf, Newfoundland cancels by Colin Lewis and a letter from John Forrest. Then there is an illustrated first flight cover for the re-instatement of

Pan-American's Clipper service to the U.K. via New York, Montreal, Botwood and Foynes Ireland in May 1942. Nigel Rusted, in a reminiscence of the events, sent along an article on the Daily Mail's offer of 10,000 pounds sterling for the first successful transatlantic flight (1919). Postal Stationery Notes (June) contains information on Canada Post's "Birds of Canada" post cards. These supposedly were available on March 13, 1998, but until the late summer they were not available at postal outlets. It is my belief that they were not actually available until August of this year. Horace Harrison sent along illustrations of two Jubilee essays. Another interesting piece showed examples of the message part of reply cards used as

Groups Being Organized

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

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

Canadian Officials: Thomas Hanes, 165 Douglas St., Toronto, ON M5M 1G7
secretary/treasurer required

Great Lakes and St. Lawrence Ports: Robert Parsons, 4 Freeman Rd., Markham, ON L3P 4G1

Registration Study Group: David Handelman, Mathematics Department, University of Ottawa, Ottawa, ON K1N 6N5

Transpacific Mail: Brian Murphy, 89 Goulburn Ave., Ottawa, ON K1N 8C9

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

singles. There was also a review of the new book by Arthur Klass on "Privately Rouletted Post Cards of Canadian Pacific Railway Company." From the Revenue Group (July) comes more information on the dreaded airport departure tax labels—this time from Castlegar (\$5.00). Chris Ryan follows this up with an illustration and write-up of a previously unrecorded design for an Alberta sales tax receipt (1936/37). Chris has also been busy writing up examples of excise tax stamps used on commercial paper (cheques). The newsletter issue ended with an item on "Liquor Stamps." Two copies of the R.P.O. newsletter were received, (July and September). Much of the July issue was taken up with Annex XVII to the Catalogue of Canadian Railway Cancellations, (Ludlow). The September issue contained an item on the last run of mail car service in Newfoundland

(October 1, 1968), submitted by Don Wilson. Ken Ellison sent along an excerpt from the archives of the Vernon News (Dec. 22, 1904) concerning the S & O Railway's service to Vernon.

Two editions of the Corgi Times arrived also, (May/June and July/August). In the May/June copy there were a number of articles by John Jamieson, Eppe Bosch, Robin Harris, John Aitken, John Hillmer, John Arn and Harry Machum. In the July/August copy there were articles on a variety of topics including the 1998 new issue programme, and with specialty area reports by John Arn, Leopold Beaudet, Harry Machum, and Bill McCann. Finally the Re-entry Group's newsletter (2nd quarter) contained listings of a number of new re-entries on a variety of issues and denominations. Space and time are running out, so I hope you enjoyed yourselves at Orlando and have a merry and prosperous festive season.

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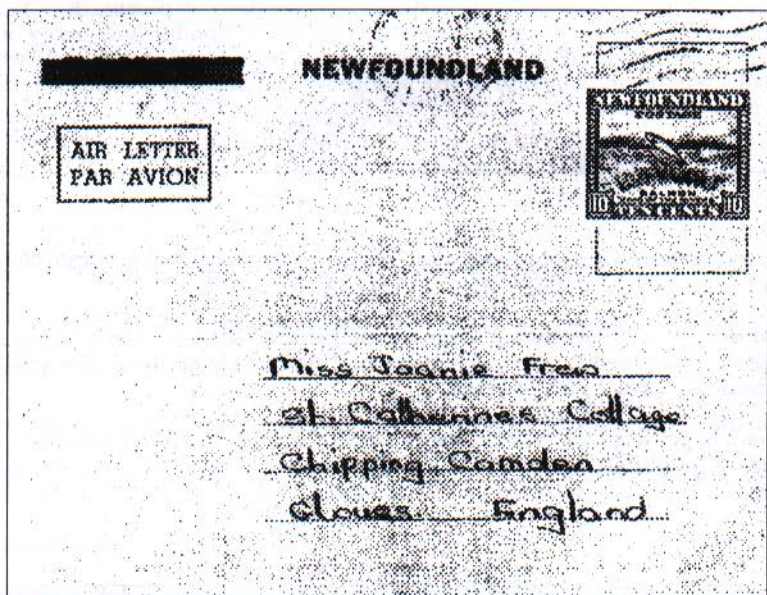


Readers Speak

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

Sir:

Pierre Gauthier's article on the unstamped letter sheets of Canada and Newfoundland (*BNA Topics*, Vol. 55, #3, pp. 7-20) sent me to my safety deposit box to look at my two copies of his Newfoundland Air Letter sheet TYPE I to see if either were watermarked. Examined under a tensor's strong light, I was not able to find any trace of a watermark on either the mint or used copy. Since my used copy is machine cancelled with wavy lines at John's Newfoundland, 12:30 p.m., 7 NOV. 1946, and is addressed to Miss Jeanie Frew, at Catherines College, Clipping, Camden, Gloues, England, I presume it is the earliest reported postmark referred to in Pierre's informative article. Both were acquired from the late Allan Steinhart in 1996, probably at the Texas BNAPS convention, and they cost me dearly, which is probably why Pierre didn't buy them when offered to him by Allan, as seems likely.



I had a devil of a time in locating the article "published at the time in *BNA Topics* [3,4]" because I do not know how to read the numbers in parentheses. I looked in Volume 3, #4; Volume 3, page 4; Volume 4, #3, Volume 4, page 3; whole number numbers 3 and 4 and came up blank. Finally, I realized that I had just bought the essential BNA Collectors Assistant and turned to Pomeroy C. Livermore's "Cumulative Index to *BNA Topics*, 1944-1997." I found this citation: "Newfoundland - Air Mail / Trail of the Caribou (1942 air letter forms described with varieties noted.) Meyerson, Daniel C. and William S., Jun 1949, #060, v6 n6

p 137 il)," followed by a similar citation "(Date of air letter forms fixed in 1946.); ... Oct 1949, #062, v5 n8 p 192 il."

This cumulative index is worth its weight in gold to the BNA collector/student, especially since the entire run of *Topics* is now directly available from to BNAPS members from the APRL Library in State College, Pa. The Index itself is for sale from the BNAPS Book Department at P.O. Box 66660, Stoney Creek, Ontario Canada L8G 5E6 for \$20.00 U.S. The Canadian dollar is changing value so rapidly I am afraid to quote the price in Canadian funds.

Horace W. Harrison

(editor's note: your fearless editor will wade in where Horace fears to tread—the price of the Index is \$28.50 Canadian)

Sir:

Being a collector of BNA fakes, forgeries, frauds and phantoms, I was particularly interested in George McGowan's letter concerning the Wayzata stamp being used in 1950 (*Topics*, Vol. 55, #3, pg. 77).

The illustration looked familiar and, sure enough, I have an identical cover; same markings, same addressee, same date and same time of postmark. The only difference is that the registration number is 00057. I wonder how many of these covers Mr. McIntosh received. Perhaps he posted a batch to himself while in Montreal. Whatever, someone in the Montreal post office was either very sleepy or else an accomplice.

David Sessions

Sir:

My letter is with reference to Norris R. Dyer's article, "Newfoundland's Columbia Air Mail—Revisited," in *BNA Topics*, Apr-May-Jun 1998.

I owned the block illustrated on page 41 (called the "Matejka Block" on page 47) from 28 October 1989, when I bought it (bidding by mail) at the auction of Huys-Berlingen AG, Liechtenstein.

Mr. Dyer's hope that "the block does remain intact for historical reasons" will be realized. The philatelic section of the National Archives of Canada is now the owner of the block, and thus we can be sure the block will remain intact and never leave Canada again.

William Henry Pope

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(continued from page 2)

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Compiled by P. Charles Livermore

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Air Letter Formulas

Air Letter Sheets of Canada and Newfoundland: Forerunners and Unstamped Forms. Gauthier, Pierre. Jul/Sep 1998, #476 v55 n3 p7(14) il tb bi

Air Letter Sheets

Air Letter Sheets of Canada and Newfoundland: Forerunners and Unstamped Forms. Gauthier, Pierre. Jul/Sep 1998, #476 v55 n3 p7(14) il tb bi

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The Steinhart Legacy. [Various excerpts from the postal regulations touching on various subjects are included: foreign airmail rates to Africa, St. Pierre and Miquelon; soldiers' mail; new office at Outpost Island, NWT; Force 'C' in Hong Kong.]; Steinhart, Allan L. Jul/Sep 1998, #476 v55 n3 p48(6)

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Canada Post Corporation

What's New. National Archives of Canada. Philatelic Collections. [Records of the American Bank Note Company, Canada Post, Eastern Arctic Patrol Mails, Oppen's Postage Stamp Album added to the archives.]; Morin, Cimon. Jul/Sep 1998, #476 v55 n3 p47(2)

Canadian Imperial Bank

New Issues. [New issues including the Canadian Imperial Bank ATM issues.]; Wilson, William J.F. Jul/Sep 1998, #476 v55 n3 p64(2) tb

Canadian National Institute for the Blind (CNIB)

Readers Speak. [Free postage for books mailed to the blind was established in 1898 by Mulock.]; Verge, Charles J.G. Apr/Jun 1998, #475 v55 n2 p81(2)

Carrier Marks

The Steinhart Legacy: a Falmouth Packet with a Carrier Charge. [Unusual Quebec carriers' rate is illustrated on 1837 cover.]; Steinhart, Allan L. Apr/Jun 1998, #475 v55 n2 p55 il

Censor Marks

Postal History Tidbits. ['Free Sample' draws a postage due mark (1934); female employees to resign upon marriage (1921); WWI censorship to neutral countries.]; Longley, Bill. Apr/Jun 1998, #475 v55 n2 p51(3) il

Coastal and Inland Water Route Mail

A 12 1/2 Cent Decimal Cover from Canada to New Brunswick. [A cover dated 1860 with 'per Arabian' is illustrated.]; Willson, Victor L. Apr/Jun 1998, #475 v55 n2 p5(2) il bi

Color

The Rejuvenation of Stamp Colours with Hydrogen Peroxide: a Chemist's Perspective. Kruczynski, Leonard J. Jan/Mar 1998, #474 v55 n1 p17(3)

Columbia Flight

Newfoundland's Columbia Air Mail—Revisited. [Review of the flight, stamps, auction prices and catalogue values.]; Dyer, Norris R. Apr/Jun 1998, #475 v55 n2 p41(8) il tb bi

Cross Border Mail

Readers Speak. [Marks on a 1855 cover from Montreal to Portland, ME are illustrated and questioned.]; Switt, Jeffrey A. Jan/Mar 1998, #474 v55 n1 p78(2) il

Readers Speak. [1923 regulation requires countries to honor signatory countries stamps for the use intended. A 1923 cover from the US to Canada illustrates the regulation.]; Bayce, Robert A. Jul/Sep 1998, #476 v55 n3

Currency Conversion

Prince Edward Island Stamps: Printings and Usages. [The seven printings of PEI stamps are discussed along with currency valuations and rates.]; Lehr, James C. Jul/Sep 1998, #476 v55 n3 p55(5) tb

Dornier DO-X Flight

Famous Newfoundland Flights of the 1930s—Then and Now. [Includes a listing of the flights carrying Newfoundland mail.]; Dyer, Norris R. Jan/Mar 1998, #474 v55 n1 p20(12) il tb bi

Eastern Arctic Patrol

What's New. National Archives of Canada. Philatelic Collections. [Records of the American Bank Note Company, Canada Post, Eastern Arctic Patrol Mails, Oppen's Postage Stamp Album added to the archives.]; Morin, Cimon. Jul/Sep 1998, #476 v55 n3 p47(2)

Express Companies

Stories Behind My Covers: 33. An Unusual Harnden & Co. Forwarded Letter to BNA. Arnell, Jack C. Apr/Jun 1998, #475 v55 n2 p7(4) il

Fakes and Forgeries

Fancy Cancellation Mystery. [Fancy cancel used on covers cancelled four years apart appear to be applied well after the fact.]; Anstead, Christopher. Jan/Mar 1998, #474 v55 n1 p59(3) il

Fancy Cancels

Fancy Cancellation Mystery. [Fancy cancel used on covers cancelled four years apart appear to be applied well after the fact.]; Anstead, Christopher. Jan/Mar 1998, #474 v55 n1 p59(3) il

Foreign Exchange Control Board

The Foreign Exchange Control Board and the Canadian Post Office: 1939-51—Part I. Whiteley, David H. Jan/Mar 1998, #474 v55 n1 p37(14) il bi

The Foreign Exchange Control Board and the Canadian Post Office: 1939-51. Part II. [Included is a list of agents, dealers, banks, trust companies and life insurance companies involved in FECB operations.]; Whiteley, David H. Jul/Sep 1998, #476 v55 n3 p29(11) il tb bi

Free Marks

Postal History Tidbits. ['Free Sample' draws a postage due mark (1934); female employees to resign upon marriage (1921); WWI censorship to neutral countries.]; Longley, Bill. Apr/Jun 1998, #475 v55 n2 p51(3) il

Handstruck Marks

The Steinhart Legacy. [Provisional uses and conversions of the 10 d cy. handstamp are illustrated.]; Steinhart, Allan L. Jan/Mar 1998, #474 v55 n1 p64(2) il bi

Harnden, William F.

Stories Behind My Covers: 33. An Unusual Harnden & Co. Forwarded Letter to BNA. Arnell, Jack C. Apr/Jun 1998, #475 v55 n2 p7(4) il

Humor

Editorial Page. [Humor and philately should work well together.]; Lemire, Robert J. Apr/Jun 1998, #475 v55 n2 p3(1)

Lamoureux, Louis M.

Slogans Pieces Come Together. [Early history of the 'Perfect' or Lamoureux cancelling machines.]; Coutte, Cecil C. Apr/Jun 1998, #475 v55 n2 p49(3) il

Laws and Regulations

Postal History Tidbits. ['Free Sample' draws a postage due mark (1934); female employees to resign upon marriage (1921); WWI censorship to neutral countries.]; Longley, Bill. Apr/Jun 1998, #475 v55 n2 p51(3) il

Literature

Editorial Page. [Difficulties of and criteria for judging BNAPS study groups newsletters.]; Lemire, Robert J. Jan/Feb 1998, #474 v55 n1 p3(1)

Machine Cancels

Slogans Pieces Come Together. [Early history of the 'Perfect' or Lamoureux cancelling machines.]; Coutte, Cecil C. Apr/Jun 1998, #475 v55 n2 p49(3) il

Maritime Mail - Atlantic

Maritime Matters: New Brunswick - a Rediscovered Handstamp. [An explanation of the rare 1s 5/8p rate between Great Britain and Canada via the United States.]; Montgomery, Malcolm B. Jan/Feb 1998, #474 v55 n1 p6(4) il

Stories Behind My Covers: 32. Transatlantic Diversions. [Three covers are illustrated and analyzed. 1853 Glasgow to Toronto; 1854 Swansea to Nova Scotia; 1856 Liverpool to Newfoundland.]; Arnell, Jack C. Jan/Feb 1998, #474 v55 n1 p6(3) il

Readers Speak. [Discussion of government regulations covering mail between Newfoundland and Great Britain.]; Toms, Maggie. Jan/Mar 1998, #474 v55 n1 p9(2)

Stories Behind My Covers: 33. An Unusual Harnden & Co. Forwarded Letter to BNA. Arnell, Jack C. Apr/Jun 1998, #475 v55 n2 p7(4) il

The Steinhart Legacy: a Falmouth Packet with a Carrier Charge. [Unusual Quebec carriers' rate is illustrated on 1837 cover.]; Steinhart, Allan L. Apr/Jun 1998, #476 v55 n2 p55 il

Stories Behind My Covers: 34. A Rare British TPO

Handstamp. [London - Supplementary Canadian Mail' mark is illustrated.]; Arnell, Jack C. Jul/Sep 1998, #476 v55 n3 p5 il

Stories Behind My Covers: 35. G.P.O. Notification of Unpaid Book Postage. [Book rate of 1847 required prepayment of postage.]; Arnell, Jack C. Oct/Dec 1998, #477 v55 n4 p6(2) il

The Steinhart Legacy. A Restored Rate Cover from Newfoundland. [Cancelled postal agreement in 1847 results in retaliatory rates between Great Britain and United States.]; Steinhart, Allan L. Oct/Dec 1998, #477 v55 n4 p64(3) il

Meters and Permits

Prepaid Parcel Labels. [New class of prepaid postage labels from the early 1990s raises questions as to classification. Seven groups of labels plus two or more for use in Quebec are identified.]; Covert, Earle L. Oct/Dec 1998, #477 v55 n4 p27(7) il

Military Mail

The Steinhart Legacy. [Various excerpts from the postal regulations touching on various subjects are included: foreign airmail rates to Africa, St. Pierre and Miquelon; soldiers' mail; new office at Outpost Island, NWT; Force 'C' in Hong Kong.]; Steinhart, Allan L. Jul/Sep 1998, #476 v55 n3 p48(6)

Military Mail - World War II

Readers Speak. [Free military mail from Winnipeg to the US during World War 2 is illustrated.]; O'Reilly, Kevin. Jan/Mar 1998, #474 v55 n1 p80(2) il

Readers Speak. ['Free Mail' authorized in "Canada Official Postal Guide" dated Feb 1940.]; Whitehouse, Wilfred D. Apr/Jun 1998, #475 v55 n2 p81

Mulock, William

Readers Speak. [Free postage for books mailed to the blind was established in 1898 by Mulock.]; Verge, Charles J.G. Apr/Jun 1998, #475 v55 n2 p81(2)

National Archives of Canada

What's New. National Archives of Canada, Philatelic Collections. [Records of the American Bank Note Company, Canada Post, Eastern Arctic Patrol Mail, Oppen's Postage Stamp Album added to the archives.]; Morin, Cimon. Jul/Sep 1998, #476 v55 n3 p47(2)

What's New. National Archives of Canada, Philatelic Collections. [New acquisitions include stampless letters (from first PMG of Canada Alexander Campbell and from Samuel Cunard of Cunard Lines) from the Ernie Ward collection; postal covers, stamps and records of R.H. Webb; preliminary artwork by Frederick Hagan leading to the 'Exploration of Canada' series.]; Morin, Cimon. Oct/Dec 1998, #477 v55 n4 p59(2)

New Brunswick

A 12 1/2 Cent Decimal Cover from Canada to New Brunswick. [A cover dated 1860 with 'per Arabian' is illustrated.]; Willson, Victor L. Apr/Jun 1998, #475 v55 n2 p5(2) il bi

New Brunswick - Post Marks and Cancellations

Maritime Matters: New Brunswick - a Rediscovered Handstamp. [An explanation of the rare 1s 5/8p rate between Great Britain and Canada via the United States.]; Montgomery, Malcolm B. Jan/Feb 1998, #474 v55 n1 p6(4) il

Newfoundland

The Steinhart Legacy. A Restored Rate Cover from Newfoundland. [Cancelled postal agreement in 1847 results in retaliatory rates between Great Britain and United States.]; Steinhart, Allan L. Oct/Dec 1998, #477 v55 n4 p64(3) il

Newfoundland - Air Mail

Air Letter Sheets of Canada and Newfoundland: Forerunners and Unstamped Forms. Gauthier, Pierre. Jul/Sep 1998, #476 v55 n3 p7(14) il tb bi

Readers Speak. [Used example of a 1945 Newfoundland air letter form is illustrated as a follow-up to Pierre Gauthier's article (Topics v55 n3 p7.]; Harrison, Horace W. Oct/Dec 1998, #477 v55 n4 p81(2) il

Newfoundland - Air Mail - Stamps

Readers Speak. [Newfoundland airmail stamp not valid for postage found on Canadian cover (1950) to the United States.]; McGowan, George. Jul/Sep 1998, #476 v55 n3 p77 il

Newfoundland - Perforations

Newfoundland Perforation Varieties. [Outline of

Newfoundland perf varieties from 1911 onward.; Swersky, Ernest D. Jul/Sep 1998, #476 v55 n3 p21(7) tb

Newfoundland - Stamps - 1857

A Rarity of Newfoundland. [The 8d scarlet vermilion stamp of 1857 is illustrated on cover.]; Lewis, Colin D. Apr/Jun 1998, #475 v55 n2 p48(2) il

Newfoundland - Stamps - Air Mail

The Abandoned Flight of the "Newfoundlander". [The story of the 'Wayzata Issue'. Wayzata is a suburb of Minneapolis, MN.]; Jarnick, Jerome C. Jan/Mar 1998, #474 v55 n1 p32(4) il tb bi

Northwest Territories

The Steinhart Legacy. [Various excerpts from the postal regulations touching on various subjects are included: foreign airmail rates to Africa, St. Pierre and Miquelon; soldiers' mail; new office at Outpost Island, NWT; Force 'C' in Hong Kong.]; Steinhart, Allan L. Jul/Sep 1998, #476 v55 n3 p48(5)

Nova Scotia

Sable Island Covers. [Two covers (1955 and 1969) from the island's short lived occupancy are illustrated.]; Raymond, Gale C. Jul/Sep 1998, #476 v55 n3 p52(2) il

Ontario

Postal Rates in Upper and Lower Canada: 1832-1859—A Cover Study of Collect Rates. Eisenberg, Marc. Jul/Sep 1998, #476 v55 n3 p39(6) il tb bi

Parcel Post

Postal Pot-pourri. [New computer system reported to speed service; new automated means for handling parcels.]; Covert, Earle L. Jul/Sep 1998, #476 v55 n3 p67(4) il

Postal Pot-pourri. [Express envelopes including Xpresspost, Priority Courier, Expedited Parcel and Regular Parcel are undergoing simplification at Canada Post. New forms and errors are described.]; Covert, Earle L. Oct/Dec 1998, #477 v55 n4 p68(6) il

Perforations

Readers Speak. [Bent pin theory on perforation machines is challenged.]; Tomlinson, Robert B. Jan/Mar 1998, #474 v55 n1 p80(1)

Newfoundland Perforation Varieties. [Outline of Newfoundland perf varieties from 1911 onward.]; Swersky, Ernest D. Jul/Sep 1998, #476 v55 n3 p21(7) tb

Readers Speak. [Additional information on early rotary perforating machines is included.]; Goldberg, Julian. Jul/Sep 1998, #476 v55 n3 p77(2)

Readers Speak. [Questions raised by Zaluski's article (Topics v54 n4 p23-39) on the first law stamps issues are addressed.]; Ryan, Christopher D. Jul/Sep 1998, #476 v55 n3 p78

Plates and Plating

Plating the Map Stamp of the New 1998 Imperial Penny Postage Commemorative Stamp-on-Stamp. Boisclair, Roger. Oct/Dec 1998, #477 v55 n4 p1(4) il bi

Post Cards - Postcard Factory

Postal Pot-pourri. [New service called Trace Mail explained. It includes registered, signature, confirmation and proof of delivery services. Prepaid Postcard Factory cards returned for "lack of postage.]; Covert, Earle L. Apr/Jun 1998, #475 v55 n2 p60(7) il

Postal Pot-pourri. [New computer system reported to speed service; new automated means for handling parcels.]; Covert, Earle L. Jul/Sep 1998, #476 v55 n3 p67(4) il

Post Marks and Cancellations

Low Ludlow's RPO Cowcatcher. [Ludlow listing TS330 now confirmed as not being an RPO.]; Robinson, William G. Apr/Jun 1998, #475 v55 n2 p67(2) il

Post Office - Automation

Readers Speak. [Tour of Unicom Graphics reveals implications of computerized printing methods.]; Speirs, Dale C. Jan/Mar 1998, #474 v55 n1 p79(1)

Postal Pot-pourri. [New computer system reported to speed service; new automated means for handling parcels.]; Covert, Earle L. Jul/Sep 1998, #476 v55 n3 p67(4) il

Post Office - Operations

A Postmaster's Complaint. [1834 public notice from the postmaster at Perth, UC about the operations of the local post office.]; Quattrocchi, A.J. Oct/Dec 1998, #477 v55 n4 p67

Postal Pot-pourri. [Express envelopes including Xpresspost, Priority Courier, Expedited Parcel and Regular Parcel are undergoing simplification at Canada Post. New forms and errors are described.]; Covert, Earle L. Oct/Dec 1998, #477 v55 n4 p68(6) il

Postage Due

Postal Pot-pourri. [Spray errors and new machines; strange marks resulting from the strike; postage dues are couples with other advice marks; lost in mail error.]; Covert, Earle L. Jan/Mar 1998, #474 v55 n1 p52(6) il

Presentation Booklets, Cards and Sheets

Presentation Folders for the 1937 Coronation and 1939 Royal Visit. Jarnick, Jerome C. Apr/Jun 1998, #475 v55 n2 p34(3) il bi

The 1942 War Issue Presentation Booklet. Jarnick, Jerome C. Jul/Sep 1998, #476 v55 n3 p45(2) il bi

Presentation Booklet for the 6th Congress of the Postal Union of the Americas and Spain. Jarnick, Jerome C.; Chung, Andrew. Oct/Dec 1998, #477 v55 n4 p47(3) il bi

Prince Edward Island

Prince Edward Island Stamps: Printings and Usages. [The seven printings of PEI stamps are discussed along with currency valuations and rates.]; Lehr, James C. Jul/Sep 1998, #476 v55 n3 p55(5) tb

Prince Edward Island - Cities and Counties - Charlottetown

Charlottetown Squared Circles. [The pattern of use of the indicia is outlined.]; Murray, G. Douglas. Apr/Jun 1998, #475 v55 n2 p38(3) il tb

Printing

Readers Speak. [Tour of Unicom Graphics reveals implications of computerized printing methods.]; Speirs, Dale C. Jan/Mar 1998, #474 v55 n1 p79(1)

Prisoner of War Mail

The Steinhart Legacy. [Various excerpts from the postal regulations touching on various subjects are included: foreign airmail rates to Africa, St. Pierre and Miquelon; soldiers' mail; new office at Outpost Island, NWT; Force 'C' in Hong Kong.]; Steinhart, Allan L. Jul/Sep 1998, #476 v55 n3 p48(5)

Quebec

Postal Rates in Upper and Lower Canada: 1832-1859—A Cover Study of Collect Rates. Eisenberg, Marc. Jul/Sep 1998, #476 v55 n3 p39(6) il tb bi

Railway Post Office Marks (RPOs)

Low Ludlow's RPO Cowcatcher. [Ludlow listing TS330 now confirmed as not being an RPO.]; Robinson, William G. Apr/Jun 1998, #475 v55 n2 p67(2) il

Low Ludlow's RPO Cowcatcher. [Report of a study of the Calgary & Edmonton listings.]; Robinson, William G. Oct/Dec 1998, #477 v55 n4 p68 il

Rates

The Steinhart Legacy: a Falmouth Packet with a Carrier Charge. [Unusual Quebec carriers' rate is illustrated on 1837 cover.]; Steinhart, Allan L. Apr/Jun 1998, #475 v55 n2 p65 il

Postal Rates in Upper and Lower Canada: 1832-1859—A Cover Study of Collect Rates. Eisenberg, Marc. Jul/Sep 1998, #476 v55 n3 p39(6) il tb bi

The Steinhart Legacy. [Various excerpts from the postal regulations touching on various subjects are included: foreign airmail rates to Africa, St. Pierre and Miquelon; soldiers' mail; new office at Outpost Island, NWT; Force 'C' in Hong Kong.]; Steinhart, Allan L. Jul/Sep 1998, #476 v55 n3 p48(5)

Prince Edward Island Stamps: Printings and Usages. [The seven printings of PEI stamps are discussed along with currency valuations and rates.]; Lehr, James C. Jul/Sep 1998, #476 v55 n3 p55(5) tb

Stories Behind My Covers. 35. G.P.O. Notification of Unpaid Book Postage. [Book rate of 1847 required prepayment of postage.]; Arnell, Jack C. Oct/Dec 1998, #477 v55 n4 p62(2) il

The Steinhart Legacy. A Restored Rate Cover from Newfoundland.

[Cancelled postal agreement in 1847 results in retaliatory rates between Great Britain and United States.]; Steinhart, Allan L. Oct/Dec 1998, #477 v55 n4 p64(3) il

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

Eisenberg, Marc. Oct/Dec 1998, #477 v55 n4 p8(7) il

Registration Stamps - 5¢

Of Registered Letter Stamps 1875-1877.
[Regulations concerning registration matters are outlined. The certification process of an 1876 cover is discussed.]; Fretwell, John. Oct/Dec 1998, #477 v55 n4 p55(3) il

Research Methods

Editorial Page. [Trend of increased research into background of philatelic material is discussed.]; Lemire, Robert J. Jul/Sep 1998, #476 v55 n3 p3

Lud Lowell's RPO Cowcatcher. [Report of a study of the Calgary & Edmonton listings.]; Robinson, William G. Oct/Dec 1998, #477 v55 n4 p58 il

Retail Outlet Support System (ROSS)

Postal Pot-pourri. [New computer system reported to speed service; new automated means for handling parcels.]; Covert, Earle L. Jul/Sep 1998, #476 v55 n3 p87(4) il

Revenue and Tax Paid Stamps - Federal - Law Stamps

Readers Speak. [Questions raised by Zaluski's article ('Topics v54 n4 p23-39) on the first law stamps issues are addressed.]; Ryan, Christopher D. Jul/Sep 1998, #476 v55 n3 p78

Rockett, Wilmer C.

In Memoriam - Bill (Wilmer) Rockett OTB. [Rockett passed away on April 26, 1998.]; Apr/Jun 1998, #475 v55 n2 p58

Royal Visits

Presentation Folders for the 1937 Coronation and 1939 Royal Visit. Jarnick, Jerome C. Apr/Jun 1998, #475 v55 n2 p34(3) il

Saint Pierre and Miquelon

The Steinhart Legacy. [Various excerpts from the postal regulations touching on various subjects are included: foreign airmail rates to Africa, St. Pierre and Miquelon; soldiers' mail; new office at Outpost Island, NWT; Force 'C' in Hong Kong.]; Steinhart, Allan L. Jul/Sep 1998, #476 v55 n3 p48(6)

Slogan Cancels

Canadian Postal Slogans Related to 'Help Retarded Children.' Rosenblat, Daniel G. Oct/Dec 1998, #477 v55 n4 p15(11) il tb il

Special Delivery

Readers Speak. [1923 regulation requires countries to honor signatory countries stamps for the use intended. A 1923 cover from the US to Canada illustrates the regulation.]; Bayes, Robert A. Jul/Sep 1998, #476 v55 n3 il

Spray-on Cancels

Postal Pot-pourri. [Spray errors and new machines; strange marks resulting from the strike; postage dues are couples with other advice marks; lost in mail error.]; Covert, Earle L. Jan/Mar 1998, #474 v55 n1 p52(6) il

Squared Circle Cancels

Charlottetown Squared Circles. [The pattern of use of the indicia is outlined.]; Murray, G. Douglas. Apr/Jun 1998, #475 v55 n2 p38(3) il tb

Stamps

The Rejuvenation of Stamp Colours with Hydrogen Peroxide: a Chemist's Perspective. Kruczynski, Leonard J. Jan/Mar 1998, #474 v55 n1 p17(3)

Prepaid Parcel Labels. [New class of prepaid postage labels from the early 1990s raises questions as to classification. Seven groups of labels plus two or more for use in Quebec are identified.]; Covert, Earle L. Oct/Dec 1998, #477 v55 n4 p27(7) il

Stamps - 1870 - Small Queens - 3¢

The Rejuvenation of Stamp Colours with Hydrogen Peroxide: a Chemist's Perspective. Kruczynski, Leonard J. Jan/Mar 1998, #474 v55 n1 p17(3)

Stamps - 1898 - Map Stamp

Map Stamp Chronology - Part III (from 1898). [A chronology of events leading to and following the Map Stamp.]; Pekonen, William. Jan/Feb 1998, #474 v55 n1 p13(4) il

The Rejuvenation of Stamp Colours with Hydrogen Peroxide: a Chemist's Perspective. Kruczynski, Leonard J. Jan/Mar 1998, #474 v55 n1 p17(3)

Plating the Map Stamp of the New 1998 Imperial

Penny Postage Commemorative Stamp-on-Stamp. Boisclair, Roger. Oct/Dec 1998, #477 v55 n4 p51(4) il

Major Errors in the Architecture Definitives of Canada. [Major errors are illustrated and discussed followed by a brief review and illustrations of the other types of errors.]; Monteiro, Joseph. Apr/Jun 1998, #475 v55 n2 p12(10) il tb il

Stamps - 1995

New Issues. [History of the 45 cent Flag Stamp; and, new issues for January and February, 1998.]; Wilson, William J.F. Apr/Jun 1998, #475 v55 n2 p56(3) il

Readers Speak. [Saskatoon Stamps suggests that the current 45 cent Flag definitives with spots are damaged stamps and have no special value.]; Harris, Robin. Jul/Sep 1998, #476 v55 n3 p80(2) il

Stamps - 1997

New Issues. Wilson, William J.F. Jan/Mar 1998, #474 v55 n1 p67(2) il

Stamps - 1998

New Issues. [History of the 45 cent Flag Stamp; and, new issues for January and February, 1998.]; Wilson, William J.F. Apr/Jun 1998, #475 v55 n2 p56(3) il

New Issues. [New issues including the Canadian Imperial Bank ATM issues.]; Wilson, William J.F. Jul/Sep 1998, #476 v55 n3 p64(2) il

New Issues. Wilson, William J.F. Oct/Dec 1998, #477 v55 n4 p60(3) il

Plating the Map Stamp of the New 1998 Imperial Penny Postage Commemorative Stamp-on-Stamp. Boisclair, Roger. Oct/Dec 1998, #477 v55 n4 p51(4) il

Strike (Labor) Mail

Postal Pot-pourri. [Spray errors and new machines; strange marks resulting from the strike; postage dues are couples with other advice marks; lost in mail error.]; Covert, Earle L. Jan/Mar 1998, #474 v55 n1 p52(6) il

Tagging and Fluorescence

A Tagging Oddity—What is it?. [Missing fluorescence in tagging forms a perfect '0'.]; Painter, Michael F. Jan/Mar 1998, #474 v55 n1 p62(1) il

Theft

The Abandoned Flight of the "Newfoundlander". [The story of the 'Wayzata Issue'. Wayzata is a suburb of Minneapolis, MN.]; Jarnick, Jerome C. Jan/Mar 1998, #474 v55 n1 p32(4) il tb il

Trace Mail

Postal Pot-pourri. [New service called Trace Mail explained. It includes registered, signature, confirmation and proof of delivery services. Prepaid Postcard Factory cards returned for "lack of postage".]; Covert, Earle L. Apr/Jun 1998, #475 v55 n2 p60(7) il

Transportation Post Offices

Stories Behind My Covers. 34. A Rare British TPO Handstamp. [London - Supplementary Canadian Mail' mark is illustrated.]; Arnell, Jack C. Jul/Sep 1998, #476 v55 n3 p6 il

United States

Stories Behind My Covers: 33. An Unusual Harnden & Co. Forwarded Letter to BNA. Arnell, Jack C. Apr/Jun 1998, #475 v55 n2 p7(4) il

Readers Speak. [1923 regulation requires countries to honor signatory countries stamps for the use intended. A 1923 cover from the US to Canada illustrates the regulation.]; Bayes, Robert A. Jul/Sep 1998, #476 v55 n3 il

Western Canada Airways Ltd

First Flight Pilots. [List of Western Canada Airways Ltd. pilots handling first flight letters.]; Atkinson, G. Barrie. Jul/Sep 1998, #476 v55 n3 p62(2) il

World War I

Postal History Tidbits. ['Free Sample' draws a postage due mark (1934); female employees to resign upon marriage (1921); WWI censorship to neutral countries.]; Longley, Bill. Apr/Jun 1998, #475 v55 n2 p61(3) il

World War II

The Foreign Exchange Control Board and the Canadian Post Office: 1939-51—Part I. Whiteley, David H. Jan/Mar 1998, #474 v55 n1 p37(14) il



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September 25, 1998

Attention: Bill Maresch and Rick Sheryer

Dear Rick and Bill,

On behalf of the Cole Family I wanted to take this opportunity to thank you and all the people at your firm for their excellent support, assistance and management in selling the late Jack Cole's collection.

I am well aware of your involvement in assisting my father compile his collection over the years, and certainly your knowledge has benefited us greatly.

From the first meeting when we discussed the potential sale of the collection both of you provided sound advice in regard to how to sell the collection; timing and all the details one should be aware of. From the description and preparation of the catalogue, all the way through to the final recap of realized prices your firm did an excellent job. Any time I required any information all of you were always helpful and prompt, which in today's business environment makes it a pleasure to deal with.

Again, I want to thank you for "A job well done!"

Sincerely,



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