

BNA

PRICE
\$6.95

Topics

VOL 56

NO 3

WHOLE NO 480



FEATURING:

THE KEYS ARE IN THE MAIL

BY BILL LONGLEY

THE OFFICIAL JOURNAL OF BNAPS -

"The Society for Canadian Philately"

**STAMPS
LITERATURE
POSTCARDS
POSTAL HISTORY**

We buy and sell all of the above, from single items to large collections. Please contact us whenever you feel that we may assist. Our experience and facilities are always at your disposal.

GEORGE S. WEGG LTD.

53 Adelaide Street East,
TORONTO - CANADA M5C 1K6
Telephone (416) 363-1596

TRADE INQUIRIES WELCOME



Are you in the process of building your collection of Canada, Newfoundland or Provinces? Our quarterly public auctions are filled with hundreds of lots offering an impressive selection of choice classics, proofs and essays, covers, modern errors, specialized collections and foreign all accurately described and displayed in a beautiful full colour comprehensive catalogue so you can bid with confidence. Contact us today for our next catalogue.



Are you considering selling your collection? If so you want an auction house you can trust. Take advantage of our friendly and professional service. Your collection will be described by our expert lotters, some of the best in the business.

Commission rates our very competitive and prompt payment is always guaranteed. Our catalogues are meticulously prepared to highlight your holdings and ensure maximum realizations. All our efforts are aimed toward making your selling experience pleasant as well as financially rewarding.

As Canada's leading buyers we can also offer you outright purchase if you prefer. We are currently looking for Canadian specialized collections from Pence to Admiral issues, Newfoundland and Provinces, United States and Possessions, British Commonwealth and Foreign. You will receive top dollar for your collection and quick payment. Call us today! You will find that it pays to do business with the best.



EASTERN AUCTIONS LTD.

Canada's most trusted auction house.

TOLL FREE IN NORTH AMERICA:

☎: 1(800) 667-8267 • Fax: 1 (888) 867-8267

Eastern Auctions Ltd.

P.O. Box 250, Bathurst, New Brunswick, Canada, E2A 3Z2

e-mail: glstamps@nbnet.nb.ca

☎: (506) 548-8986/8987 • Fax: (506) 546-6627

Members: ASDA • APS • CSDA • IFSDA • PTS • PHSC • BNAPS • RPSC • ETC.



BNA TOPICS

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY LTD.

VOL 56

NO 3

WHOLE NO 480

CONTENTS

| | | |
|--|---------------------|----|
| Editorial Page | Robert Lemire | 3 |
| The Three Cents Small Queen Issue of Canada Revisiting L.D. Shoemaker's Classification of 1941 . | Ronald I. Ribler | 5 |
| Early American Perforating Machines and Perforations 1857- 1867 by Winthrop S. Boggs. Comparison of Editions . | R.A. Johnson | 16 |
| The West Indian Mail: Late 19th Century Covers between Canada and the British West Indies by the Halifax Packets and by other Routes: Part I | Brian Murphy | 29 |
| Stories Behind My Covers. 38. Quebec and Montreal Ship Letters | Jack Arnell | 45 |
| Full Imperforate Errors on the 1973 R.C.M.P. Centenary Set | Joseph Monteiro | 47 |
| The Steinhart Legacy | Allan Steinhart | 51 |
| What's New in the Philatelic Collections at the National Archives of Canada | Cimon Morin | 53 |
| Another Funny Fable from Sixty-Five Years of Philately | Horace W. Harrison | 54 |
| Postal History Tidbits | Bill Longley | 57 |
| Rounding Up Squared Circles | John S. Gordon | 58 |
| New Issues | William J.F. Wilson | 59 |
| R.P.O. Cowcatcher | William G. Robinson | 62 |
| Postal Pot-pourri | Earle L. Covert | 63 |
| Study Group Centreline | David Whiteley | 72 |
| New Books | | 76 |
| Readers Speak | | 81 |
| Executives, Directors, and Officers | | 83 |

PUBLICATION DATE
EDITORIAL CONSULTANT
ADVERTISING MANAGER
PUBLISHED QUARTERLY BY

September 13, 1999
Robert Lemire, Box 1870, Deep River, ON, K0J 1P0
Hank Narbonne, 216 Mailey Dr., Carleton Place, ON, K2C 3X9
Philaprint Inc., P.O. Box 100, First Canadian Place, Toronto, ON,
M5X 1B2. © 1999 by Philaprint Inc.
Rushirl Publishing and Graphics, Dundas, Ontario. Canadian
Publications Agreement Number 590819.

PRINTED BY

(continued on page 84)

There was a time when autumn was looked on as a time when people started to pull out their albums and get back to their philatelic pursuits. However, it seems that over the last twenty years philately has evolved into what is now very much a twelve-months-a-year activity. Most local and major regional shows still seem to avoid July and December, but show and exhibit preparation, research and writing of articles (and needless to say, newsletter and journal publication) no longer know any particular season.

One result of this seems to be more "burn-out" among participants in the hobby. Trying to balance family, job and philatelic obligations, leaves many looking for a "vacation" or even "retirement" from the hobby. Collectors spend months preparing exhibits, earn good national awards, and then virtually disappear for several years. Dealers have difficulty finding time to take an extended holiday. I have heard some officers in BNAPS comment that if they are away for more than a week, they feel they will never catch up again.

Now many of these people, if they were not intensively involved in philately, would simply find other areas that would occupy at least as much of their time. Nevertheless, a large number of people are directed away from philately simply because they are unwilling to sacrifice their entire lives to the hobby. Some retreat into working alone to avoid pressures that are equal to, or greater than, those imposed by their occupations. We should be careful that we continue to make organized philately "fun" for all involved.

Two items of business. A number of members received miscollated copies of the last issue of *BNA Topics* (Vol. 56 #2). These copies were missing pages 23-30 and 55-62 (psges 31-38 and 47-54 were duplicated). If these were stamps we would undoubtedly be seeing ads offering the "rare error copies" for sale. However, even philatelists seem to prefer their books and magazines with all pages intact. If your copy is missing pages, and you wish a replacement copy, please contact Lynn or Ray Simrak (P.O. Box 56, Maidstone, ON N0R 1K0). Maybe I am a bit sensitive about this because the Advertising Manager and I were among those who received bad copies. At least we cannot be accused of favoritism!

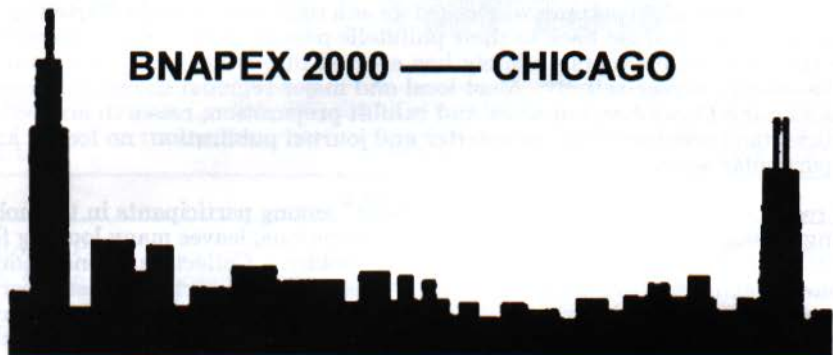
For four years I have been looking to replace the rather worn-looking version of the BNAPS logo that appears on the Table of Contents page. Now, thanks to the efforts of David Handelman, this has been done.

Topics Advertisers

| | |
|--|--------------------|
| Brigham Auctions Ltd. | pg. 15 |
| BNAPEX 2000 | 4 |
| BNAPS Book Dept. | 70-71 |
| BNA Topics—back issues | 28 |
| CPSGB | 14 |
| Eastern Auctions Ltd. | 1 |
| George S. Wegg Ltd. | inside front cover |
| Greenwood Stamp Company | 61 |
| Jim A. Hennok Ltd. | inside back cover |
| John H. Talman Ltd. | 52 |
| R. Maresch & Son | back cover |
| Postal History Society of Canada | 69 |
| Robert A. Lee | 75 |
| Royal Philatelic Society of Canada | 82 |
| Saskatoon Stamp Centre | 48 |
| Schiff Auctions | 80 |
| La Société d'Histoire Postale du Québec | 82 |
| E.S.J. van Dam Ltd. | 74 |

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,
BNA Topics will be forwarded.

BNAPEX 2000 — CHICAGO



August 31 to September 2, 2000

**at the SCHAUMBURG MARRIOTT
(US\$85/night)**

**Exhibits,
Study Group Meetings
Bourse**

**Wednesday welcoming barbeque
tours
close to shopping, restaurants**

Chicago baseball (if possible)

The Three Cents Small Queen Issue of Canada

Revisiting L.D. Shoemaker's Classification of 1941¹

Ronald I. Ribler

Introduction

In 1941 L.D. Shoemaker wrote what was then a comprehensive and definitive article covering most of the known aspects of the Three Cent Small Queen issue of Canada [1]. While Mr. Shoemaker's contribution was immense, much new information and understandings have appeared in the decades since he defined the Three Cents Small Queen. In the article Mr. Shoemaker identified for the various printings:

- Papers
- Perforations
- Shades and colors
- Earliest Reported Dates of use

He also described gum, imprints, position dots, plate varieties, and cancellations. This article addresses only the bulleted items and makes no claims of completeness insofar as all aspects of the stamps are concerned. Other classification schemes exist today and are not challenged here. The sole purpose of this article is to update the classification scheme of one of the three cent Small Queen definitive works.

This update has been enabled by the good fortune of having access to a copy of Mr. Shoemaker's reference collection, permitting me to reassess colors, shades, perforations, and the other elements described in his paper. The advent of the Kiusalas [3] perforation gauge and a better color guide [4] allowed for more precise measures of the values included here.

Shoemaker's Original Classifications

Shoemaker's classification scheme included:

- **Printing Class.** Each Printing Class defined a specific color or shade, paper and perforation. The Printing Classes were numbered from 1-37, with several Sub-Classes, yielding a total of 45 Classes and Sub-Classes.
- **Earliest Reported Date.** The dates were based on examination of many thousands of stamps and covers.
- **Paper Group.** Shoemaker identified nine lettered Paper Groups, as indicated in the GRP and the NOTES columns of Table 1.
- **Perforation.** Shoemaker measured to the one-quarter perforation using the R. Roberts perforation gauge.
- **Color or shade.** Shoemaker reflected the nomenclature of the time. Colors and shades after the Copper Red are described as, "All rose shades are dated between 1870 and 1875, while others are Vermilion, with the exception of the Rose Carmine of 1888."

Some of the Rose and some of the Vermilion shades are today identified as shades of Red.

First, let us look at the elements of his article that either have changed because of new information or because of dated prevailing opinion. As we delve into such

1. Shoemaker's article [1] was reprinted, with corrections, in the May 1950 issue of *Topics* [2].

questions, it will become clearer to the reader that we still have gaps in our understanding of the printing details of this issue during the 27 years of its use.

1. Shoemaker, following the prevailing thinking, identified two sets of printing venues: Montreal and Ottawa. Later consideration and modern catalogs indicate three sets of printings [5-10]:

- First Ottawa Printing, from January 1870-1873,
- Montreal Printing, from 1873-1888, and the
- Second Ottawa Printing, from 1888-1897.

The dates of the printing venues are subject to controversy because reasonable doubt exists that the British American Bank Note Company (BABNC) followed the directives of the postal authority to the letter and actually printed the stamps where the Government directed. However, the assumption of the three sets of venues permits a somewhat neater categorization and matches the current cataloguers thought [11].

2. Copper Red and Indian Red shades were considered by Shoemaker to be of the same Printing Class.
3. The 1870 perforations 12 and 12½ were also lumped together in his classification because he believed they were both from the Printing Class 1. At the time he wrote, only 26 copies of the 12½ had been reported. Today, more than 100 have been reported.
4. The earliest reported dated cover was listed as January 15, 1870. January 13 has since been reported as the earliest.
5. Earliest Reported Dates (ERD) have been updated using more recent surveys and reports. (At this writing, still further surveys are being conducted.)
6. A large number of the stamps listed as perforated 11¼ and 12¼ when measured with the Kiusalas gauge, prove to be 11½ and 12, respectively. Checking the perforations in the reference collection confirm that some of Shoemaker's measurements to the quarter relied on less than accurate tools. He reported perforations of 11¼ x 11¼ and 11¼ x 12, some of which are varieties of the more widely known perforation 11½ x 12. The 11¼ perforation is considered by some to be an error in setting the perforation pins, while the perforation 11½ x 12 was the intended setting. Errors or not, 11¼ x 11¼ and 11¼ x 12 perforations exist. Arfken [3] has pointed out that the Kiusalas gauge measures pin settings rather than perforations and that measurement of the perforations yields, for example, 11.93 (Kiusalas 66) or 12.11 (Kiusalas 65) for perforations we usually refer to as perf. 12. Arfken went further to explain that the quarter perforations are really 12.3 and the commonly used 11½ is really closer to 11.6. The primary value of distinguishing between the perforations of 11.93 and 12.1 is that they were produced using different perforating machines, thereby permitting us to determine when and where the stamp was produced. The Kiusalas 65 perforations are found on both Ottawa printings and the Kiusalas 66 is found only on the Montreal printing. The Carmine Rose shade is perforated 65 x 64 (11.93 x 12.3), suggesting a third set of perforating machines was used when the stamp was printed for a brief period at the Montreal Gazette from October 1888.
7. Vertical and horizontal mesh wove papers were described and considered major classifications in his scheme—a practice not yet followed either by the major

Table 1: Shoemaker's Three Cent Small Queen Classifications.

| Class | E. R. Date | Group | Mesh | Perf. | Colour | Notes |
|-------|---------------|-------|--------|--------------------|-----------------------|---|
| 1 | Jan 13, 1870 | A | horiz. | 12x12, 12½ x12½ | Copper Red/Indian Red | Smooth surface, satiny feel, fine quality, opaque paper. |
| 2A | Aug. 1, 1870 | A | horiz. | 12x12 | Pale Dull Rose | |
| 2B | Dec. 24 1870 | B | vert. | 12x12 | Rose | Hard smooth surface toned paper with design showing through. |
| 3 | Dec. 29, 1870 | B | vert. | 12x12 | Rose Red | |
| 4 | Jan. 14, 1871 | C | horiz. | 12x12 | Carmine Red | Very soft thick paper with perfs usually adhering. |
| 5 | Jan. 8, 1872 | E | horiz. | 12x12 | Rose Orange | Design shows through. Poorer quality paper. Pebbly, toned paper. |
| 6 | Jul. 15, 1872 | D | horiz. | 12x12 | Pale Rose | Paper quality improved. Medium weight toned white, pebbly surfaced paper. |
| 7 | Dec. 1873 | D | horiz. | 11¼x11¼ | Faded Rose Red | |
| 8 | 1872 | D | horiz. | 11¼x11¼ | Pale Rose | |
| 9 | Mar. 6, 1873 | D | horiz. | 11¼x11¼ | Brown Red | White paper. First of the vermilion shades. |
| 10 | Sep. 1873 | B | vert. | 11½ x12 | Orange | |
| 11 | Jun. 25, 1875 | E | horiz. | 11¼x12 | Red Brown | |
| 11a | Jun. 1875 | E | horiz. | 11½ X12 | Red Brown | |
| 12 | Sep. 25, 1876 | F | horiz. | 12x12 | Orange Red | Thin, toned white pebbly surfaced paper. |
| 12a | Sep. 1876 | F | horiz. | 11½ x12 | Orange Red | |
| 13 | Dec. 1, 1876 | D | horiz. | 11¼x12 | Red Brown | Hard paper. |
| 13a | Dec. 1876 | D | horiz. | 11½ x12 | Red Brown | |
| 14 | Jan. 89, 1877 | F | horiz. | 12x12 | Dull Orange | |
| 14a | Jan. 1877 | F | horiz. | 11½ x12 | Dull Orange | |
| 15 | Jul. 3, 1877 | F | horiz. | 11¼x12 | Dull Orange | |
| 15a | Jul. 1877 | F | horiz. | 11½ x12 | Dull Orange | |
| 16 | Mar. 1878 | G | vert. | 11¼x12 | Dull Orange | Medium weight pebbly surfaced toned yellowish paper. |

Table 1: Shoemaker's Three Cent Small Queen Classifications (concluded).

| Class | E. R. Date | Group | Mesh | Perf. | Colour | Notes |
|-------|---------------|-------|--------|---------------------|-------------------|--|
| 16a | Mar. 1878 | G | vert. | 11½ x12 | Dull Orange | |
| 17 | Mar. 14, 1879 | F | horiz. | 11½x12 | Orange Vermilion | |
| 18 | Jan. 20, 1880 | F | horiz. | 12x12 | Vermilion | |
| 19 | Sep. 1882 | G | vert. | 11½x12 | Dull Vermilion | |
| 20 | Jan. 20, 1882 | F | vert. | 12x12 | Vermilion | |
| 21 | Jan. 20, 1883 | E | horiz. | 12x12¼ | Dull Vermilion | Thinner paper. Poorer quality. |
| 22 | Feb. 1, 1884 | F | horiz. | 12x12 | Dull Vermilion | |
| 23 | May 2, 1885 | G | vert. | 12x12 | Vermilion | |
| 24 | Apr. 20, 1886 | F | horiz. | 12x12 | Orange | |
| 25 | 1885-1887 | F | horiz. | 12x12¼ | Brown Red | |
| 26 | Jun. 18, 1887 | G | vert. | 12x12¼ | Brown Red | |
| 27 | Feb. 4, 1888 | F | horiz. | 12x12¼ | Dull Orange | |
| 28 | Sep. 13, 1888 | E | horiz. | 12x12¼ | Dull Orange | Similar paper quality to 1872. |
| 29 | Oct. 6, 1888 | H | vert. | 12x12¼, 12¼ x12¼ | Rose Carmine | First stamp issued in the new Ottawa office. |
| 30 | Dec. 17, 1888 | E | horiz. | 12x12¼ | Pale Rose Carmine | |
| 31 | Sep. 2, 1889 | J | horiz. | 12x12 | Vermilion | Medium weight, poor quality, toned yellowish paper. Aniline dye shows through. |
| 32 | Apr. 28, 1890 | J | horiz. | 12x12 | Bright Vermilion | |
| 33 | Apr. 23, 1891 | J | horiz. | 12x12¼ | Pale Vermilion | |
| 33a | May 9, 1891 | J | horiz. | 12x12 | Pale Pinkish Rose | |
| 34 | Jan. 6, 1892 | J | horiz. | 12x12 | Pale Vermilion | |
| 35 | Jan. 24, 1893 | J | horiz. | 12x12¼ | Vermilion | |
| 36 | Oct. 15, 1895 | J | horiz. | 12x12¼ | Bright Vermilion | |
| 37 | Dec. 18, 1894 | G | vert. | 12x12 | Vermilion | |

Group = Paper Group Class = Printing Class E.R. Date = Earliest Reported Date

cataloguers or students of the small Queen stamps. Holding a stamp at such an angle that a light reveals horizontal or vertical dashes in the wove paper, as represented in Figure 1. A little practice and a good lamp is all that is required to determine which mesh is present. Some stamps show the mesh more readily than others, often due to the thickness of the paper.

Figure 1



VERTICAL MESH



HORIZONTAL MESH

Table 1 reflects Shoemaker's classification scheme as he defined it.

Updated Classifications

The data in Table 1 are taken directly from Shoemaker's article. The key to the classifications is the identification of nine Paper Groups A-J (except I). Using the Paper Groups as the basis, he added Printing Classes to identify variations of printings within each Paper Group. His 45 Classes and Sub-Classes were intended to identify all known paper and printing varieties of the issue. If we add to Table 1 the 12½ perforation, the Indian Red shade and the perforations 11½ as they should appear, we will add Class 1A and remove the Sub-Classes for each of the erroneously measured 11¼ and 12¼ perforation varieties, the total number of Classes and Sub-Classes becomes 46.

The colors identified by Shoemaker are, in some cases the same as we use today, with the major exception being some of the Vermilion shades we call Red today. Table 2 reflects the updated nomenclature and the Unitrade Catalog numbers, with my modifications in italics, indicating known varieties not listed in the catalog. The Rose Orange shade of Class 5 is what we refer to today as Dull Rose. Several other name changes are listed in Table 2 to reflect current use.

Other Considerations

Imperforate stamps were not mentioned at all. The Unitrade catalog lists numbers:

- 41b - orange (1891), rose vermilion shade, with and without gum,
- 41ii - orange vermilion (1885-1886),
- 41iv - brownish vermilion on thinner paper (late 1896), without gum,
- 41v - vermilion on coarse white paper (1895), without gum.

The various papers, gumming and shades total 1000 stamps. Identification of the different imperforate stamps is subject to little question, so their classification has not been incorporated into the tables.

Table 2: Shoemaker's Three Cent Small Queen Classifications—Revised.

| Printing | Item | Prtg. Class | E.R.Date | Paper Grp. | Mesh | Perf. | KUIS. 12- | Colour | Notes | Cat. # |
|-------------------|------|-------------|---------------|------------|--------|-----------|-----------|---------------------------|---|--------|
| 1st Ottawa | 1 | 1 | Jan 13, 1870 | A | hor. | 12x12 | 66 | Copper Red/ Indian Red | Smooth surface, satiny feel, fine quality, opaque paper. | 37b |
| | 2 | 1A | | A | horiz. | 12x12 | 66 | Indian Red | | 37b |
| | 3 | 1B | | A | horiz. | 12½ x 12½ | 63 | Copper Red | | 37d |
| | 4 | 2A | Aug. 1, 1870 | A | horiz. | 12x12 | 66 | Pale Dull Rose | | 37a |
| | 5 | 2B | Jul. 22, 1870 | B | vert. | 12x12 | 66 | Rose | Hard smooth surface toned paper with design showing through. | |
| | 6 | 2C | | B | horiz. | 12x12 | 66 | Rose | Thick, soft paper with perfs. Usually adhering | 37a |
| | 7 | 3 | Dec. 29, 1870 | B | vert. | 12x12 | 66 | Rose Red | | 37av |
| | 8 | 4 | Dec. 20, 1870 | C | horiz. | 12x12 | 66 | Carmine Red | Very soft thick almost blotting paper, | 37i |
| | 9 | 5 | Jan. 8, 1872 | E | horiz. | 12x12 | 66 | Dull Rose | Design shows through. Poorer quality paper. Pebbly, toned paper. | 37a |
| | 10 | 6 | Jul. 15, 1872 | D | horiz. | 12x12 | 66 | Pale Rose | Paper quality improved. Medium weight toned white, pebbly surfaced paper. | 37a |
| | 11 | 7 | Dec. 1873 | D | horiz. | 12x12 | 66 | Faded Rose Red | | 37a |
| | 12 | 8 | 1872 | D | horiz. | 11½x12 | 67x66 | Pale Rose | | 37e |
| Montreal | 13 | 9 | Mar. 6, 1873 | D | horiz. | 11½ x 12 | 68 x 66 | Brown Red | White paper. First of the Red shades. | 37 |
| | 14 | 10 | Sep. 1873 | B | vert. | 11½ x 12 | 68 x 66 | Dull Red | Earliest 11½ x 12. | 37ev |
| | 15 | 11 | Jun. 25, 1875 | E | horiz. | 11½ x 12 | 68 x 66 | Brown Red | | 37e |
| | 16 | 12 | Apr. 21, 1875 | F | horiz. | 12x12 | 66 | Orange Red | Thin, toned white pebbly surfaced paper. | 37 |
| | 17 | 12a | Jan. 19, 1873 | F | horiz. | 11½ x 12 | 68 x 66 | Orange Red | | 37e |
| | 18 | 13 | Dec. 1, 1876 | D | horiz. | 11½ x 12 | 68 x 66 | Brown Red | Hard paper. | 37e |

Table 2: Shoemaker's Three Cent Small Queen Classifications—Revised (continued).

| Printing Item | Prtg. Class | E.R.Date | Paper Grp. | Mesh | Perf. | KUIS. 12- | Colour | Notes | Cat. # | |
|-------------------|-------------|---------------|---------------|--------|---------|-----------|-----------------|--|--|------|
| 19 | 14 | Jan. 9, 1877 | F | horiz. | 12x12 | 66 | Dull Red | | 37c | |
| 20 | 14a | | F | horiz. | 11½ x12 | 68 x 66 | Dull Red | | 37e | |
| 21 | 15 | Jul. 3, 1877 | F | horiz. | 11½ x12 | 68 x 66 | Dull Red | | 37e | |
| 22 | 16 | Mar. 1878 | G | vert. | 12x12 | 66 | Dull Red | Medium weight pebbly surfaced toned yellowish paper. | 37cv | |
| 23 | 16a | Mar. 1878 | G | vert. | 11½ x12 | 68 x 66 | Dull Red | | 37ev | |
| 24 | 17 | Mar. 14, 1879 | F | horiz. | 11½ x12 | 68 x 66 | Orange Red | | 37e | |
| 25 | 18 | Jan. 20, 1880 | F | horiz. | 12x12 | 66 | Vermillion | | 37c | |
| 26 | 19 | Sep. 1882 | G | vert. | 11½ x12 | 68 x 66 | Dull Vermillion | | 37ev | |
| 27 | 20 | Jan. 20, 1882 | F | vert. | 12x12 | 66 | Dull Vermillion | | 37cv | |
| 28 | 21 | Jan. 20, 1883 | E | horiz. | 12x12 | 66 | Vermillion | Thinner paper. Poorer quality. | 37c | |
| 29 | 22 | Feb. 1, 1884 | F | horiz. | 12x12 | 66 | Dull Vermillion | | 37c | |
| 30 | 23 | May 1885 | G | vert. | 12x12 | 66 | Vermillion | | 37cv | |
| 31 | 24 | Apr. 20, 1886 | F | horiz. | 12x12 | 66 | Orange | | 37c | |
| 32 | 25 | 1885-1887 | F | horiz. | 12x12 | 66 | Vermillion | | 37c | |
| 33 | 26 | Jun. 18, 1887 | G | vert. | 12x12 | 66 | Vermillion | | 37cv | |
| 34 | 27 | Feb. 4, 1888 | F | horiz. | 12x12 | 66 | Orange | | 37c | |
| 35 | 28 | Sep. 13, 1888 | E | horiz. | 12x12¼ | 66 x 64 | Dull Orange | Similar paper quality to 1872. | 37c | |
| 2nd Ottawa | 36 | 29 | Oct. 6, 1888 | H | vert. | 12x12¼ | 66 x 64 | Rose Carmine | Printed in Montreal at the Gazette, still called 2nd Ottawa in catalogs. | 41a |
| | 37 | 29a | | H | vert. | 12¼ x12¼ | 64 x 64 | Rose Carmine | | 41av |
| | 38 | 30 | Dec. 17, 1888 | E | horiz. | 12x12¼ | 66 x 64 | Pale Rose Carmine | | 41a |

Table 2: Shoemaker's Three Cent Small Queen Classifications—Revised (concluded).

| Printing Item | Prtg. Class | E.R.Date | Paper Grp. | Mesh | Perf. | KUIS. 12- | Colour | Notes | Cat. # |
|---------------|-------------|---------------|------------|--------|-------|-----------|------------------|--|--------|
| 39 | 31 | Sep. 2, 1889 | J | horiz. | 12x12 | 66 | Vermilion | Medium weight, poor quality, toned yellowish paper. Aniline dye shows through. | 41 |
| 40 | 32 | Apr. 28, 1890 | J | horiz. | 12x12 | 66 | Bright Vermilion | | 41 |
| 41 | 33 | Apr. 23, 1891 | E | horiz. | 12x12 | 66 | Pale Vermilion | | 41v |
| 42 | 33a | May 9, 1891 | J | horiz. | 12x12 | 66 | Pale Vermilion | | 41 |
| 43 | 34 | Jan. 6, 1892 | J | horiz. | 12x12 | 66 | Pale Vermilion | | 41 |
| 44 | 35 | Jan. 24, 1893 | J | horiz. | 12x12 | 66 | Vermilion | | 41v |
| 45 | 36 | Oct. 15, 1895 | J | horiz. | 12x12 | 66 | Bright Vermilion | | 41v |
| 46 | 37 | Dec. 18, 1894 | G | vert. | 12x12 | 66 | Vermilion | | 41 |

E.R. Date = Earliest Reported Date KUIS. = Kiusalas Perforation Number

Cat. # = Scott/unitrade catalog number, where one exists. Numbers with "v" have been added

Other Papers exist than those included in Shoemaker's scheme, such as thick "carton" paper or the thick soft, almost blotting, paper [12], Duckworth Paper 8, and papers that were used infrequently, perhaps to use existing stock or to experiment with different papers. These papers are seen infrequently. So-called onion skin and translucent papers are not considered. We are still finding papers that do not appear to match any other known papers used for the printings. As noted above, some papers used for the Large Queen issue were also used for the early Small Queen stamps. Paper was expensive and, we should assume, generally not wasted. We should believe that whatever suitable paper was on hand was used. If that is true, papers from the 1860s were used for printing the stamps of the 1870s. Watermarks have been reported on the Small Queens that are the same as some of those found on the Large Queens.

Fluorescence was not a consideration for Shoemaker, probably because ultraviolet lamps were not in general use in 1941 and partly because there was little reason to believe there would be any differences discovered by using such a device. Subsequent studies reveal that some of the inks used for the Second Ottawa Printing contained minerals that reflect the UV light as a brown or yellowish color. Some collectors [13] report using UV to classify the stamp with great success.

Paper thickness of the stamps varies between about 0.025" and 0.040". The usual thickness of the issue is 0.032", but, because of the paper-making technology of the time, paper thickness varied within a sheet. That means some stamps on a given sheet could be thicker or thinner than the expected 0.032". It also means that some thicknesses are scarcer than others because only a few stamps on a sheet might vary from the standard. That possibly explains the source of the thick carton paper and the onion skin paper and other unusual paper thicknesses where so few copies have been reported.

Clearly, we are still learning about the issue. Items never before reported come to light with greater frequency than might be expected of an issue so old. The Large Queen/Small Queen Study Group publishes *Confederation* several times per year and invariably includes new finds and understanding. While Shoemaker's article of 1941 retains much invaluable information, we need to revisit and revise the information based on new discoveries. All additions, corrections, criticisms or updates are welcome.

Acknowledgements

I would like to acknowledge and thank the following BNAPSers for their unselfish and invaluable assistance in the preparation of this article: George Arfken, John Burnett, Charles Firby, John Hillson, Robert Lemire, and Vic Willson.

References

- [1] Shoemaker L.D., "The Three-Cents Small Queen Issue of Canada", *Stamps*, March 8, 1941.
- [2] Shoemaker L.D., "The Three-Cents Small Queen Issue of Canada", *BNA Topics*, Vol. 7, # 5, pp. 96-102, May 1950.
- [3] Arfken, G.B., "Perforations", *BNA Topics*, Jan-Feb 1992, pp. 32-33.
- [4] Morris, R., Three Cents Small Queen Color Guide for Canada, Pittsboro Philatelics, 1998.
- [5] Arfken, G.B., Canada's Small Queen Era 1870-1897, 1989, Vincent Graves Green Philatelic Research Foundation.
- [6] Boggs, W.S., The Postage Stamps and Postal History of Canada, 1945, Chambers Publishing Co.

- [7] Hillson, J., The Small Queens of Canada, 2nd Revised ed., 1989, Southbourne Printing Co., Bournemouth, Englandr
- [8] Holmes, L.S., Specialized Philatelic Catalog of Canada and British North America, Tenth Ed., 1963, Ryerson Press, Toronto.
- [9] Jarrett, F., Stamps of British North America, 1975, Quarterman Publications, Lawrence, MA.
- [10] Robson Lowe, The Encyclopedia of British Empire Postage Stamps 1639-1952, Volume V, 1973, Robson Lowe Limited, London.
- [11] Unitrade, Specialized Catalogue of Canadian Stamps 1999, The Unitrade Press, Toronto.
- [12] Duckworth, H.E. and Duckworth, H.W., The Large Queen Stamps of Canada and Their Uses 1868-1872, 1986, The Vincent G. Green Foundation.
- [13] Milks, J.E., "More on Paper Fluorescence", May 1998 issue of *Confederation*; the bulletin of the Large Queen Small Queen Study Group of BNAPS.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Comin' to London 2000 (from 22 May)?
Our annual convention can be your curtainraiser

17 May -20 May

at Hove on the English south coast, about an hour from London.

And remember, membership brings you 'Maple Leaves' quarterly!

if not already a member, get details from the Secretary,
Mrs. J. Edwards, The Glyn, Cyfronydd,
Welshpool, Powys, SY21 9ER U.K.

Subs payable in Canada
WRITE NOW - AND BOOK NOW!

Who knows the needs of a collector
better than a collector?

A new auction house for collectors run by collectors.

Brigham Auctions Limited

"Specializing in the Fine Art of Philately"



- Competitive commissions or better
- Frequent auctions means less time waiting
- We travel to you
- We fully insure your material from the moment it leaves your hands (subject to notification in writing, by fax or e-mail of the value of the package)
- No reserves
- Private treaty department
- Mail bid sales
- Appraisals

Write or call for more information and/or a free sample catalogue of *Brigham Auctions, Ltd.*,
1120 Brevik Place, Mississauga, ON, CANADA L4W 3Y5,
by phone at (905) 238-1634, by fax at (905) 238-8399 or by e-mail at Iroberts@interlog.com

Early American Perforating Machines and Perforations 1857 - 1867 by Winthrop S. Boggs

The Unitrade and Collectors Club Editions—a Comparison

R.A. Johnson

In the March and May, 1954 issues of *The Collectors Club Philatelist*, Winthrop Boggs published Parts I and II of his studies by the subject title [1]. A pamphlet form of those was published by Unitrade Press, under 1982 copyright, consisting of those two original articles. However, in September, 1954, The Collectors Club had published its pamphlet with the same title and based on the same two articles but with alterations prompted by further information received by the author (as pointed out by Goldberg [2]). The latter version is not often seen while as the Unitrade version is still actively marketed at stamp shops, etc. The changes are, for the most part, of substance. This article reports on the significant differences in the two versions and provides a commentary on their significance. For completeness, all other alterations of lesser import are provided in an Appendix.

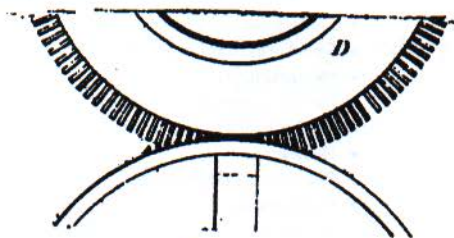
Since the Unitrade version is the more-widely known, the location of each change is identified by the page (p.), and, where useful, by the column (I or II) and the line (l.) from that version. Where necessary for clarity, such references will be further identified by a "U" and The Collectors Club version by a "C".

Item 1:

p. 16, I, l.4: The following passage has been inserted following "... at any one time.":

It is doubtful whether wheels of the dimensions shown in the patent drawings would function. However if the pins were only as long as the knives of the rouletting wheel shown in Fig. 9, then only 6 or 7 pins would be more or less engaged at any one time. We believe that the wheels would then operate fairly well. However, as we shall see later, the solution lay in enlarging the perforating wheels considerably, and also shortening the pins more or less.

p. 17: The original Fig. 14 has been reproduced but with a revised caption which now reads as shown, with the addition underlined:



From the PATENT Drawings

Figure 14 from Boggs' Collectors Club Pamphlet

Fig. 14. Segments of the perforating wheels of the Bemrose machine showing that a number of pins were more or less engaged at one time the number depending on the length of the pins, but certainly not more than 6 or 7. Thus a broken pin or in fact several broken pins would not cause the wheels to slip or disengage.

Comment 1:

Fig. 14 was constructed from Figures 3 and 5 in the Bemrose patent under the assumption that not only were the wheels shown to the same scale (which was reasonable) but that *so were the pins*.

Fig. 3.

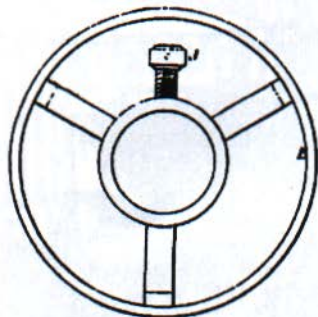
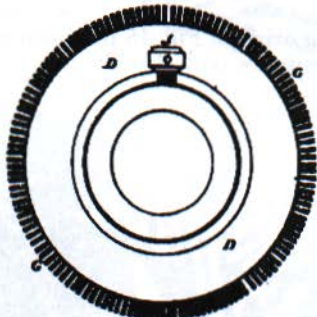


Fig. 5.



That assumption did not follow from the wording of the original patent. The new text in "C", now confirms that. But, curiously, Boggs retained his statement in the caption to U-Fig.5 (see above) that "According to the specifications these are in actual size," that is, the wheel *and the pins as depicted*. As pointed out elsewhere [3], this was not the case.

However, his reference to the knives of the roulette version of Fig. 9 (see also above) has been confirmed by later sources.

Fig. 8.



Fig. 9.

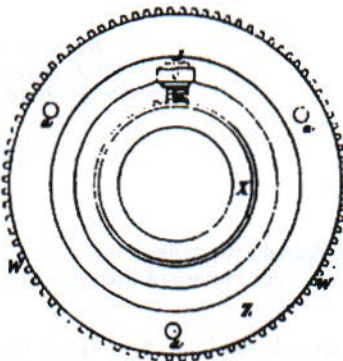


Fig. 10.



Although Fig. 9 shows the rouletting blades projecting less than the pins in Fig. 5, they probably are not drawn to scale. The edge view of them shown in Fig. 10 would seem to support this surmise. Even at that, however, the original caption (from the Bemrose patent) does not mention the scale of these diagrams at all.

To inhibit wear, the perforating pins barely penetrated the counterpart wheel. And, even then, the principal problem was not of bent or broken pins, but rather the wear on the counterpart wheels which had to be continually re-drilled with new

sets of holes¹. The case against frequent bending or breaking of pins is presented succinctly by Tomlinson [4], although the notion of pins with substantial length persists, if only as an illustrative example with other purposes [5]. The larger the wheels, the more accurately the perforations could be manufactured (as Boggs points out later—see Item 3), but the crucial design element for the functioning of the machine is the depth of the pin penetration into the counterpart wheel, not the size of the wheels *per se*.

Item 2:

p.18: The original Fig. 15 has been reproduced but with an expanded caption, the added sentence underlined:



**Figure 15 from
Boggs' Collectors
Club Pamphlet**

Harpers Magazine Feb. 1862

Fig. 15. The American Bank Note Company's perforating machine, 1862. The wheels would appear to be much larger than on the Bemrose patent drawings.

Comment 2:

In respect to this engraving, Zaluski [6] makes the same observation as does Boggs' revised text (see Item 3, below). A blow-up of the critical section of Fig. 15 is shown on the next page.

There is no doubt that the wheels depicted here have diameters comparable to the lengths of the woman's hands, namely, about 6" to 8"—rather than the "actual" diameter from Fig. 5 at the *base* of the pins—which is approximately 2.10 - 2.14"

1. In addition to the information received through Mr. W. Wilson Hulme and referred to in footnote 8 of reference [3], the following may be added. At the Canadian American Bank Note Company, the perforating and counterpart wheels were of different diameters *excluding the pins*, and the same if the pins were included. The pins were about 3/16" in length, were removable, and protruded about 1/4". They penetrated the counterpart wheel by no more than 1/32". The position of the axle of the perforating wheel could be adjusted to set the perforation penetration but the axle of the counterpart wheel was fixed.

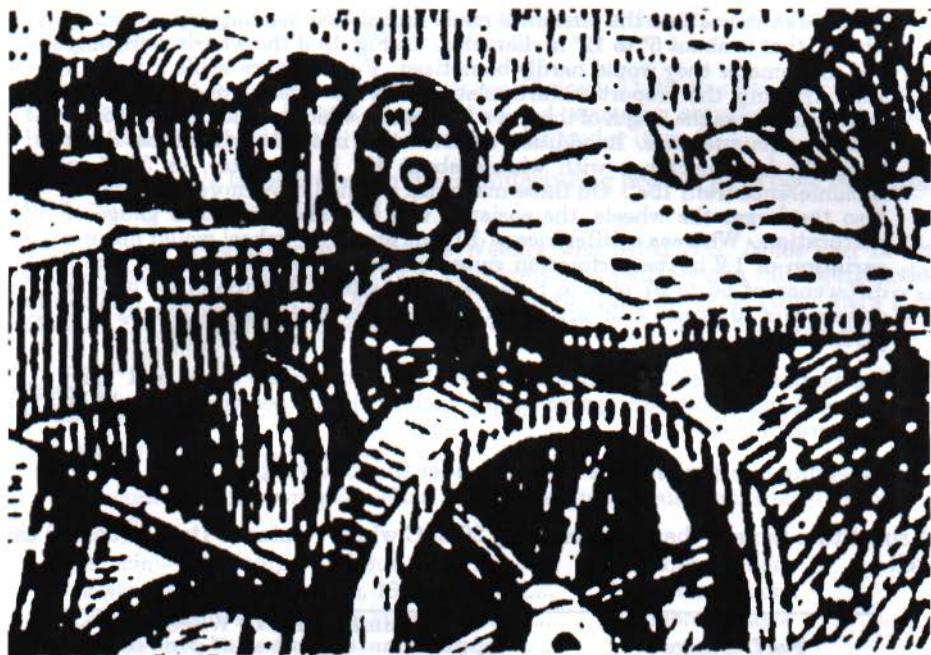


Figure 15 (detail) from Harper's Magazine Reproduction in Boggs' Collectors Club Pamphlet

(which gives a circumference of 6.59 - 6.72"). This change leads to the deletion of the table on U. p. 19 based as it is on the 6.75" circumference which Boggs apparently took directly from Fig. 5¹.

Item 3:

p. 19: Specifically, the two paragraphs in U. starting at p. 19, II, 1.12 and bracketing the table, as well as the table to which they refer, have been replaced. The original text reads:

Assuming that the stamps perforated by American banknote companies were perforated on machines with wheels of the same diameter as that illustrated in Fig. 5, let us construct the following table:²

Thus we can see that the difference of 10 pins on the wheel would result in a variation of 1.2 in the gauge of perforation.

These paragraphs and the table are replaced by:

1. Since there is no indication that the Bemroses filed a patent application in the United States (which would have required an *original* diagram being filed in that country), the document on file at the New York Public Library at the time must have been a *copy* of the Bemrose patent, and like the others, without any scale to provide the actual dimensions. A compelling support for this view is the fact that *all* the reproductions of the Bemrose patent obtained by the author from a variety of sources, show the circular wheels as slightly elliptical. This could be due to inaccuracies in the copying process used; it could not be part of the original diagrams. It also suggests that *all* the reproductions come from a single copy of the original patent.
2. the table that appears on page 19 of U

We have evidence that the machines made in America had larger perforating wheels, that is about 6" to 12" in diameter. In Fig. 15 if the wheels were only 2½" in diameter they would hardly be noticed. Furthermore while it is not a scale drawing, the proportions are relative, and the wheels appear to be the same diameter as the length of the girl's left hand—which would be about 6" or 18.85" in circumference. In addition we know that in 1871 the National Bank Note Co. had machines with wheels about 12" in diameter, or 37.7" in circumference [ref.] 15a¹. On these machines we shall have more to say later. Also the larger the wheels, the easier it was to make a uniform gauge of perforation. Whereas a difference of 10 pins on a 2½" wheel would mean a variation of 1.2 in the perforation gauge, on the 12" wheels it would take a difference of 56 to 57 pins to have the same effect. On the other hand a difference of 10 pins on a 12" wheel results in a difference in gauge of only 1/10 perforation.

Furthermore a wheel 36" in circumference (11.45" in diameter) would be 1° [sic] for each inch, and pins spaced 16 per inch (576 pins per wheel) would be comparatively easy to set.

Referring to actual stamps let us consider the following.

A substitute table is then inserted on p.20 of C which relates to Item 4 (below) as well.

| Perf. Gauge | | | Circumference of Wheel and approximate number of pins on it | | |
|-------------|--------|----------------|---|------------|-------------|
| Practical | Actual | Holes per inch | 6.75 inches | 18 inches | 36 inches |
| 11 ½ | 11.40 | 14.50 | 98 pins | 261 pins | 522 pins |
| 11 ½ | 11.60 | 14.75 | 99-100 pins | 265-6 pins | 530-1 pins |
| 11 ¾ | 11.85 | 15.00 | 101 pins | 270 pins | 540 pins |
| 12 | 11.95 | 15.25 | 103 pins | 274-5 pins | 549-50 pins |
| 12 ¼ | 12.20 | 15.50 | 104-5 pins | 279 pins | 558 pins |
| 12 ½ | 12.60 | 16.00 | 108 pins | 288 pins | 576 pins |

and the direct reference to it in C, reads:

"The table above will serve further to illustrate this point."

Finally on this, on p. 20, paragraph '3.', l. 8: the phrase "larger wheels and" is inserted so that the sentence reads:

... modelled after the Bemrose machine, but with larger wheels and 16 pins more or less per inch.

Comment 3:

The new table focuses on wheels of circumferences other than the original 6.75" which, it may be assumed, has been included for comparison purposes only. The

1. The added reference, (15a), is to Mekeel's Weekly Stamp News, July 2, 1954, P.H. Ward's column.

point of the major new paragraph is well taken, although the calculations are slightly off¹.

The deletion of the reference to the source of gauge 11.85 was likely prompted by the realization that it was speculative and was not supported by the new information on wheel sizes. (See also the note under item A3.)

The advantages of larger wheels in the manufacturing process have been elucidated by Tomlinson [7] and Goldberg [5].

The column referred to in Mekeel's Weekly was titled *U.S. Notes* and in two successive issues of July 2 and July 9, 1954 consisted entirely of a full reproduction of the A.D. Hazen letter of October 3, 1871 to the "Office of the Third Ass's P.M. General". Only the July 2 part is referred to in the up-dated version of Boggs².

Item 4:

p. 22: Following the list of countries the following additions are made:

A total of 61 postage stamps.

In addition the following Canadian Revenue stamps should be included in this listing:

| | |
|---|------------------|
| Canada - Bill stamps, 3 rd Issue, 1865 | 17 denominations |
| Lower Canada Law stamps, 1864 | 14 denominations |
| Lower Canada Registration stamps, 1866 | 3 denominations |
| Ontario Law Stamps, 1864 | 14 denominations |
| A total of | 49 more stamps |

-
1. The *change* in standard gauge is related to the diameter, *D* (in inches), and the added pins, *P*, by the equation:

$$\text{Change} = P / (1.27 \Pi D)$$

from which calculations show that a change of 10 pins in a 2 1/2" diameter wheel would change the gauge by 1.0026 (not 1.2 as per Boggs), while as the same gauge change would result from a change of a little over 48 pins (not 56-57 as per Boggs) on a 12" diameter wheel. A change of 10 pins on a 12" wheel would change the gauge by 0.2089 (not 0.1 as per Boggs). Furthermore, a wheel of 36" circumference would have 10° per inch (not 1° as per Boggs).

2. The letter is very extensive. Following the section quoted by Boggs on the manufacture of stamps, there are two other sections entitled "The Manner of Filing Orders" and "Checks and Balances", the latter of such considerable length as to occupy the whole of the July 9 column, because "the special object of my visit was directed to an examination of the means employed to prevent the misappropriation of stamps by any person connected with their manufacture and issue". Hazen concludes that "under the peculiar management of the establishment, both with reference to the mechanical arrangements and the method of accounts observed, it is considered that, except in one essential particular, the system of checks and guards is nearly so perfect as to render any concerted effort to defraud impracticable save on the improbable condition of collusion between all concerned, employers and employee."

The one particular exception deals with the treatment of stamps removed because of some flaw in their manufacture. Apparently the practice was to remove the offending stamp and perhaps the rest of its row—but retain the remainder of the pane. Hazen went on to suggest a way of improving the control and accounting of all such items removed for discard. His comments have an ominously modern ring to them given the prices currently being asked for mis-perfed or misprinted stamps.

Boggs' 15a refers only to the July 2 column. We can only speculate on what he might have said on the subject of that of July 9.

Comment 4:

One singular advantage of Bill stamps is that their use required that they be canceled by writing the date of use across them on the document to which they were affixed. If these stamps spanned the period 1858 to 1863, then a correlation of dates of use and perforation gauges would be an important indicator of the dates of introduction of the different perforating machines. Unfortunately, the above dates are all later as are those for the Second Bill Issues as well. So any such analysis of their perforations may only be used to conclude on the continuing use of the various machines—and any introduced later, of course [8]. Unfortunately, the same observation applies to the first Canadian Law stamps for which dates of the various printings are known and the different perforations have been measured [6]. The perforations by the American Banknote Company on the First Bill Issue might give complementary information [9]¹. A more recent reference to the Canadian Tobacco Stamps may also be useful, depending on their date of issue and use [10].

Item 5:

p. 27, I, the paragraph starting from l. 5 below the Hawaii listings is replaced by:

Furthermore the existence of the same perforation gauges that occur on the second and third American Bank Note Co.'s machines points to a common outside manufacturer. The volume of stamps produced by the National Bank Note Co. required skilled operators, and several machines. In regard to skilled operators, we quote from a letter by Charles F. MacDonough, Secretary of the National Bank Note Company, dated New York September 12, 1871, to Charles F. Steele, Superintendent of Stamp Printing as follows:

Daily task for expert perforators 7,500 sheets per day—for which will be paid \$5.00 per week [ref.130a”

This is approximately three times as fast as the American machines possibly due to the larger wheels, and the use of steam power which was well known to be in use by 1871 if not before.

In support of this we quote from a letter dated October 3, 1871 by A.D. Hazen, Chief of the Stamp Division to the 3rd Asst. P.M. General in which he says among other things:

“I visited New York—on the 19th, 20th and 21st September” (1871)—and then goes on to describe the process of manufacture, in seven steps, and we again quote, (the 5th and 6th steps being pertinent to our discussion), viz:

“5th. Division of Sheets.—Up to this point each sheet of paper contains 200 impressions, but it is here divided, by hand, into two sheets of 100 stamps each.

“6th. Perforating. The machines by which this operation is performed are models of nicety and perfection. Their main features are two brass cylinders of some twelve inches in diameter, adjusted in a suitable frame,—the one having raised and the other sunken dies, fitting into each other with the greatest exactness as they make their revolutions. Between these cylinders, one by one, the sheets are carried twice, in transverse directions, and the result is that each individual stamp is

1. According to Zaluski [9] the First Bill Issue dates from April 1, 1864 and bore perforations 12.65 and 13.50 in various combinations and the Second Bill issue from April, 1865 with perforations 12 and 13.5, both produced by the American Bank Note Co. From Feb. 8, 1868, the contract shifted to the British American Bank Note Company (Montreal and Ottawa) to produce the Third Bill Issue for April 1, 1868 with various combinations of perforations 11.75 and 12.00.

surrounded by a perforated border by which it may be more easily separated from its fellows.

"This operation has proved useful in another respect: it prevents the 'curling' or rolling up of the sheets, which formerly occasioned so much trouble.

"The number of machines in use is four, with an aggregate daily capacity of 18,000 sheets.

"The propelling power is steam." [ref.]15a

From this we can see that the machines had perforating wheels about six times larger than those shown in the Bemrose patent drawings. Furthermore the four machines (*sic*) capacity of 18,000 sheets of 100 per day, is an average of 4,500 sheets each, which would indicate an annual capacity of 2,750,000 sheets of 200 stamps.

The 5th step shows also that the National Bank Note Co. divided the sheets of 200 subjects into panes of 100 before perforating—probably because their perforating machines were for sheets of that size. The National Bank Note Company's machines functioned extremely well, and were operated by skilled operators, as we find the perforating to be more clean cut and precise than that of other companies.

References (30a) and (15a) read, respectively:

(30a) Charles F. Steel papers, Collectors Club, New York.

(15a) Philip H. Ward, Jr. in Mekeel's Weekly Stamp News, July 2, 1954.

Comment 5:

The dates to which these observations relate fall in 1871 and give direct observational proof of the size of perforating wheels used by the National Bank Note Company at that time. However, they fall outside the period originally studied by Boggs (and retained by him in the revised title of the C printing of his pamphlet) and do not apply to earlier issues.

This relates directly to the conclusions listed by Boggs in both U and C printings (U. p. 20), namely

1. That Bemrose & Sons sent Toppan, Carpenter & Co. a perforating machine (not a rouletter), similar to the one described in the (Bemrose) patent papers, that was set to perforate a sheet approximately 22" wide with 20 or 21 pairs of wheels bearing 20 to 21 pins per inch which gave a 15 gauge perforation. [ref.] 17.
2. That Toppan, Carpenter & Co. used this machine. However, when it became necessary to have new counterpart wheels made, the holes were punched in them, instead of being drilled, as Bemrose & Sons did.

Then reference (17) reads:

(17) The so-called "Chicago perforation" occurring on the 1¢, and 3¢ 1851 United States stamps, which gauges 12-13 is in our opinion not the product of Toppan, Carpenter & Co., but was done by a party or parties unknown. We are also of the opinion that the so-called experimental roulettes on the 3¢ of the same issue (described in Dr. Chase's book on this stamp, pp. 174,175, 2nd Edition) were done by Bemrose & Sons, to demonstrate the work of both kinds of wheels to Toppan, Carpenter & Co.

The Chase reference is our Reference 11. Exhaustive coverage of recent definitive researches on the Chicago perforations is given by W. Wilson Hulme [12]. Included

is a table (p. 99) of the important dates on the acquisition and use of early perforators by Toppan, Carpenter & Company, which is reproduced here.

Table 1: (from Hulme, see reference 13)

| Date | Event |
|--------------------|---|
| March 24, 1855 | First inquiry by Toppan, Carpenter to Perkins Bacon |
| September 24, 1855 | Decision by Toppan, Carpenter to purchase roulette from Bemrose and Sons. |
| October 12, 1855 | Order received by Bemrose. |
| March 22, 1856 | Toppan, Carpenter's machine arrives in New York City. Subsequent testing shows rouletting will not work. The machine is eventually converted into a perforator. |
| February 24, 1857 | First perforated stamps ready for delivery. |
| February 28, 1857 | Earliest known use of an officially perforated stamp in U.S. |

Of major significance to Boggs' conclusions on the machines used and sizes of their wheels is the discovery by W. Wilson Hulme II of an American patent No. 32,370 issued to George C. Howard of Philadelphia for a "Machine for Punching and Perforating", dated May 21, 1861, a copy of which he provided on a confidential basis to the present author several years ago. Mr. Hulme has graciously permitted this first published reference to his discovery because of its relevance to Boggs' conclusions.

In that patent the inventor claimed (successfully as it turned out because the patent was awarded) to have invented several important *improvements* to the machine for punching and perforating over those of the Bemrose machine. Howard explicitly acknowledges in several places the existence and contents of the British patent.

The diagrams of the Howard patent differ markedly from those depicted in Fig. 15, reproduced above, from the Harper's magazine article. As Boggs surmises, that article, which appeared in February, 1862, was based on a visit that probably occurred in late 1861. The machine observed in use at the American Bank Note Company has a very different basic structure and does not show many of the added features that would have appeared in such an engraving of the Howard machine. (It also differs markedly from the Bemrose diagrams. So, at least two different designs of machines existed at that time. This could be the origin of the second machine which Boggs surmises was introduced "late in 1861—November or December" (See U. p. 19, I, l. 4,5.) There were others at about this time as they were used to perforate the Canadian First and Second Bill Issues printed by the American Banknote Company and, later, by the British American Banknote Company [9]¹.

Of particular relevance to the present discussion are the Howard diagrams from which one may estimate the actual size of the perforating and counterpart wheels by relating them to the height of the working surface above the floor. An estimate gives their diameters as equal and approximately 4.5 ± 0.3 inches. The patent also shows the pins barely penetrating the holes in what is, by clever design, a very thin

1. see footnote 1, pg. 22.

but strong counterpart wheel—a stark contrast with Boggs' Fig. 14 which suggests deep penetration. Nothing is stated in the patent about the number of pins, but a standard gauge of 15 with that diameter would require about 270 pins. A gauge 12 would require about 336 pins.

Lastly, note the confirmation that the sheets were perforated "one by one" even though the additional power of steam drives was available at the time.

Item 6:

p. 29, I. The topic under discussion here is the occurrence of vertical and horizontal "imperforate-between" stamps of Canada and the U.S. of 1857 to 1873. After the first sentence below the United States entry, there follows:

However, the Canadian variety is comparatively common, and the explanation lies elsewhere than in the one we gave for the similar United States varieties. Observe that no vertical pairs imperforate between are listed. Also that only certain United States ...

And, following that paragraph, this is inserted:

It will be observed that none of the imperforate between varieties occur on the products of the National Bank Note Co. As previously noted that company divided the sheets of 200 stamps into panes of 100 prior to perforating. We are of the opinion that the American Bank Note Co. and the National Bank Note Co. only had machines for perforating sheets of 100 (10 x 10).

However, the imperforate between varieties are found on the work of Toppan, Carpenter & Co., and The Continental Bank Note Co. We believe that these companies had machines capable of perforating sheets of 200 (10 x 10 + 10 x 10).

With these two companies it was the usual practice to first perforate the sheets vertically, but not to divide the panes during the operation. The sheets of 200¹ already perforated vertically—but *imperforate between the panes*—were then perforated horizontally. Now the gutter between the panes was not perforated on any work of the Continental Bank Note Company. Toppan, Carpenter & Co. did not perforate the gutters on sheets from the plates for imperforate stamps. These were:

Comment 6:

A similar method may be used to estimate the maximum clear width for the Howard perforator. Even if the height of the working surface were 28 inches above the floor, the maximum clear width would only be a little over 13 inches. Such a clearance would accommodate the width of 10 normally-sized stamps of the period—but not 20. It could not have been used for any of the double-pane perforatings of such stamps.

Item 7:

p. 30., I, continues the reasoning on these occurrences, the text from I.1 leading into the diagram being replaced by:

All the stamps printed by the Continental Bank Note Co. as well as some of those printed by the American Bank Note Co. did not have the panes cut apart until after all the perforating was completed. When the merger of the National Bank Note Co., and the Continental Bank Note Co. with the American Bank Note Co. took place in 1879, the latter company acquired machines capable of perforating sheets of 200. The existence of the 1883 2¢ Special Printing (Scott

1. The earlier '300' is deleted here.

No. 211c, SG 339a) in a horizontal pair imperforate between is proof of this. This was not an error but was due to the sheet intentionally not being cut into panes of 100 as usual. Therefore, the shaft with the perforating wheels had twenty such wheels, arranged in two groups of ten separated by a space of two stamps as shown above.

Comment 7:

Reference is to the figure at the top of U. p. 30. Which is reproduced here:



The text in both versions of the pamphlet needs some additional clarification. Boggs (U. p. 30, I, l. 16) reasons *from the Bemrose patent details* as follows:

... if [the sheet] were shifted too far to left or right, the sheet would be perforated too far to left or right; but where the shift was equal to one vertical row of stamps, the dividing line between the panes would be perforated and another vertical row between the stamps would be imperforate. When the sheets were properly stacked and cut apart, one pane of the one sheet would have a vertical column of ten horizontal pairs imperforate between.

The shift may be visualized by imagining the perforation pattern above being laid on top of two panes of stamps each of 10 columns *but not separated by a gutter* of two stamp widths. If these stamps were perforated in this position, the 10th and 11th stamps would form an imperforate pair *if the panes were not then cut apart along the (normal) centre line of the sheet*. If, however, the perforating wheels were to be shifted, say to the right, by the width of one stamp, and the sheet then cut again along the normal centre line, the first (leftmost) stamp would be imperforate on three sides, the 10th stamp would have normal (vertical) perforations, but the 11th and 12th would form an "imperforate-between" horizontal pair.

Some Observations:

The most important changes in the later version of the pamphlet include:

- the removal of the inference in the text (if not in the caption to Fig. 5) that the perforating pins were, in fact, as long as those depicted in Fig. 5 of the Bemrose patent.
- the evidence in the Hazen letter on the size of the wheels used in 1871 by the National Bank Note Company ("some twelve inches in diameter"). This is in stark contrast with both the Bemrose and Howard patents.
- the observational evidence that only one sheet was perforated at a time, even when steam power was available.

Much still needs to be done to identify and verify the details of the perforating machines used throughout the 1860s. The deductions by Boggs concerning the origins of the "imperforate-between" varieties on the various U.S. and Canadian stamps particularly need verification. For example, neither the Bemrose nor Howard machines could have perforated a sheet with twenty stamps of normal size across. Even the later Canada tiny $\frac{1}{2}$ ¢ (Scott #34) measures 7" for ten stamps.

Appendix

Al. p.1: The C version opens with the Foreword:

This study was originally published in the Collectors Club Philatelist for March and May 1954 (Vol. XXXIII, Nos. 2, 3). Since then, newly

published information, as well as further investigation and the comments of several readers, have enabled us to make corrections and additions to the original articles. It is to be hoped that others will continue their investigations of this phase of stamp production, because there is still much to be learned concerning the work of the rotary perforators used by American stamp manufacturers.

Winthrop S. Boggs

September, 1954

A2. p. 1: The caption to the figure states that the pair was "discovered in 1953".

A3. The text immediately following U p.19, II, l. 224 , namely:

Thus there are two classes of machines, one in which the number of pins to the inch has been correctly worked out, and the other where the words "to the inch" have been understood to mean "within the inch".

is modified so that the lead sentence now begins "Thus there are two classes of wheels those on which...". The discussion goes on as in U. although the second sentence is deleted. It is worth repeating here:

There is also consideration to be given to the fact that a wheel bearing 100 pins, but slightly smaller in circumference, by 0.1" would give a gauge of 11.85.

This last theme leads to the (continuing) inclusion of Boggs' last conclusion in this section, namely

That depending on the interpretation placed upon the instructions by the mechanic the gauge of perforation may vary by $\frac{1}{2}$ a perforation or more.

Suffice it to say that the validity of this conclusion may only be definitely decided if such instructions could be located.

A4. p. 21: The repetition of the title and 'Part 2' are deleted.

A5. p. 22, II, l.1: The sentence that read:

The existence of two machines, one gauging $11 \frac{1}{4}$ (11.60) and the other 12 (11.85) had been proved by students of the 1859 issue of Canada.

has been altered by including a second alternate perforation equivalent by the insertion underlined

the other 12 (11.85 or 11.95) [ref.] 19a

and (new) reference 19a reads:

Some have classified the 11.85 perforation as $11 \frac{1}{4}$, while others have classified it as 12. The discovery that there are actually three distinct perforations renders the previous tables concerning the 1859 issue of Canada obsolete.

The students of the 1859 issue of Canada have, no doubt, found additional information bearing on this since the date of Boggs articles (1954).

A6. p. 30: The list of acknowledgments is augmented by the names: Leslie B. Anderson, H.G. Bertram and Stephen G. Rich.

References

- [1] Boggs, Winthrop A., "Early American Perforating Machines and Perforations 1857 - 1867", *The Collectors Club Philatelist*, Vol. XXXIII, No. 2 (1954); and "Part 2", *ibid*, No. 4 (1954).
- [2] Goldberg, Julian, letter to the editor, *BNA Topics* 55, No. 3, pp. 77-78 (1998).
- [3] Johnson, R.A., "Early Perforating Machines in North America", *BNA Topics* 54, No. 4, pp. 10-13 (1997).
- [4] Tomlinson, Bob, letter to the editor, *BNA Topics* 55, No. 1, p.80 (1998).
- [5] Goldberg, Julian, "How to Make Rotary Perforating Wheels", *Maple Leaves* 25, No. 8, pp. 273-275 (1998).¹
- [6] Zaluski, Ed, "Canada's First Law Stamp", *BNA Topics* 54, No. 4, p. 37 (1997).
- [7] Tomlinson, Bob, "A New Theory on Perforating Spacing", *BNA Topics* 54, No. 4, pp. 20-22 (1997).
- [8] Johnson, R.A., "Perforations Revisited: the Kuisalas Gauge and the Third Bill Issue", *BNA Topics* 52, No. 1, pp. 15-26 (1995).
- [9] Zaluski, Ed, "Canadian Revenues Vol. One: Federal Bill and Law Stamps", Right Road Printing Ltd., Nepean, Ontario, Canada, 1991.
- [10] Ryan, C.D., letter to the editor, *BNA Topics* 55, No. 3, p. 78 (1998).
- [11] Chase, Carroll, "The 3¢ Stamp of the United States 1851-57", Tatham Stamp & Coin Co., Second Edition, 1941.
- [12] Hulme, W. Wilson II, "The Chicago Perforations", in two parts, *The Chronicle of the U.S. Classic Postal Issues* 49, No. 2, pp. 95-120 (May, 1997), and No. 3, pp. 157-175 (Aug., 1997).²

AVAILABILITY OF EARLIER ISSUES OF TOPICS

ESPECIALLY USEFUL FOR USERS OF THE BNA TOPICS 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

1. The example supposes the pin length to be 3/16 inch.
2. This same article identifies the originator of these perforations as a Dr. E.W. Hadley, a dentist who used an H-type perforating process, much later introduced and still being used by the Canadian Bank Note Company (and apparently others) on modern Canadian stamps.

The West Indian Mail: Late 19th Century Covers between Canada and the British West Indies by the Halifax Packets and by other Routes: Part I

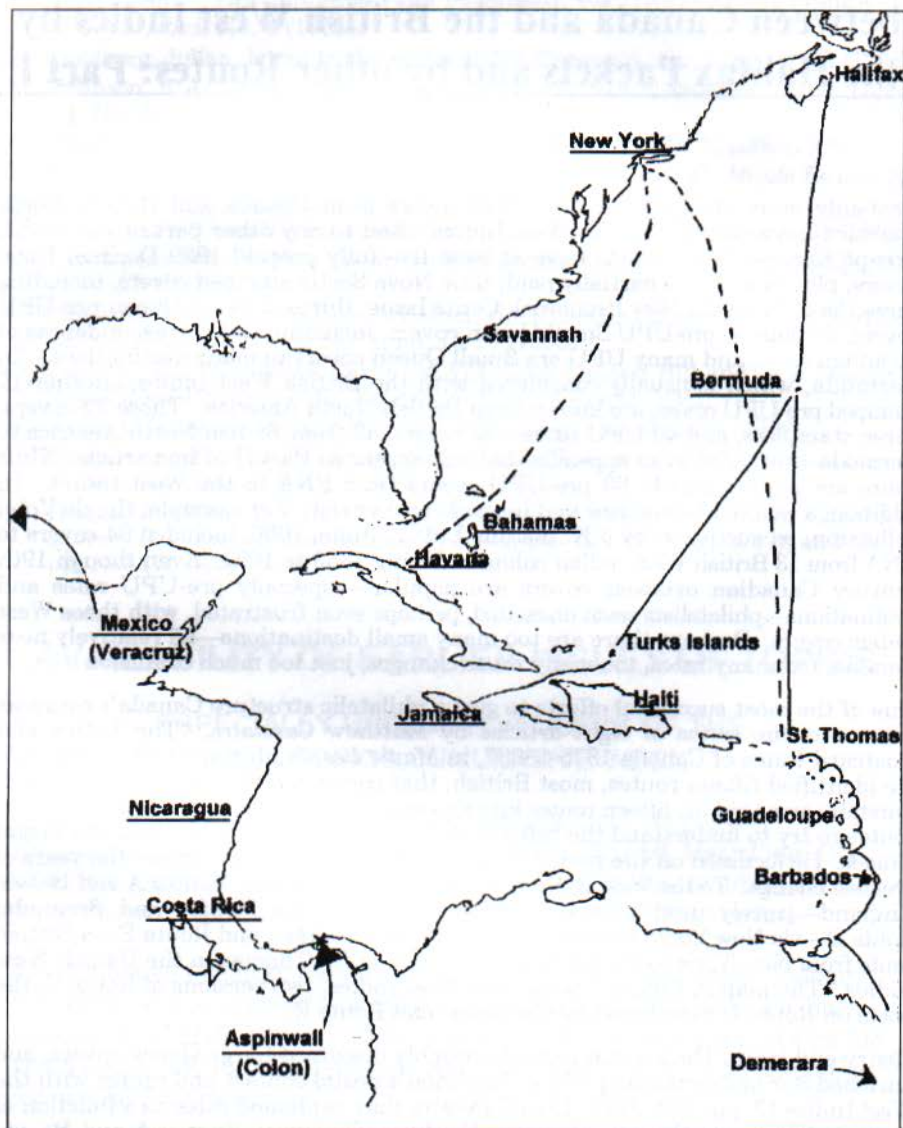
Brian Murphy

Probably more stamped 1851 to 1898 covers from Canada and British North America have survived to the West Indies than to any other part of the world, except Europe. Philatelists have at least five fully prepaid 1859 Decimal Issue covers, plus one or two partially paid; nine Nova Scotia stamped covers, including three Pence Issue, six New Brunswick Cents Issue, thirteen Large Queen pre-UPU covers, perhaps 30 pre-UPU Small Queen covers, including two correspondences of about ten each, and many UPU era Small Queen covers to many destinations. To Bermuda, which is usually considered with the British West Indies, another 17 stamped pre-UPU covers are known from British North America. Those 17 covers, three stampless, and 40 UPU rates—60 covers, all from British North America to Bermuda—are listed in an appendix that will appear in Part II of this article. Thus there are approximately 80 pre-UPU covers from BNA to the West Indies. In addition, a wealth of stampless and inward covers exist. For example, the de Volpi collection, as auctioned by J.N. Sissons Ltd. 15 June, 1966, included 34 covers to BNA from 13 British West Indian colonies during 1853 to 1898. Even though 19th century Canadian overseas covers are popular—especially pre-UPU rates and destinations—philatelists seem unexcited, perhaps even frustrated, with these West Indian covers. Perhaps there are too many small destinations—all relatively near Canada, too many rates, too many route changes, just too much confusion.

One of the most successful efforts to give a philatelic structure Canada's overseas rates was the series of eight articles by Matthew Carstairs, "The Letter and Postcard Rates of Canada 1875-1898", in *Maple Leaves*, during 1982 to 1984 [1]. He identified fifteen routes, most British, that connected Canada with the world. Carstairs arranged his fifteen routes into six geographical groups, and then used the routes to try to understand the rates in the 1875 to 1898 Official Canadian Postal Guides. He focussed on the period from c.1874 until the early 1880s—the years of greatest change. To the West Indies, he identified five routes: Routes A and B—via England—(rarely used after the 1860s); Route C—via Halifax and Bermuda; Route D—via New York (actually several American routes); and Route E—a British route from New York to the British Post Office at St. Thomas in the Danish West Indies. The map in Figure 1 shows the West Indies, two versions of Route C, the ports on Route D mentioned by Carstairs, and Route E.

Henry and Harry Duckworth have thoroughly discussed Large Queen covers, and enriched our understanding of the Dominion's postal contact and routes with the West Indies [2, pp. 299-318]. Like Carstairs they explained rates as a function of routes. They saw three routes—via England (Carstairs' Routes A and B), via Halifax (Carstairs' Route C) and via New York (Carstairs' Routes D and E). George B. Arfken cites Carstairs' routes several times in his book *Canada's Small Queen Era 1870-1897*, and introduces the British West Indies with a discussion of Carstairs' five routes [3, pp. 283-285]. Subsequently he wrote three articles about Canadian covers to the West Indies in which routes were central. In the first in 1992, on mail to Bermuda [4], he noted that the Halifax route—Route C—was

Figure 1: Matthew Carstairs' Routes to the West Indies, c. 1878.



— Route C: via Halifax:
to Bermuda and St. Thomas, 1853 to 1880
to Bermuda, Turks Island and Jamaica, 1880 to 1886, 1888 ff.
to Bermuda, St. Thomas, Leewards, Windwards and British Guiana, 1890 ff.

Ports underlined, Route D: via New York

----- Route E: via New York to St. Thomas or Havana and onward by British packet,
1850 to 1875?, c. 1877 ff.

important in understanding why alternative routes were used. In 1994, he wrote about mail the "Halifax Packets to the Caribbean" [5]—Route C. In 1995, he wrote "Early Canadian Mail to Jamaica" [6]. A significant literature exists of West Indian philately; Arnell and Ludington's book on the Halifax-Bermuda mail [7] is perhaps the best known to philatelists of Canada, and the most helpful here. Stone's "Caribbean Neptune" is based on the mails of Cuba, Puerto Rico and St. Thomas during the 19th century, especially the third quarter. Stone summarizes the volume of mail of the three islands with each other and with sixteen other "societies." Canada and BNA are not included, perhaps because the volume of mail was so small [8, pp. 22-23]. He provides many helpful facts, but covers to or from BNA are rarely mentioned.

This article suggests that Carstairs was right that an understanding of the routes clarifies rates, and that Arfken was right that Route C is significant in understanding the West Indian mail. Route C was important to Halifax in

Table I: Principal Letter Rates to the West Indies, late 1872 to July 1883.

Late 1872 73 74 Oc 75 Jy 76 Jy 77 Au 78 Ap 79 Jy 80 Jy 81 Jy 82 July 1883

| ROUTE A - Via Britain | | | | | | | | | | | | | |
|--|--|--|--|-------------------------|--|----------------------|--|--------------|------------------------|-----------|--|----------|--|
| | | | | | | 28¢/16¢ - but unused | | | not in "Postal Guides" | | | | |
| ROUTE B - Via New York and Britain | | | | | | | | | | | | | |
| | | | | | | as Route A + 2¢ | | | not in "Postal Guides" | | | | |
| ROUTE C - Via Halifax | | | | | | | | | | | | | |
| Bermuda | | | | 6¢ | | | | 5¢ | | | | | |
| Foreign and British West Indies | | | | 12¢ | | | | 10¢ | | | | | |
| ROUTE D - Via New York | | | | | | | | | | | | | |
| Bermuda, Cuba, Jamaica | | | | 10¢ | | | | 8¢ | | 5¢ - UPU | | | |
| St. or San Domingo | | | | | | | | 8¢ | | Route E? | | 7¢? | |
| Haiti | | | | Route E? | | | | 8¢ | | | | 7¢ | |
| Bahamas | | | | 6¢ + "4" due in Bahamas | | | | | | 7¢ | | 5¢ - UPU | |
| St. Thomas and Danish WI | | | | 10¢ | | 13¢ | | 8¢, 16¢, 13¢ | | 5¢ - UPU | | | |
| ROUTE E - Via New York and either St Thomas or Havana (or Colon or Kingston) | | | | | | | | | | | | | |
| Guadalupe, Trinidad, British Honduras, British, French, and Dutch Guiana | | | | 18¢ | | 21¢ | | 16¢ | | 10¢ - UPU | | | |
| Leeward Is. | | | | | | | | | | 15¢ | | 5¢ - UPU | |
| Windward Islands, Turks Islands | | | | | | | | | | 15¢ | | 5¢ - UPU | |
| St. Bartholomew and "others" | | | | | | | | | | 15¢ | | | |

Exceptions (some, perhaps, are errors in the Postal Guides):
 Bahamas, 1872-1874, 3¢; April/Aug. 1878, 5¢; April 1879/Aug. 1880, 7¢
 British Guiana, Nov. 72 and July/Oct. 1877, 13¢;
 British Honduras Aug./Oct. 1878, 13¢ in error for 15¢ (like most non-UPU rates Aug. 1878/Apr. 1879)
 "British Islands", Jan. 1878, 8¢;
 Danish, colonies via Route D, 5¢; by Routes C or E, and Dutch, and "French Possessions by all routes" (including Route C), Aug. 1878 ff., 10¢;
 Leeward Islands Jan./Apr. 1880, 5¢ UPU;
 Puerto Rico, Jan. 1876, 16¢; Jan. 1878, 8¢; April 1878, 13¢, Aug. 1878 ff. by Routes C, D, and E, 10¢, 5¢, and 10¢;
 Turks Islands Apr. 1881, 5¢ UPU; and
 Trinidad, July/Oct. 1877 13¢.

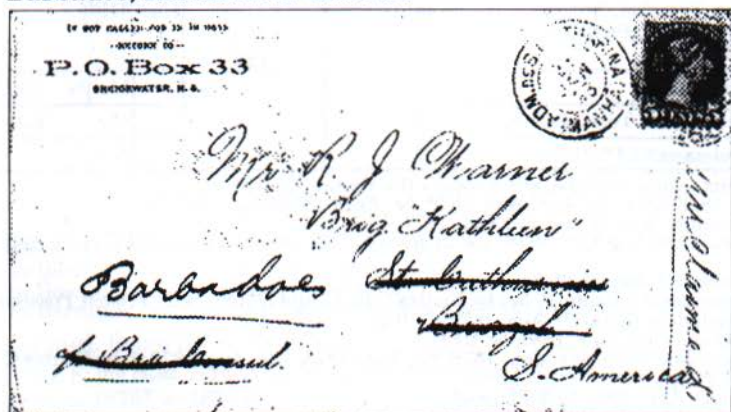
particular, and to Nova Scotia and the other two Maritime Provinces in general; it was of little importance to "old Canada", to Quebec and Ontario. As American steamship routes developed in the generation after their Civil War, they carried more and more mail. By the 1890s, almost all of Canada's mail to the West Indies went via New York—Carstairs' Route D. Or at least most of the surviving Canadian covers of that era were carried on Route D from New York. Finally, following Charles de Volpi's example, inward covers as well as Canadian covers are used to present the arguments. Table I gives rates by the five routes. Rates are recorded for 1872 to 1883 using one Guide per year (months vary to accommodate important changes, e.g., August and April for 1878 and 1879).

As we shall see, examples of almost all these rates are known. By about 1881 the rates had been simplified to 5¢ and 10¢, and later to 5¢. A similar table for 1868 to 1873 was presented by Duckworth and Duckworth [2]. Let's look at the five routes and their rates.

Routes A and Route B

Route A was the Allan Line direct to Britain; Route B was via New York, for an additional 2¢ during 1868 to 1878. In Britain, mail from these two routes joined Britain's West Indian mail, and came back across the Atlantic. Obviously these routes were slow and expensive. Routes A and B may have fallen into disuse as early as the 1850s. One cover posted at Toronto 27 December, 1849 did go that route: Montreal, 31 Dec.; London, 22 Jan.; and Nevis, 28 Feb. 1850; it was rated "2/2", probably 1/2 Canada to Britain and 1/ back across the Atlantic to Nevis. (This cover was in the de Volpi (Sissons) sale 242, lot 115, 26 January 1966, and realized \$21 Canadian; thirty years later (less ten days!) it reappeared in a Firby sale, 16 January 1996, and realized \$412.50 U.S.). In contrast, two covers posted to Toronto appear not to have gone by Route A or B: from Antigua, 29 March, 1850 and 28 June, 1850, both were endorsed via Bermuda and rated "4"; however, they were additionally rated "1/2" and "3/2", which seems high Firby 30/9/85 lot 161a; and de Volpi (Sissons) sale 250, lot 140, 15 June, 1966). Two 1853 covers are a fine contrast: one posted at Tobago, 23 May, 1853 to Haldimand CW did go by Britain—Liverpool, 16 June—rated 1/2 and 2/2, received 2 July; the second did not. It was posted at nearby Trinidad, 10 July, 1853 to Liverpool, Nova Scotia; it was endorsed "via Bermuda & Halifax" and rated "4" and "8" (C-RL 22/9/93 lot 1240, and de Volpi, Sissons sale 250, lot 19, 15 June, 1966).

Figure 2: Canada to Brazil, via Britain; Forwarded to Barbados; Returned to Canada.



For the Small Queen era, Carstairs noted that Routes A and B were little used, and that they were dropped from the Canadian Official Postal Guide in 1878; Arfken pointed out that no Small Queen covers are known by these routes. Curiously, Canadian mail to Brazil did go by a similar twice across the Atlantic route—Carstairs's Route G. Of six known pre-UPU stamped 1870s covers, four and probably a fifth went via England. As late as the 1890s, some Canadian mail to Brazil went via England; two of the five or six 5¢ UPU rates covers have London transits. One of these two covers was forwarded from Brazil to Barbados, and is shown in Figure 2.

Although not intentionally sent to Barbados via Britain, this cover got to the West Indies via England! The cover has eleven backstamps from the four countries.

Route C: via Halifax

Details of Route C have been given by Arnell and Ludington [7]. Most of their book is packet sailing dates over a period of 82 years, beginning in 1806. A reorganization of packet services in June 1854 resulted in the Halifax-Bermuda-St. Thomas route—Route C—with a mail every four weeks. The British post office at St. Thomas in the Danish West Indies was the major distribution point for British West Indian mails. These Route C packets connected at Halifax with the trans-Atlantic Cunarders, as did a similar service to Cape Breton and Newfoundland.

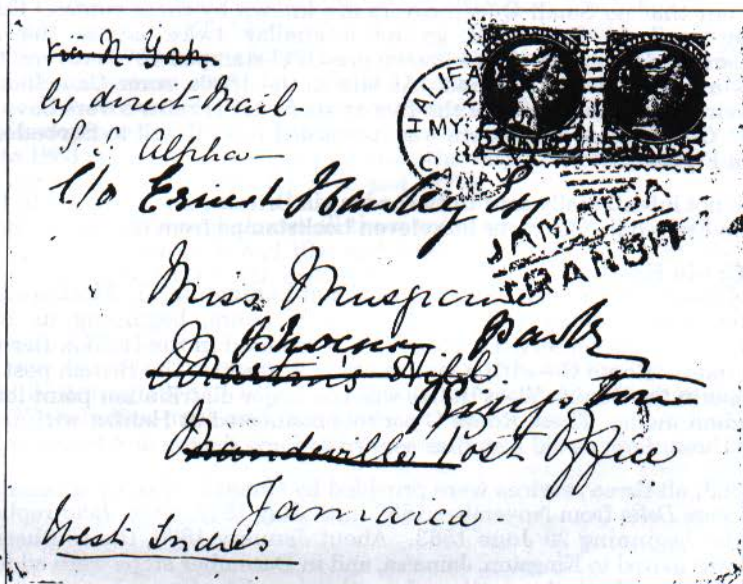
Until 1868, all three services were provided by Cunard. Cunard's main ships on Route C were *Delta* from November 1856 until July 1874, when *Beta* replaced her, and *Alpha* beginning 25 June 1863. About January 1880, the southern end of Route C was moved to Kingston, Jamaica, and in December stops were added at the Turks Islands on both the north and south trips. The Cunard contract ended in mid-1886.

Arfken used Arnell and Ludington's dates in his 1994 article "Halifax Packets to the Caribbean" to identify and list 13 stamped Canadian covers to the West Indies by these packets. Of those 13 covers, three had 1859 Decimal Issue stamps, seven had Dominion of Canada pre-UPU rates—one 2¢ printed matter and six 12¢ (or 12½¢) letter rates, and three had 10¢ UPU surcharge rates. The UPU allowed a 100% surcharge beyond the normal 5¢ letter rate on routes longer than 300 miles, and Britain imposed the surcharge on most of its routes, including Route C.

However, of the three examples of the 10¢ rate on this route identified by Arfken, only one cover was fully prepaid. A fourth cover—and happily one with a proper rate—is shown in Figure 3.

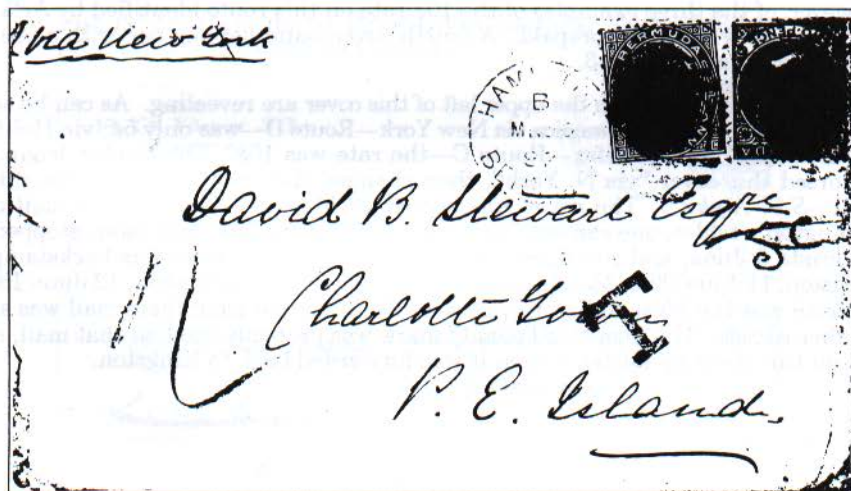
The route endorsements in the upper left of this cover are revealing. As can be seen from Table I, the rate to Jamaica via New York—Route D—was only 5¢; via Halifax, or direct mail from Halifax—Route C—the rate was 10¢. The sender originally endorsed this cover "via N. York", then changed the endorsement to "by direct mail—S.S. *Alpha*". The cover was posted 29 May 1884, and from Arnell and Ludington's tables, one can see that *Alpha* left Halifax four days later, stopped at Bermuda 5 June, and continued to Jamaica, where the cover was backstamped Kingston, 11 June 1884, Mandeville, 11 June (twice), and Kingston, 12 June 1884. Jamaica was the West Indian terminus of Route C, and from there mail was sent to other islands. The "Jamaica/Transit" mark was probably used on that mail, and put on this cover by mistake when it was forwarded back to Kingston.

Figure 3: Canada to Jamaica via Halifax "by direct mail—S.S. Alpha" on Route C.



Another cover carried on Route C is shown in Figure 4. Posted in Bermuda on 30 March, 1882, this cover was endorsed "Via New York", and was correctly prepaid $2\frac{1}{2}d$ (5¢) for the New York route—Route D. However, the Bermuda post office sent the cover by Route C, on Cunard's *Beta* which left 31 March and arrived at Halifax four or five days later. The cover was backstamped Charlottetown, P.E.I., 6 April, 1882.

Figure 4: Bermuda to Canada—Endorsed "Via New York" (Route D), but Sent Via Halifax (Route C).



Since Bermuda's rate for Route C was $3d$ —not $2\frac{1}{2}d$ —this letter was $\frac{1}{2}d$ (1ϕ) shortpaid and so was marked "T" and "5c". In Canada, "2" ϕ was due.

By late 1872, the letter rate between Bermuda and Halifax on Route C had been reduced from $6d$ to $3d$, and from $12\frac{1}{2}\phi$ to 6ϕ . At the same time Canada's rate to Newfoundland—the other Cunard feeder line connecting with the trans-Atlantic service at Halifax—had also been reduced from $12\frac{1}{2}\phi$ to 6ϕ . Before that rate harmonization, the Canadian rate had been 6ϕ to Britain (and $3d$ from Britain), but $12\frac{1}{2}\phi$ on both shorter connecting routes to Newfoundland and to Bermuda. Subsequently, Canada reduced these three 6ϕ letter rates to 5ϕ : on 1 October, 1875 to Britain, on 1 January, 1877, to Newfoundland, and on 1 April, 1879, to Bermuda. Bermuda, however, retained its $3d$ (6ϕ) rate to Canada until 1886. As can be seen in the appendix (*cf.* Part II) of 60 BNA covers to Bermuda, nine pre-UPU Dominion covers have been recorded: three Large Queen covers at the $12\frac{1}{2}\phi$ rate (one a double allowed at 24ϕ); three Small Queen covers at the 6ϕ rate; and three covers showing both rates via New York—the 10ϕ rate before 1 October, 1875 (2ϕ overpaid), and the 8ϕ rate of 1875-1878 (a single and a 16ϕ double). Five of these covers have been illustrated and discussed by Arfken, Carstairs or Duckworth and Duckworth. All have been illustrated in auction catalogues. The references are in the left column of the appendix.

The senders of the covers in Figures 3 and 4 both initially endorsed their letters via New York; Route C was their second choice. Indeed part of Route C's importance was as a military communication route between Halifax and Bermuda, the principal bases of the Royal Navy's North Atlantic squadron. Mail by New York and Route D was more frequent and was cheaper than by Route C. The New York to Bermuda mail—part of Route D—had been established in September 1868, and made reliable by the Quebec & Gulf Ports Steamship Company in 1874 [9]. It was only the second Canadian shipping company—after the Allan Line—to carry overseas mail. They carried mail every two weeks, and during April to June a second ship—"the crop steamer"—alternated for a weekly service. The Quebec Steamship Company—QSS—as it was renamed in 1880, used the ships *Orinoco* from April 1881 and *Trinidad* from March 1885. By the early 1880s, a winter tourist business was developed; it was given social status by the 1882-83 sojourn of Princess Louise, daughter of Queen Victoria. The Princess fled the Canadian winter where her husband was Governor-General. By the 1880s, this tourism had created additional shipping needs.

Probably the best explanation of the two postal routes—at least from Bermuda's perspective—was given by its Governor T.L. Galway to the Colonial Secretary on 14 August, 1884 [10]. He wrote that the QSS brought the mail fortnightly from New York nine or ten months a year, and weekly during the "crop season" of May and June, when Bermuda exported spring vegetables to New York. Bermuda paid £2000, but as a crop subsidy—not a mail subsidy. The mail contract was to expire in 1885, and Galway believed that the QSS would carry the British mail from the Liverpool steamer at New York to Bermuda and back weekly from December to June and fortnightly from June to December for £5000 per year, and perhaps weekly year round if the £2000 Bermuda crop subsidy remained. He pointed out that £17,000 annually was being paid to Cunard for a monthly mail, and that

"Compared with the Amount of Mail Matter Carried by the New York Steamers the Cunard Boats are of very little Service to the Colony as nearly all the English and American letters arrive by the first named route."

Galway suggested canceling the £17,000 Cunard contract and getting a better weekly service for £5000. He further suggested using the savings for a telegraph

cable between Halifax and Bermuda. He concluded that even without the cable, a weekly New York mail was better and cheaper than a fortnightly mail from New York and a monthly mail from Halifax. Such logic was unassailable, at least from Bermuda's perspective. Perhaps it was also unassailable from Imperial post office and defence perspectives, because Galway's suggestions were what happened. The Cunard contract expired in mid-1886 and was not renewed. The cable was developed and it opened in June 1890. The QSS got an enriched deal, and Bermuda got a better postal connection with New York. During January to April 1886, perhaps during negotiations, the two steamers, *Orinoco* and *Trinidad* were used on the QSS Bermuda-New York run, increasing service to about once every ten days.

The new post-Cunard service began January 1887, when *Orinoco* began January to June fortnightly service to and from New York, carrying mail, tourists and crops. Since *Trinidad* continued the same service, and since the two steamers alternated, Bermuda had weekly mail from January to June. A cover carried by *Orinoco* on her first trip from Hamilton to New York—Thursday, 13 January, 1887, to Sunday, 16 January—is shown below.

Figure 5: Bermuda to Nova Scotia, via Route D and New York, by the First Post-Cunard Weekly Mail.



The postcard was received in Halifax on 19 January, 1887. Today postcards are unpopular with many philatelists, but postcards have the benefit of allowing one to see the message and eliminate philatelic covers. This correspondent asks for religious newspapers "by the next mail". The cover is commercial—a commercial "first voyage" cover.

The New York route may have been quicker for letters that caught the packet, but otherwise it could be slow. For example, cover #45 in the appendix, was posted at North Sydney, N.S. on Monday, 12 November, 1894, got to Saint John on 14 November, and to New York on 15 November—a Thursday, and the day the fortnightly packet sailed. The letter was too late, and had to wait 14 days, until 29 November. Thus, it did not get to Hamilton until Saturday, 1 December, 1894. This cover is not illustrated here. Like most 5¢ Small Queen covers to Bermuda,

it is drab; its story is in its backstamps. They point to the limitation of Route D—letters might wait in New York for two weeks. Improved service on Route D, and the closing of Route C, had done not been a benefit to Halifax and other Canadian correspondents with Bermuda.

Route C had been a Halifax or a Maritime Province route; it was little used by other Canadians. If we return to the appendix of 60 BNA covers to Bermuda, we see that of the 28 sent before the closing of Route C in mid-1886, 20 are from Halifax, five from other Maritime post offices, and only three from other parts of Canada! With Confederation in 1867, nothing changed. During both the Provincial era and the early Large Queen/Small Queen era to 1886, most BNA mail to Bermuda was from Halifax; little was from central or western Canada. Similarly, if we turn from Bermuda to the West Indies, and look at the 11 post-Confederation covers to the West Indies by Route C (the ten identified by Arfken and Figure 3 above) we see the same pattern: five covers are from Halifax, five from other Maritime points, and only one from central Canada. So one would expect the same with pre-1867 or -1868 mail from BNA to the West Indies—most would be from Halifax and the Maritimes. Thus there is a wealth of (well, about 15) pre-Confederation Nova Scotia and New Brunswick stamped covers to the West Indies. Maritimers did not begin exchanging mail with the Caribbean, and did not begin using Route C, at Confederation. They merely began using postage stamps with "Canada" on them. An 1864 Nova Scotia cover front is shown below (Figure 6).

Figure 6: Halifax to Jamaica 1864, Endorsed "per Alpha via St. Thomas"



Actually, this is not a front, it is the top half of a cover. Traditionally, philatelists have despised such tragedies. However, as with some fronts, most of the postal information is here. The "H" cancellations show that the letter was posted at Halifax, the St. Thomas and Jamaican backstamps show the route, and thus they confirm the route endorsement and the 10¢ rate. Finally, no full 10¢ rate Nova Scotia cover to the West Indies has been recorded! Until one is, this example is unique. Like the 1884 cover in Figure 4 above, this cover was endorsed to the "Alpha". Both covers were endorsed and carried by the same ship from Halifax on Route C to Jamaica. The similarity of Figures 6 and 3, and the similarities of origin of BNA mail to Bermuda and to the West Indies, both pre- and post-Confederation, point to the reality of Route C. It was a Halifax, perhaps a Nova Scotian, route; it

Figure 7: Advertisement in an 1889 Bermuda Newspaper Touting the Resumed Service by *Alpha* on Route C.

TIME TABLE,
Halifax.
 Bermuda, Turks' Islands and Jamaica
 Steamship Line,
 N. S. "*Alpha*," Capt. Crowell,
 Is appointed to sail as follows:

1889.

From Halifax for Bermuda 15th each month,
 " Bermuda for Turks' Islands 20th ca. "
 " Turks' Islands for Jamaica 23rd " "

Returning

From Kingston, Jamaica for Turks' Islands,
 " " 27th each month
 " " Turks' Islands for Bermuda, 29th ca. "
 " " Bermuda for Halifax, 2nd each month.

Excellent passenger accommodation. Saloon staterooms.

For freight or passenger rates, apply to
W. T. JAMES,
 Agent,
 42 Front St.

Hamilton, March 9, 1889.—4 3p

Figure 8: The Double 7½d Unofficial Rate from Nova Scotia to Demerara, 1857. (courtesy of Spinks)



was of little value to central and western Canada. Before discussing, or even listing, pre-Confederation covers to the West Indies, we should complete the story of Route C. The closing of Route C in 1886 was not the end! It was only an interruption. Route C had been used by Halifax merchants and they valued it. The Halifax shipping firm Pickford & Black resumed the monthly Halifax-Bermuda-Turks Islands-Jamaica service in September 1888. They even used Cunard's ship *Alpha*

and *Beta*! *Alpha* left Halifax the 15th of each month. Figure 7 shows their advertisement in the 19 March, 1889 *Bermuda Royal Gazette*.

Thus Route C had both a pre-1868 importance, and a post-1866 revival. The cover in Figure 6 and eight other Nova Scotian covers are listed in Table II.

Table II: Nova Scotia Covers to the West Indies, 1851 to 1868.

| From | Destination (Receiver) | Postage and Markings | <i>Alpha</i> dates: Halifax-St. Thomas | St. Thomas Transit | Provenance and Sources ^(a) |
|----------------------------|--|---|--|--|---|
| 29 Nov. 51 Halifax | New York, forwarded to St Domingo City | 3d x 2? | 25 Nov. | Saint John | Sg 792 1520, 26-6-97 |
| 1857 Mill Village? | Mess. J. W. Whitney Demerara | 1/ and 3d | | St Thomas | Har lot 558, 10-4-62; C-RL lot 2012, 14-3-91 |
| 26 Jan. 60 Annapolis | James B. Thibeau Antigua 5 March | 6d, 1d, 1d bisect | 10 Feb. - 19 Feb. | Halifax 27 Jan.; St. Georges 15 Feb.; St. Thomas? | [11, p. 109] [12-14] |
| 18? Sept. 61 Halifax | ?L. Toro and Co. Ponce Puerto Rico 5 Oct. 61 | 8½¢, "2½" "per <i>Delta</i> Via St. Thomas" | 19 Sept. - 29 Sept. | St Georges 24 Sept.; St Thomas 29 Sept.; San Juan 3 Oct. | [15]; Cartier lot 62; [8, pp. 53, 135]; Chuan lot 275 |
| 14 Oct. 61 Halifax | E. J. Clark St. Vincent none | 8½¢ | 17 Oct. - 28 Oct. | St Georges 22 Oct.; St Thomas 28 Oct. | [15]; S 498 275, 5-12-89 |
| — Halifax | Jonathan? Mulgrave St. Johns, Antigua (none) | 8½¢ x 2 | | | |
| — Halifax | Mulgrave? Mile Gully Jamaica 14 Jan. ?? | 8½¢ x 2 "Via N. York" | | | C-RL NY lot 1281, 29-3-85; Sg 698 765, 21-10-88 (Carr) |
| 6 Mar. 63 Halifax | St. Thomas | stampless "20"; "Kenyon's Despatch" | 6 Mar. - 17 Mar. | St. Georges | de Volpi lot 116 |
| — Halifax | Mess. Barlays and McDonald Kingston 20 July 64 | 10¢ "per <i>Alpha</i> via St. Thomas" | 23 June - 3 July | St. Thomas 3 July 64 | S 325 686, 7-6-73 (Chadbourne) |
| 22 Jan. 67 Locks Island | Capt. John B. Harding St. Thomas 11 Feb. | 8½¢ (replaced), 5¢ | 31 Jan. - 11 Feb. | Halifax 23 Jan. | Har lot 2431, 12-5-77; Sg 698 766, 21-10-88 (Carr); S 498 274, 5-12-89 (Palmer) |

(a) Sources: Har - HR Harmer Ltd., Sg - Siegel; C RL - Christie Robson Lowe, England; S - J.N. Sissons Ltd., Toronto; and "name sales" de Volpi - The Charles de Volpi "Canada to Foreign" collection as sold by J. N. Sissons Ltd, Toronto, sales 242 & 247, 26 January & 13 April 1966; "Cartier" - Stanley Gibbons, London, 15 September 1977; "Chuan" - Spinks America, 13 April 1999.

The dates suggest that most of these covers were carried on the Halifax packets—Routes C. Dates are lacking for a few, but only two or three were sent via New York. The pence issue covers deserve comment—they are probably the only BNA pence covers to the West Indies. The first, paid only to New York, is very early. The third, from the collection of Queen Elizabeth II, was discussed by Argenti in 1962 [11, p. 109], partially illustrated by Wilson in 1952 [13], and recorded and described in some detail by Bacon in 1923 [12]. Then in 1996, it was exhibited by Her Majesty at Capex'96 [14]. The 1996 description included all postmarks, except the one described as “indecipherable” by Bacon in 1923. For our interests here, Bacon’s point is helpful; the cover should have a St. Thomas backstamp of about 19 February 1860.

Most discussion of this cover has focused, understandably, on its bisected 1d stamp. Argenti was disquieted that the cover was prepaid 7½d, when officially the rate was 8d. Since such reservations about the rate erode one’s delight, and perhaps acceptance, with this fabulous bisect, we are fortunate to have an 1857 stamped cover to British Guinea. Its 1/3 rate is exactly double the 7½d rate.

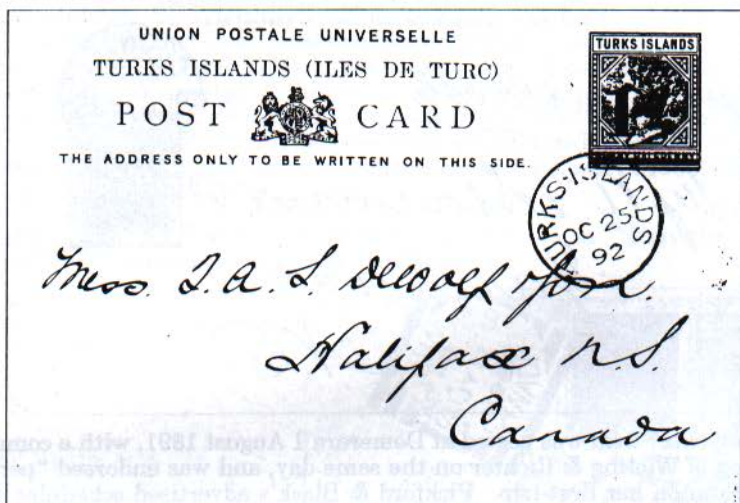
If 1/4 had been required (8d x 2), the sender could have easily added a 1d stamp. But he did not: 1/3 (7½d x 2) was enough. The two covers support an understanding that in the late pence period 7½d was the accepted rate to the West Indies from the interior of Nova Scotia. The underlying rate was 4d stg British packet postage from Halifax, and 3d cy postage to Halifax. Fluctuations in currency exchange values may have legitimized this unofficial 7½d postal rate. (The post-Confederation 12½¢ rate to the West Indies changed to 12¢, perhaps also semi-officially, perhaps also due to currency changes.) When this 1/3 cover to Demerara appeared on the London market in 1962, the “ant hole” in the 1/ stamp was described, even stressed, and the cover estimated at only £40 to £50—little more than a damaged 1/ stamp. It realized £220. Jim Sissons may have handled it about this time; he talked about the cover around 1972, and remembered the “worm holes” very clearly. The cover was in the collection of George Robertson of Halifax for many years, and when it reappeared at auction in 1991, the ant hole was barely mentioned! Then it realized £6600 [16]. Such are the changing tastes in covers, escalating demand for unique rates, and evolving understanding of condition. Thus two of the few pence-issue stamped covers from BNA to overseas destinations were carried on Route C. In addition, at least eight Nova Scotia cents-issue covers, including single uses of the 8½¢ stamp to Puerto Rico and to St. Vincent, and three Canadian Decimal issue covers identified by Arfken were carried on Route C. Some great BNA covers were on Route C!

The resumption in 1888 of Route C, as shown in Figure 7 above, is also philatelically significant, and worth documenting. A random sampling of schedules in newspaper advertisements, of notices of actual departure and arrival dates in both Halifax and Bermuda newspapers, and of a few covers suggests that the advertised schedules were maintained. Cover #40 in the appendix was endorsed to *Alpha* and posted at Halifax, 14 November, 1892, the day before she was scheduled to leave. The cover’s backstamps confirm Route C. A cover carried on *Alpha*’s previous northward trip is shown on the opposite page

This postcard was mailed at Turks Islands 25 October, 1892, and was received at Halifax on 5 November, 1892. Those dates fit with the schedule advertised for *Alpha*. As with Figure 5, the card is enhanced by its non-philatelic message: it noted that other mail had been sent via New York, implying that this cover was by a different route. A Small Queen cover to Turks Islands, posted at Saint John, New Brunswick, 11 February, 1897, was in the John Ayre collection. It has a 23 February receiver on the front—the day *Alpha* was due. Two Small Queen

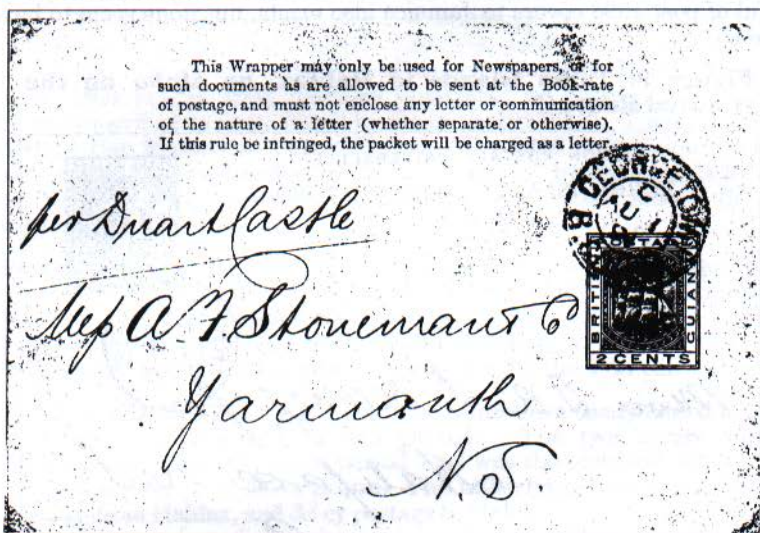
registered covers to Turks Island also exist. One, from Toronto, was in the Arfken collection; the other was in a Maresch sale 1995 [17]. Both went via New York. A handful of post-1888 covers to Jamaica also exists, but none seem to have gone by Route C.

Figure 9: Turks Islands to Halifax, by *Alpha* on the restored Route C



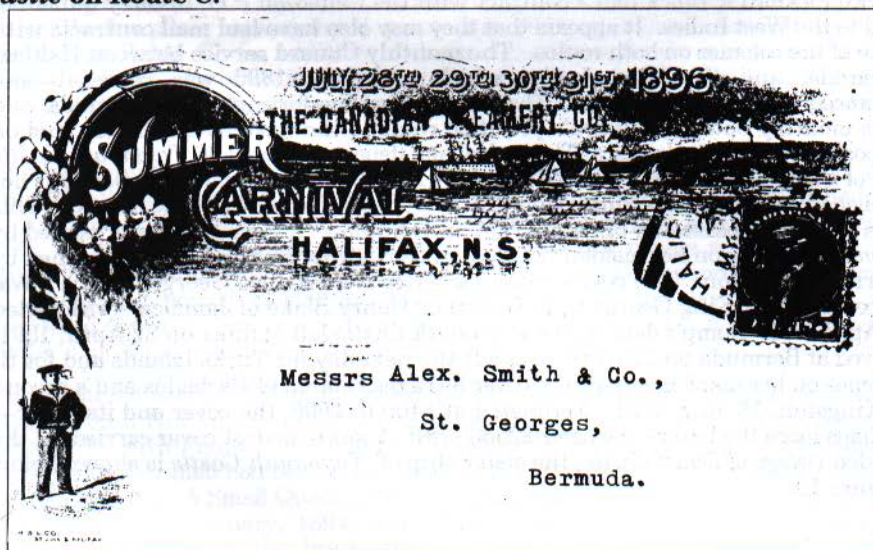
In 1890 (or perhaps 1889), Pickford & Black began a second monthly service. Their route was the original Route C used by Cunard until 1880. They extended that version of old Route C through the Leeward and Windward Islands including Barbados and Trinidad to British Guiana. Their ships were *Taymouth Castle* and *Duart Castle*. This route terminated in Saint John with stops in Halifax. For this service Pickford & Black had a contract with the Canadian P.O. to carry Canadian mail to the West Indies. It appears that they may also have had mail contracts with some of the colonies on both routes. The monthly Cunard service between Halifax, Bermuda, and the West Indies which ended in 1886 was replaced—and enhanced—by Pickford & Black. They offered a sailing fortnightly to Bermuda, and ones monthly both on Cunard's pre-1880 route to the western Caribbean, and on its post-1880 route to Jamaica! The arrival and departure dates of *Taymouth Castle* and of *Duart Castle* at Bermuda during 1891 to 1900 have been compiled, but not published, by Kilbourne Bump from the newspaper *Bermuda Royal Gazette*. This data is in the possession of Jack Arnell in Bermuda. A Bermuda cover carried by *Taymouth Castle* on her maiden trip was in the extraordinary collection formed by Morris Ludington. The cover—with its letter from Prince George, then a naval officer and later King George V, to Governor Henry Blake of Jamaica—was posted 28 April 1891. Bump's data shows *Taymouth Castle* left Halifax on 22 April, 1891, arrived at Bermuda on 27 April, and left the next day for Turks Islands and for St Thomas on her maiden voyage; the cover has a backstamp of Barbados and a second of Kingston, 16 May, 1891. Estimated at £400 to £500, the cover and its letter—perhaps more the letter—realized £2530 [18]! A more modest cover carried on the maiden voyage of *Duart Castle*, the sister ship of *Taymouth Castle* is shown below (Figure 10).

Figure 10: British Guiana to Canada, via Route C—Endorsed “per Duart Castle” on Her Maiden Trip



This “book-rate” item was posted at Demerara 1 August 1891, with a commercial backstamp of Wieting & Richter on the same day, and was endorsed “per *Duart Castle*” then on her first trip. Pickford & Black’s advertised schedules suggest about 14 days service to Bermuda. Bump’s data reveals that *Duart Castle* arrived and left Bermuda northbound 12 August 1891. *Duart Castle* would have completed her maiden voyage and landed her mails at Saint John, New Brunswick about four days later.

Figure 11: Halifax to Bermuda, probably by Pickford & Black’s *Taymouth Castle* on Route C.



An 1896 Small Queen cover probably carried by *Taymouth Castle* to Bermuda is shown in Figure 11. The cover was posted at Halifax on 20 May, 1896, the day before *Taymouth Castle* sailed, and has backstamps of Hamilton and St George's, both 26 May, 1896. Bump did not find an arrival date for *Taymouth Castle*, and six days transit was just enough time that the cover might have gone via New York and Route D. Whatever its route, this cover's condition and appearance deserve comment. The "Halifax Summer Carnival" covers, c.1896 to c. 1905, have always attracted philatelists' admiration. This one also has both a handstamp and a commercial backstamp of two local businesses, perhaps supporters of the summer carnival. Canadian 5¢ rates to Bermuda are not rare. If we include about five 10¢ double rates and two shortpaid covers (one shown in Figure 12) at least 40 5¢ rate covers survive. However, good condition is rare; few of the 40 covers are attractive; this one is probably the finest. The cover was in both the Jarrett and the de Volpi collections. When he auctioned those collections in 1961 and in 1966, Jim Sissons lotted this cover separately both times.

Figure 12: A Shortpaid Letter—passed as a "Private Post Card"—to Bermuda, probably by Route C.



Another cover carried by *Taymouth Castle* on the restored Route C is illustrated in Figure 12. This cover originated in Saint John—the home port for *Taymouth Castle*—on 11 July, 1898. She left Halifax on 15 July and arrived at Hamilton late on 18 July, 1898. The cover has a Hamilton, 19 July receiver. In 1898, a "Private Post Card" could be sent for 2¢ to six countries, but Bermuda was not one of the six. This card should have been prepaid 5¢ as a letter, or treated as 3¢ shortpaid—T 15—and 3¢, the equivalent of 6¢, due in Bermuda. However, both the Canadian and Bermudian post offices accepted it as a "Private Post Card" at the 2¢ postcard rate.

More generally, despite Pickford & Black's resumption of Route C in 1888 and doubling it in 1890, the Halifax packet could not rival New York and Route D. As the Bermuda appendix shows, and as noted above, before 1886 most BNA mail went via Halifax. After 1888, Route C was available again, but most Canadian mail went via New York. Bump's data and other sources are used in the appendix in an attempt, not very successful, to identify 5¢ Small Queen covers carried to Bermuda

by Pickford and Black on Route C. Of 26 Canadian covers to Bermuda during September 1888 to 24 December, 1898, only the two covers illustrated above and a few others appear to have gone by Pickford & Black on the revived Route C. Of the 26, only two covers were endorsed for Route C ships. Route C had been important for Halifax merchants and perhaps others before 1886; after 1890 it was a minor rival to Route D. Almost all of Canada's West Indian mail went via New York.

References

- [1] Carstairs, M.W., "The Letter and Postcard Rates of Canada 1875-1898", *Maple Leaves*, "Part 3, Rates to the British West Indies" Vol. 18, #8, pp. 214-217 (1982); "Part 4, Rates to Central America and the West Indies, Other than British" Vol. 18, #9, pp. 260-262 (1982); "Part 5, Rates to Central America and the West Indies, Other than British" Vol. 18, #10, pp. 232-234 (1982).
- [2] Duckworth, H.E., Duckworth, H.W., The Large Queen Stamps of Canada and Their Use 1868-1872, Toronto (The Vincent Graves Greene Philatelic Foundation), 1986.
- [3] Arfken, George B., Canada's Small Queen Era: Postal Use during the Small Queen Era 1870 - 1897, Toronto (The Vincent Graves Greene Philatelic Foundation), nd.
- [4] Arfken, George B., "Early Canadian Mail to Bermuda", *PHSC Journal*, #69 (Mar. 1992), 11-13.
- [5] Arfken, George B. "Halifax Packets to the Caribbean", *Maple Leaves*, #248 (Vol. 23 no.8), June 1994, 259-265, 274.
- [6] Arfken, George, "Early Canadian Mail to Jamaica", *BNA Topics*, Vol. 52, No. 1 (1995), 24-30.
- [7] Arnell, J.C., Ludington, M.H., The Bermuda Packet Mails and the Halifax-Bermuda Service 1806 to 1886, London (The Postal History Society), 1989.
- [8] Stone, Robert G., A Caribbean Neptune: The Maritime Postal Communications of the Greater and Lesser Antilles in the 19th Century, New York (The Philatelic Foundation), 1993.
- [9] Ludington, Morris H., "Regular Sea Communication with Bermuda to 1914", *Bermuda Historical Quarterly* (Vol. XXXV), spring 1978, 6-13.
- [10] Galway to Derby, 14 August 1884, mss file copy in Government Despatches 1882-1893, CS/1/13, Bermuda Archives.
- [11] Argenti, Nicholas, The Postage Stamps of New Brunswick and Nova Scotia, London (The Royal Philatelic Society), 1962.
- [12] Bacon, E. D., "Notes on Various British Colonial Stamps", The London Philatelist (vol XXXII), September 1923, p.206.
- [13] Wilson, Sir John, The Royal Philatelic Collections, London, 1952, p.36, and plate B annex 6.
- [14] Capex'96 catalogue, p. 50.
- [15] Pratt, John T., "More on the Nova Scotia 8½ Cent On Cover", *BNA Topics*, Vol. 24, No. 4 (1967), 112-113.
- [16] H. R. Harmer Ltd. London, lot 558, 10 April, 1962; C-RL, London, lot 2012, 14 March 1991.
- [17] R. Maresch & Son, sale 138, lot 597, 4 February, 1982; Charles G. Firby Auctions, lot 1239, 15 May, 1997; R. Maresch & Son, c. 1995.
- [18] Spink London, lot 422, 22 June, 1999.

Stories Behind My Covers

38. Quebec and Montreal Ship Letters

Jack Arnell

This short article might be considered as a memorial of the late Allan Steinhart as a postal historian and dealer, for the two covers shown here are the last I bought from him at BNAPEX'96 in Fort Worth, Texas in August 1996. It was during the last day of the show, when things were very quiet, that we had a long conversation exchanging information about our families—something that had never occurred previously over the many years of a close relationship.

In the past, I never thought that I could afford to invest in this rather exotic section of B.N.A. maritime postal history, and yet, when I was planning to sell my B.N.A. transatlantic letter collection, I was suddenly motivated to purchase these letters on what was to be the last time I saw Allan. They are among my few special covers, which do not fit into a "collection" as such.

The first (Figure 1) is a letter from Alex Campbell, Port Glasgow dated 17 April 1797 reporting the death of the addressee's "dear and worthy Partner" (wife?). After discussing business matters relating to the death and the purchase of lands, the writer touches on the French Revolutionary War:

"We have now strong talk of a General Peace – Mr Hammond the Under Secretary of State has set off for Vienna to concert with the Emperor the Means of a General pacification. The French have made tempting offers to the Emperor for a separate Peace – which he nobly positively repelled unless Great Britain be included!!! What a faithfull & Glorious Ally."

The letter was entrusted to Capt. Rennier of the *Countess of Crawford* sailing for Quebec, where it appears to have arrived on 26 April, as shown by a Bishop mark "26 IV", surrounded by "QUEBEC – CANADA". This marking must be questioned, as nine days under sail was not possible; it was more probably May. The letter was struck with a *black* "SHIP" and rated "Sh 10", representing 1*d.* ship letter fee and 9*d.* inland postage to Montreal.

The second letter (Figure 2) was from Nehemiah Longshaw & Bros., Manchester, dated 13 April 1836, requesting the balance due from a shipment. There is no indication of the vessel carrying the letter from Manchester/Liverpool directly to Montreal, where it was struck with "SHIP" in *red* and rated 2½*d.* Cy., the ship letter fee at port of arrival.

Figure 1: Quebec Ship Letter (1797).

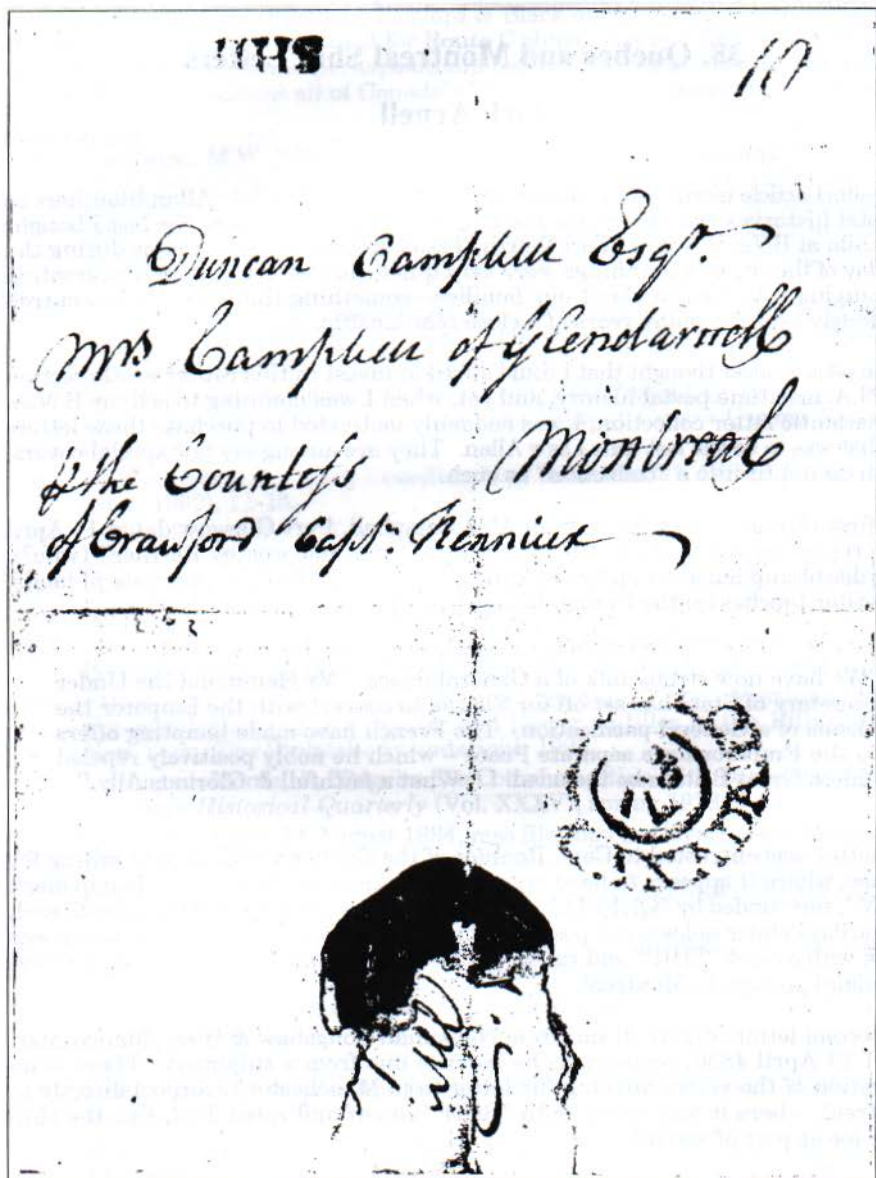
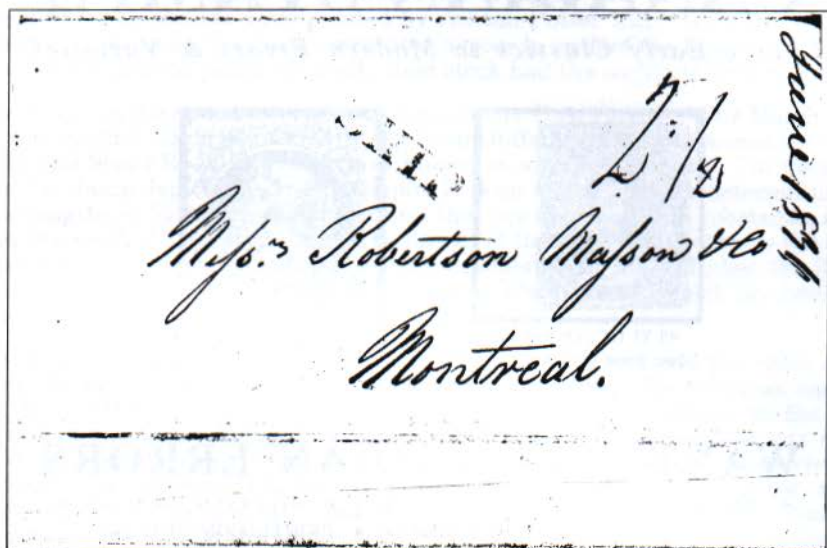


Figure 2: Montreal Ship Letter (1836).



Full Imperforate Errors on the 1973 R.C.M.P. Centenary Set

Joseph Monteiro

Two new imperforate errors from the 1973 R.C.M.P. Centenary set have appeared for sale at the same time. These new imperforates were reported in *Ian Kimmerly Stamp Auctions*. The two new imperforates were the 8¢ and the 10¢. The 15¢ imperforate from this set has been known to exist for some time. Besides the normal 15¢ imperforate, several versions of the 15¢ imperforate were reported with various impressions on them, namely a double print of the 15¢ image and the 15¢ with the 10¢ image on it. These versions were believed to have been from the waste material of the printing company, and at that time there was speculation that this stamp was not genuinely sold over the philatelic counter, but fraudulently taken from the company. It was reported that the RCMP was investigating the matter at that time, but to this date nothing has been reported about it [1]. One is therefore led to believe that the matter has been closed.

RCMP Centenary Set: 8¢, 10¢ and 15¢ (Scott Nos. 612-614/Darnell Nos. 644-646) March 9, 1973

(a) A description of the stamps

The 8¢ stamp and the 10¢ stamp were issued in conjunction with the 15¢ on March 9, 1973. These stamps pay tribute to the 100th anniversary of the founding of the RCMP, then known as the North West Mounted Police. The stamps were designed by Dallaire Morin de Vito Inc., and were printed in four colours. The stamp sizes

CANADIAN STAMPS

Choice Early Classics to Modern Errors & Varieties



#3 XF OG; One of the
Two finest known copies



#32 - 2¢ Laid Paper - The finer
of the Two known copies

WANTED CANADIAN ERRORS

- ◆ IMPERFORATES ◆ MISSING COLOURS ◆ INVERTED COLOURS ◆
- ◆ MISPERFS ◆ COLOUR SHIFTS ◆ PRINTED ON GUM ◆
- ◆ TAGGING ◆ BETTER VARIETIES ◆



TOP PRICES PAID

Internationally Recognized as a Leading Buyer of Canadian Errors and Varieties

*Free on Request: our current illustrated Canadian/BNA price list and
World's largest Canadian/BNA Literature price list (120 pages)*

SASKATOON STAMP CENTRE



P.O. Box 1870, Saskatoon, SK S7K 3S2 CANADA
Call TOLL FREE 1-800-205-8814 in North America
Ph: (306) 931-6633 Fax: (306) 975-3728



E-mail: ssc@saskatoonstamp.com

Web site: www.saskatoonstamp.com

are 40 mm x 24 mm; the perforations are 11; and the adhesive used on the stamps was PVA gum. The stamps are general (Ottawa) tagged, and the paper is coated on one side. The stamps were printed by Ashton-Potter Ltd., Toronto, using the lithographic process. Marginal inscriptions appear in each of the four corners of the pane, at the side on philatelic stock; field stock had the imprints trimmed off.

The design on the 8¢ stamps depicts Commissioner G.A. French—The March West. He was the first Commissioner to set out from Dufferin, Manitoba across the plains to the Old Man's River in what is now known as southern Alberta. The design on the 10¢ stamp depicts the spectrograph. It is an instrument for determining the wavelengths of light (or other radiation) that are absorbed by a substance, and is used as a method of identification. The design of the 15¢ stamp portrays the world famous Musical Ride of the RCMP Forces, established in 1887. Today, the Ride is usually performed by a troop of 32 officers on black horses, which are bred on a ranch near Ottawa.

The name of the country "Canada" appears at the left top, and the value of the stamp "8" or "10" or "15" appears on the right top in white. The bilingual message "RCMP/GRC 1873-1973" appears in fine print at the left bottom; on the right vertical side appears bilingual text. In the case of the 8¢ stamp, the text reads: "NWMP - March West/Commissioner GA French" and "PCNO - La marche vers l'Ouest/Le Commissaire G.A. French". In the case of the 10¢ stamp the text reads: "Police Science/Spectroscopy" and "Police Scientifique/Spectroscopie". Note the slash is not present on the stamp, but the words after the slash follow in the next line. Finally, in the case of the 15¢ stamp the script reads: "The Musical Ride" in English, below which is the French equivalent "Le Carrousel". The marginal inscription reads:

"ASHTON-POTTER LIMITED, TORONTO
Design : Dallaire Morin DeVito Inc. : Dessin"

(b) A description of the errors

The 8¢, 10¢ and the 15¢ are fully imperforate errors. In other words, the stamps have no perforation on all four sides. An illustration of the errors is shown below.



(c) The story about the errors

Not much is known about the discovery of the 8¢ and 10¢ errors, as indicated in the publication in which it was offered for sale hereafter.

? /Toronto discovery:

In August 1998, Ian Kimmerly Stamp Auctions, offered the above two fully imperforate errors for sale. This catalogue described these errors as follows:

"167 */** #612-614 F-VF 1973 R.C.M.P.

Centenary set of 3 imperforate singles. The Eight cent has large margins all around and some adhesive on surface at U.R. outside of design. The ten cent has large margins and a sheet margin at left but with small surface thin at top, outside of margin (can be trimmed), and the fifteen cent has a sheet margin at left, punched and with several faults. Unusual group. A very rare set. Est: \$1000." [2]

Much more is known about the 15¢ normal imperforate error [3, 4]. The imperforate RCMP errors first turned up in Toronto. "The first report of their existence came from William Maresch, the Toronto dealer and auctioneer, (who indicated that) the number available ... (was) not known" [5].

Recently, the Saskatoon Stamp Centre had a special feature on the first imperforate error. Regarding this imperforate it was noted that "The discovery of a number of imperforate sheets of this attractive 15¢ stamp certainly caused a stir when they first appeared on the market in late 1973. Through the years, they have remained one of the most popular varieties of imperforate commemorative stamps in Canada.

We have been fortunate to purchase a small holding of these—reportedly from the estate of one of the original discoverers. The fellow, not a collector himself, was aware of the value of his find. Unfortunately, not all were cared for as carefully as a collector would have. Some have small wrinkles or slight stains (due to mishandling). Generally these faults are only visible from the gum side" [6].

When the first error was initially discovered it was reported that as many as five panes were known to exist. There are probably more, many with at least minor faults. Since each pane contains 50 stamps, at least 250 imperforates should have been produced. However, given the format in which these stamps were printed, that is four panes to a sheet, one would expect a minimum of eight panes to be in existence—400 imperforate singles, or 200 imperforate pairs.

Besides the normal 15¢ imperforates, two varieties were discovered (one with the double print, and the other with the 10¢ image on it). This led to quite a stir as it was reported that "the R.C.M.P. are investigating the existence of these errors and an arrest is imminent" [1]. The reason for this is believed to be because the imperforate errors with the doubling were not sold over the post office counter. As indicated by one source: "Imperfs with the design doubled or with the 10¢ design printed on top of the 15¢ are probably printer's waste which were never sold over the post office counter" [7].

The old adage that a Mountie always gets his man may not always be true, as there have been no reports to this effect, in this particular case. Nevertheless, as one writer noted: "... If it is true that this 'find' is a bit on a shady side, I would caution you to exercise philatelic ethics when confronted with these imperforates." [1].

References

- [1] Pugh, Kenneth W., "15-cents RCMP 1973 imperforated", *Canada Varieties of the Queen Elizabeth Era - Part II*, Brandon, Manitoba, Leech Printing, 1973, p. 51.

- [2] Ian Kimmerly Stamp Auctions, Public Auction #95, Wednesday, August 26, 1998, p. 12.
- [3] Monteiro, Joseph, *Major Canadian Postage Stamp Errors of The Queen Elizabeth II Era (1953-1996)*, pp. 267-270.
- [4] Monteiro, Joseph, *Perforating Errors of Canadian Postage Stamps (1953-1996)*, 1996, pp. 76-79.
- [5] "Stamping around", *The Canadian Philatelist*, Vol. 24, No. 6, Nov. 1973, pp. 291-293.
- [6] Saskatoon Stamp Centre, Catalogue # 174, p. 33.
- [7] Beaudet, Leopold, "Canadian stamp varieties - 15," *The Canadian Philatelist*, Vol. 36, No. 6, Nov.-Dec. 1985, p. 377.

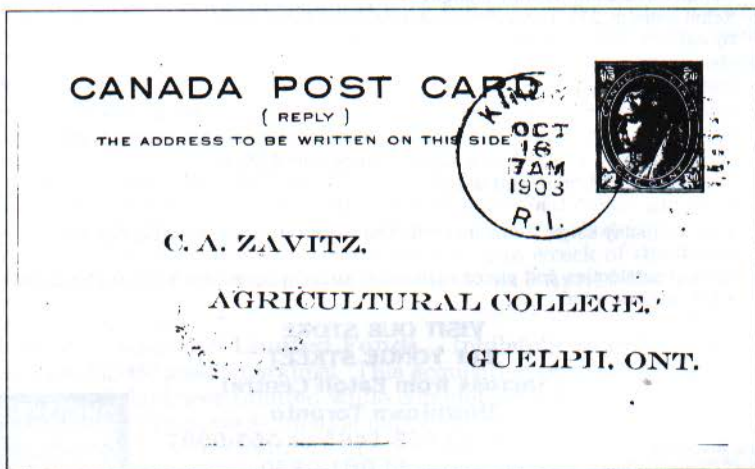


The Steinhart Legacy

Allan L. Steinhart

A Reply Card Used From the USA

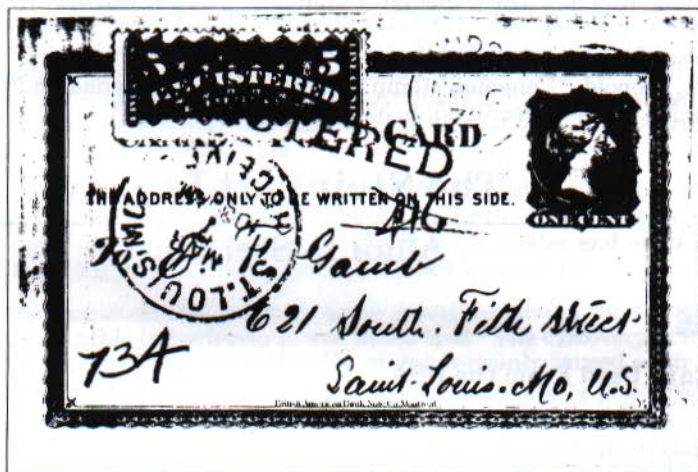
The card below is a 1¢ black maple leaf issue of the 1¢+1¢ reply card, which was good for domestic use and also for use to and from the United States. This reply card was used to the United States in 1903. The reply half was severed and sent back to Canada from Kingston, RI on October 16, 1903, with a Buffalo, NY transit datestamp. This is a proper and correct usage of Canadian postage in a foreign country. The vast majority of reply cards, when properly used, are used domestically, and very few are used in this manner.



A Registered Card To the U.S.A.

The second item is a 1¢ blue Canada postcard used from Windsor, Ont. on March 6, 1879 to St. Louis, MO, USA. The card paid the current 1¢ postcard rate to the USA. A 5¢ green registered letter stamp was applied to pay the 5¢ registration fee

to the United States. This stamp is tied by the 'REGISTERED' handstamp, and by the blue 'ST. LOUIS, MO MAR 7 10:30 AM RECEIVED' datestamp. There are two registration numbers, 416 and 734. The June 1, 1871 Post Office Department Order noted that postcards could be registered under the same regulations as a letter. The registration rate to the United States was 5¢, and so this 6¢ pays the proper registered postcard rate to the USA. At present I know of only one other postcard registered to the USA at this rate in this pre-1880 period.



Major Stamp Auctions Held Regularly

- * Public auctions — consignments over \$500 in realized value accepted. Competitive commissions charged
- * Retail store at 211 Yonge Street (across from Eaton Centre) Downtown Toronto. By subway, exit at Queen Station via Albert Street / Massey Hall stairway
- * Mail order — send for current auction catalogue and private treaty list
- * 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

VISIT OUR STORE
211 YONGE STREET
(across from Eaton Centre)
Downtown Toronto

Phone: (416) 863-1465 or 363-9997
Fax: (416) 863-0850

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

Member: CSDA, RPSC, ATA, etc.



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; Internet web site: <http://www.archives.ca>.

Recent Acquisitions:

E. Philip Weiss Fonds. - [philatelic records, graphic and textual records]. - 1959-1965; 1 scrapbook. Fonds includes a scrapbook compiled by E. Philip Weiss. The scrapbook contains momentos of stamp issues designed by Weiss. These designs include: North Atlantic Treaty, Battle of the Plains of Abraham, 300th Anniversary of Dollard des Ormeaux, Jean Talon, Sir Casimir Gzowski, Sir Martin Frobisher, Quebec Conference, Charttewton Conference, and Winston Churchill. Items in the scrapbook include postal covers, postage stamps, photographs, artworks, essays, correspondence, newspaper clippings and souvenir album pages from the Post Office Department. [Accession 1996-422]

Newfoundland Columbia Trans-Atlantic flight issue, 1930.- [philatelic record].- Item is a block of four stamps with the surcharge: Trans-Atlantic / Air Mail / By B.M. / "Columbia" / September 1930 / Fifty Cents. The stamp was issued by the Newfoundland postal administration in January 1919. Some stamps were surcharged under the authority of the postal administration, in September 1930, in order to facilitate a 50 cents tariff for the Columbia's transatlantic flight. [R2-37-6-E].

Ian S. Lindsay Fonds. - [philatelic records, textual records].- 1954; 2 postal covers, 2 items of textual records. Fonds contains a crash cover and contents, the cover used to forward this mail, and an enclosure from the Post Office Department explaining that the contents were recovered from the wreck of the Trans-Canada Airlines plane which crashed at Moose Jaw, Sask. on 8 April 1954. [R926-0-2-E].

Former Acquisitions:

Pritchard and Andrews Limited Fonds. - [philatelic records].- 1961-1981; 1 album (approx. 12,000 postal markings). This acquisition consists of records created by Pritchard and Andrews Limited while completing orders for the Canada Post Office Department. The records include pages with proof impressions of steel ring hammers, slogan die cancellations, and rubber handstamps. The proofs are arranged chronologically by year only. The records were given to the National Archives of Canada by Pritchard and Andrews Limited in 1995. Finding Aid: CPA-213. [Accession 1997-317].

Fred Jarrett Fonds. - [textual records].- 1929-1945. The fonds consists of revisions to Fred Jarrett's 1929 edition of *BNA Book: Stamps of British North*

America. The records include actual pages from the 1929 edition with revision notes and corrections. The items also include typed correction notes and correspondence between Fred Jarrett and other philatelists about various research topics. [R658-0-4-E]

Another Funny Fable from Sixty-five Years of Philately

Horace W. Harrison

In the late spring of 1961 the Royal Philatelic Society of Canada held its annual meeting at North Hatley, Quebec at the head of Lake Massawippi, about eight miles south of Sherbrooke in the Eastern Townships of Quebec. John Siverts and I decided to go to this convention. The actual dates for the meeting were May 11-14, Thursday through Sunday, and we were told, when we arrived, that the ice had just gone out of the lake. We had made reservations at the inn overlooking the lake and had been assigned to a cottage which we were to share with two other philatelists. But I am getting ahead of my story. On our way up to Vermont, John and I were going over the BNAPS Yearbook in search of members who might be on our route north where we could stop for a philatelic visit. At our dinner stop in Fairhaven, just over the New York-Vermont border we found the name of Sidney D. Harris at 162 Grove St., 15 miles away in Rutland, and phoned ahead. He was enthusiastic about our plan to stop for a visit that evening and said that he had lots of material for us to buy. He was a dealer. When we arrived at his house at about 7:30 p.m. we discovered that he had a double-doored Mosler 4 hour Fire Safe crammed to capacity with 4 inch Elbe stock books all filled with classic Canada up through the Admiral Issue of 1911-1927. Since I was only interested in Large Queens of 1868, I only recall the volumes he had of that issue. There was one volume of ½ cents, about 3 inches thick, but after that all the stock books were the standard 4 inch thickness. There were two volumes of the One Cent, one for each color. There was a single volume for the Two Cents. There were three volumes packed with the Three Cents. A single volume for the Five Cents, two for the Six Cents, one for the Twelve and a Half Cents, and two for the Fifteen Cents. I never even got around to the registered letter stamps. Imagine what the quantities must have been for the Small Queen Issues. After about two hours of steady purchasing, Mr. Harris asked me if I had any interest in a 15 Cents with watermark, and I responded in the affirmative. He had been working at his dining room table so he asked me to follow him into his study. There he produced a stamp which, from the color, I assumed to be a Bothwell watermarked copy, Scott No. 29c. However it was dated in 1877 and was clearly Pirie paper of Scott No. 30d. I asked how much he wanted for the stamp and he asked how much was I willing to pay. I considered what I had already spent, what my limited prospects for the near term were and came up with \$150.00. Mr. Harris then said "That's too much, you can have it for \$125.00", raising every hackle in the hairs on my head. Therefore, I asked if I could take the stamp to the North Hatley convention to get expert advise, and he readily agreed. He said he was also going, but not until Friday, and that I could take the stamp with me and if it proved bad, return it to him at North Hatley. With that settled, we went back into the dining room and continued on into the night looking at classic Canadian stamps until the witching hour of one a.m. when Mr. Harris asked where we expected to stay the night. We admitted that we had no reservations anywhere. He graciously offered us the use of his guest bedroom, and we accepted. We arose early Thursday morning and were off toward North Hatley.

Upon arrival at the convention inn, we discovered that we had been assigned quarters in a cottage for four and that the other two occupants were Les Davenport, formerly of the Marks Stamp Co., and J.N. Sissons of the auction firm of the same name. The meetings and the bourse were being held in the town hall about half a mile away, and there was no exhibition. Evening entertainment was sparse to non-existent, but there were four contract bridge players sharing a cottage and we were able to obtain the requisite two decks of cards. Our only real problem was the fact that Les Davenport refused to play cards for money on religious grounds, so, whoever was his partner was playing for double stakes. During a hand when Siverts and I were partnered against Davenport and Sissons, and Sissons was dummy, I showed the 15 Cents script-watermark stamp to Jim and asked his opinion. He gave it a cursory glance, examined the back and said "It's no good, it's the wrong colour" (I later found out that Jim was color-blind). I was disappointed, but determined to seek a second opinion. The next day went over to the Town Hall and sat down at Fred Jarrett's table. I showed him the stamp. He got out his watermark tray and fluid and dipped the stamp. He looked at it from every angle, dipped it twice more and finally said "I've never seen one this colour before, but it acts as they all do in the soup and I think it is as good as gold." With the two leading experts evenly divided, I sought out a third opinion and found Vinnie Greene. Vinnie examined the stamp very carefully, dipped it twice, shook his head and said "I think it's good, but I wouldn't buy it!" What a wonderful straddle. I have often wondered what changes there might have been in the opinions if each had known what the others had thought.

When Sidney Harris arrived later that day, I told him that I could not afford to buy that expensive a stamp unless I were able to sell it if necessity required it. Therefore, I would send the stamp to the Philatelic Foundation in New York for an opinion, and if it received a favorable one, I would pay for the stamp, thus indicating that I was willing to pay for the expert opinion. Sidney Harris said that my proposal was fine, but that he would send the stamp for the opinion and send it to me at the agreed price if the opinion proved to be favorable. This seemed more than fair to me, and so I returned the 15 Cents script-watermarked Large Queen to Sidney Harris then and there.

John Siverts and I left early Sunday and returned to Wilmington where spent the night in John's guest room and drove home to Owings Mills the next morning. In due course I received a letter from Sidney Harris telling me that he had received a good certificate from the Philatelic Foundation, and that I had 30 days to send him the \$125.00 for the stamp. The fall of 1961 were very tough times for Horace Harrison. I had overspent my stamp budget by a considerable margin in Wheatley, Ontario on the 3rd of July, so that when Sidney Harris' letter arrived, I was in tap city. However, on the exact 30th day for the exercise of my option for the 15 Cents watermarked, I received a phone call from the legal department of the Baltimore and Ohio Rail Road with an order for a \$675,000 appeal bond with a substantial commission. I hung up the phone from the B & O and called Sidney Harris in Rutland, Vermont to tell him to send me the stamp. He responded by saying that Dr. Green from Burlington, Vermont had been sitting on his doorstep since 8 o'clock in the morning, waiting for the mailman, and when the mailman arrived with no letter from me, he had sold the stamp to Dr. Green. I used to call Dr. Green periodically to see if were willing to sell me the stamp, but he was not and I finally gave up. Then I heard that he had retired to Florida and called him there. He said that he would be glad to sell me the stamp, but it was in his safety deposit box in Burlington, and he would get it out the next time he went to Vermont, if he could remember to do so. Then I heard that he had died, so I called his son who said that his father's collection had been sold by Christie's in New York sometime previously.

I called Christie's and talked to Scott Trepel, who was then in charge of their stamp auctions, and he agreed to write a note to the purchaser of the Scott No. 30d in the Green sale, asking the buyer to write to me, but I have never heard anything from anyone. I haven't seen the stamp since I returned it to Sidney Harris in the town hall in North Hatley, Quebec on Saturday morning, May 13, 1961.

I have since acquired enough of these stamps to complete the setting of the watermark "Alex. Pirie & Sons".

The watermark is the name of the paper manufacturer, located in Scotland. All the copies I have examined are reversed, or inverted and reversed, leading to the

Alex. Pirie & Sons



Alex. Pirie & Sons

assumption this was a dual-surfaced paper, only one side suitable for printing. It is only found on the 15¢ value. This paper may have been purchased in 1868, but not put to press until 1877 due to "last in—first out" inventory control, as the watermark was handmade on bent wire, a method discontinued prior to 1876.

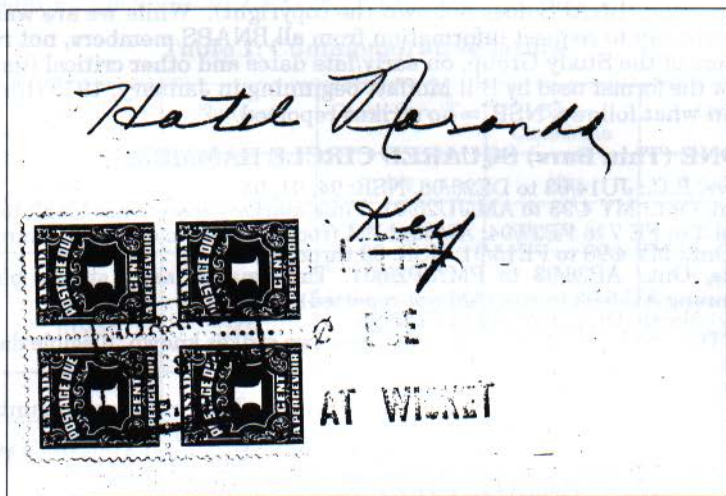
I was invited to show this page of my collection in the "Gems of Canadian Philately" at CAPEX'96—but I would still like to own the Sidney Harris copy which I failed to obtain in 1961.

Postal History Tidbits

Bill Longley

The Keys are in the Mail

The facing slip shown below appears to be a straight forward postage due facing slip for short paid commercial mail. Instead it represents the postage due on the return of a hotel room key dropped into a mail box.



The 1940-1941 Official Postal Guide Section 103 states:

“Hotel, automobile and steamer keys mailed without prepayment of postage are to be delivered to the address on the disc or tag as the case may be, subject to the collection of 4 cents postage on each key.”

A blank facing slip was endorsed “Hotel Noranda Key” and the three line handstamp “SHORT PAID LETTER / _ C DUE / PLEASE CALL AT WICKET” applied with the blank space filled in with a manuscript “4” for 4¢ postage due. An employee from the Hotel Noranda would have presented the slip at the wicket, paid the 4¢ postage due and a block of four of the 1¢ postage due (UCS #J15) was applied and cancelled with the Noranda, PQ MOOD dated Dec 3 1940. It would seem that the Noranda post office would use the short paid letter handstamp, as it is unlikely that they would have a handstamp for short paid hotel keys.

What appeared to be a relatively common facing slip for short paid commercial mail is in fact a lovely example of the service the post office provided for returned hotel keys.



Rounding Up Squared Circles

John S. Gordon, 2364 Gallant Fox Ct., Reston, VA 20191, U.S.A.

Many readers of *Topics* will remember the series of columns written by Dr. Moffatt up until the formal commencement of the Study Group in 1977, and before him by Dr. Whitehead. The Study Group newsletter then became the means of information dissemination on this subject.

We have been gathering data for a possible 5th Edition of the Handbook since 1996. At this point, we are still waiting for copyright release from one of the authors of the 4th Edition (BNAPS does not own the copyright). While we are waiting is a good opportunity to request information from all BNAPS members, not restricted to members of the Study Group, on early/late dates and other critical items. This will follow the format used by Bill Moffatt beginning in January, 1975 (his Column #131). In what follows, NSR = no strikes reported.

TYPE ONE (Thin Bars) SQUARED CIRCLE HAMMERS

Aldergrove, B.C.: JU14/93 to DE26/08. NSR: 94, 01, 04.

Beaverton, Ont.: MY 4/93 to AM/JU26/01. Time marks: early strikes blank to FE 2/94;

1 and 2 in FE 7 to FE27/94; AM and PM from MR 3/94 to end (PM commoner).

Beeton, Ont.: MY 4/98 to FE15/01. NSR: 93 through 97.

Brockville, Ont.: AP28/93 to PM?SP29/01. Time marks: early strikes blank; PM beginning AU 5/93 to end (AM not reported).

Byng Inlet North, Ont.: JY25/93 to JY25/95.

Coleman, Ont.: MY ?/93 to OC 1/94 (only these two strikes known, illegible date on the first).

Cumberland, Ont.: MY16/93 to MR31/00.

Dutton, Ont.: MY 5/93 to PM/JAN17/11. NSR: 09, 10. Time marks: blank until AU 00;

4 and 10 above in SP 00; PM from DE31/00 to end (AM not reported).

Grimsby, Ont.: MY20/93 to PM/MR30/99. Time marks: blank until AP25/96; AM and PM from PM/AP27/96 to end with occasional blanks (PM commoner).

London, Ont. State 1: AP28/93 to AP 9/94. Time mark: PM exclusively.

London, Ont. State 2: PM/AP24/94 to SP21/99. Time marks: most early strikes bear PM but a few AM occur in JA 95; on and after SP25/96; numerals 1 through 5 are found (5 commonest).

London East, Ont.: JU 6/93 to OC15/01. Time marks: almost exclusively blank, but one example each of AM and 1 were reported.

Mansonville, Que.: JY 5/93 to MR 6/99.

Mount Forest, Ont.: JU 1/93 to AP28/01.

New Germany, Ont.: JU 3/93 to DE30/04. NSR: 98, 00, 03. 19 above in 04 is not a time mark.

Ottawa, Canada: MY 3/93 to DE21/05 for dated strikes. Time marks: in early period to 1901, numerals 1 through 8 with occasional blanks. Beginning 11/JA16/03, numerals 10 through 23 (24 not reported). Time mark 9 occasionally seen in 97, 99, 00 but could be an inverted 6. In the Admiral period, totally nude strikes occur.

Point St. Charles, Que.: MY15/93 to MR23/99. NSR: 95, 97, 98.

Rat Portage, Ont.: MY 1/93 to MY21/97.

St. Ann's, Ont.: JY24/93 to SP14/08. NSR: 00.

St. Hilarion, Que.: 14/JU/93 to ?/DE/00. NSR: 98, 99. Mostly three-line dates with a few 2-line.

Shannonville, Ont.: JU27/93 to SP 6/06. NSR: 01. Time marks: almost exclusively blank, but one 93 strike has 1 above.

Springhill Mines, N.S.: MY11/93 to FE17/94, then name changed to Springhill.

Terrebonne, Que.: MY 1/93 to FE28/06.

Three Rivers, Que.: MY20/93 to AU28/02.

Westville, N.S.: JY 3/93 to MY 1/08.

Orchids are among the most beautiful of wildflowers, and various species grow in every province and territory of Canada. Canada Post has issued a booklet of four designs showing yellow lady's slipper and small round-leaved orchid, which are distributed widely across southern Canada and into the north, dragon's mouth which grows from Saskatchewan eastward, and small purple fringed orchid found from Ontario eastwards. The two artists, Poon-Kuen Chow and Yukman Lai, use different styles of Chinese brush painting, the expressive and the detailed, to give us what may be the most attractive set of the year.

Table 1: Commemorative Issues

| Stamp | Scenic Highways | Nunavut | Older Persons | Sikh Canadians | Orchids |
|-------------------|-----------------|-------------|---------------|----------------|--------------|
| Value | 4 x 46¢ s-t | 46¢ | 46¢ | 46¢ | 4 x 46¢ s-t |
| Issued | 31 Mar 99 | 1 Apr 99 | 12 Apr 99 | 19 Apr 99 | 27 Apr 99 |
| Printer | A-P | A-P | CBN | CBN | A-P |
| Quantity (stamps) | 10MM | 7MM | 8MM | 3MM | 15MM |
| Paper | C | C | C | C | C |
| Process | 6CL | 6CL | 5CL* | 5CL | 8CL** |
| Pane | 20 | 20 | 16 | 16 | 12 (booklet) |
| Tag | G4S | G4S | G4S | G4S | G4S |
| Gum | PVA | PVA | PVA | PVA | PVA |
| Size, mm | 56 x 27.5 | 48 x 26 | 48 x 30 | 26 x 40 | 26 x 48 |
| Perf | 12.5 x 13.1 | 12.5 x 13.1 | 13.3 x 13.3 | 13.1 x 13.0 | 13.1 x 12.5 |
| Teeth | 35 x 18 | 30 x 17 | 32 x 20 | 17 x 26 | 17 x 30 |

* For the International Year of Older Persons, *Canada's Stamp Details* Vol. VIII No. 2 (March/April, 1999) lists six-colour lithography, but the stamp selvage shows only five coloured leaves.

** For the Orchids stamps, *Canada's Stamp Details* Vol. VIII No. 2 (March/April, 1999) lists seven-colour lithography, but the stamp selvage shows eight colour dots.

Another artistic design is by Paul Hodgson and Spencer Francey Peters on the International Year of Older Persons (IYOP) stamp. Although the design was inspired by the United Nations IYOP logo, the curving elements of the design are reminiscent of the painting *L'Acadie* by Neree de Grace on the Acadians stamp of 1981. Collectors of both horses and sports on stamps have their first Canadian stamps devoted to individual horses. The four shown were world champions in

their respective sports, from harness racing to rodeo, and have been nicely captured in action by the artist, Pierre-Yves Pelletier.

Canada Post has replaced the low-value Berries definitives with a new series depicting traditional trades. The new set lacks the 6¢ of the Berries series, but includes a 4¢ and a 9¢ which the Berries series did not have. The 9¢ presumably was issued to pay the difference between the 46¢ domestic rate and the 55¢ rate to the United States. Personally, I'm going to miss the Berries, but the new stamps are certainly visually very striking. Only time will tell what variations in paper, printer or perforation may appear.

The information in the accompanying tables 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 2

| Stamp | Traditional Trades | Horses (sheets) | Horses (booklets) | Quebec Bar Association |
|-------------------|--------------------|-----------------|-------------------|------------------------|
| Value | 1¢ to 25¢ | 4 x 46¢ s-t | 4 x 46¢ | 46¢ |
| Issued | 29 Apr 99 | 2 Jun 99 | 2 Jun 99 | 3 Jun 99 |
| Printer | A-P | A-P | A-P | CBN |
| Quantity (stamps) | continuous | 6MM | 12MM | 6MM |
| Paper | C | C | JAC | C |
| Process | 5CL | 5CL* | 5CL* | 5CL |
| Pane | 100 | 16 | 12 | 16 |
| Tag | untagged** | G4S | G4S | G4S |
| Gum | PVA | PVA | P-S | PVA |
| Size, mm | 20 x 24 | 40 x 30 | 40 x 30 | 30 x 36 |
| Perf | 13.0 x 13.3 | 13.0 x 13.3 | 11.5 x 11.3*** | 13.3 x 13.3 |
| Teeth | 13 x 16 | 26 x 20 | 23 x 17*** | 20 x 24 |

* *Canada's Stamp Details* Vol. VIII No 3 (May/June, 1999) lists five colour lithography. The stamp selvage has four coloured squares plus one white square which encloses the letter C or J denoting the paper. Since white appears on the stamps, I am assuming in the table that this square represents the fifth colour.

** *Canada's Stamp Details* Vol. VIII No. 2 (March/April, 1999) lists the new low-value Traditional Trades definitives as general tagged, four sides, but the stamps are untagged under both a long-wave and a short-wave UV lamp.

*** Simulated perforations.

ABBREVIATIONS: 5(6,8)CL = five (six, eight) colour lithography; A-P = Ashton-Potter; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Company; G4S = general tagging (four sides); JAC = Canadian Jac; MM = million; P-S = pressure sensitive; s-t = se-tenent.

WANTED

* Canadian Covers Pre-1980

* Stationery

Have Same For Sale

We can sell your Canadian or foreign stamp collections or accumulations on consignment for the nominal fee of 10% (please write or phone first)

R.F. NARBONNE

Telephone: 1-613-257-5453

Call TOLL-FREE: 1-800-247-5619

GREENWOOD STAMP COMPANY

**216 Mailey Drive,
Carleton Place, Ontario
K7C 3X9**

- Since 1962 -



William G. Robinson

Recently a member of the Canadian R.P.O. Study Group drew my attention to a cover in a 1999 auction of a major Canadian firm. This was a GOD SAVE THE QUEEN patriotic envelope addressed to Mr. J.E.Honey 55 Church Street, Toronto, Ont., franked by a 3¢ numeral, Scott No. 78. The stamp appeared to have been cancelled (or perhaps pre-cancelled?) by a barred killer which did not tie the stamp to the cover.

Here is the catalogue description:

"Cover, #78: 3¢ tied by violet PT. HOPE & TOR. R.P.O. TRAIN NO 14, 25 DEC 1900 (with erroneous and inverted '98) to GOD SAVE THE QUEEN patriotic envelope (flap missing and small opening tear) to TORONTO, otherwise very fine. Est.value \$ 250+ PHOTO".

The description and photo did not appear quite right, so the following points were brought to the attention of the auctioneer before the sale:

- (a) The type of large diameter rubber cancel described and illustrated was not proofed or used before 1919.
- (b) Train numbers were not used on markings of the Grand Trunk Railway or Canadian Pacific Railway Post Offices between Toronto and Montreal during the period between 1890 and 1910. In either 1898 or 1900, (the reputed date(s) of this cover), the letters E, W, DE, NE, DW, and NW were used to denote Eastbound, Westbound, Day Eastbound, Night Eastbound, Day Westbound and Night Westbound.
- (c) According to a 1916 timetable, Grand Trunk Train No. 14, left Toronto eastbound at 9 a.m. daily, passed through Port Hope at 10:49 a.m., and arrived in Montreal at 5:45 p.m. Port Hope is east of Toronto, so why would mail addressed to Toronto be placed on this eastbound train? We would expect the cover to have travelled on one of the six or more daily westbound trains.
- (d) The earliest Port Hope and Toronto R.P.O. cancel (Ludlow O-293) is dated July 1901. The marking on this cover appears to be dated 1898, but no hammers of this type were in use until 1919.
- (e) The cover is described as dated 25 December, 1900, with an erroneous inverted '98 date. The three-cent per ounce letter rate paid by #78 was correct in Canada until 31 December, 1898. It was not correct in 1900. What was the evidence for changing the date in the description?

The auctioneer was requested to look at the item again before selling it. He replied that: "We have re-examined the cover and still feel it is tied and genuine."

The cover was probably genuine before the R.P.O. marking was applied, but the stamp is only tied by a marking which is out of period, to say the least. Caveat Emptor!

In *Topics* Volume 56, No. 1, the question was asked "What does G.M.O. mean?" (see Figure 12 of that issue). Dean Mario kindly pointed out that in a letter to the editor of *Maple Leaves* No. 243, Vol. 23 (3), June 1993, he had illustrated a POCON of Saskatoon Sub 15 which was changed to G.M.O. # 15 with the same number. This stood for Gross Margin Operator. That particular Post Office was located in a confectionary/card shop. The cancel, which was illustrated by Dean, was much smaller than the one in Figure 12. However, now I know what G.M.O. stands for. Thanks Dean.

Don't look at XPRESSPOST or PRIORITY COURIER envelopes and say they are exactly the same, until you take a close look. Besides hidden numbers under the sealed side edges of the heavy (cardboard) LETTER-sized prepaid envelope, or the numbers seen when holding the item against a very bright light, look under the flaps or inside the prepaid item. I am not making an attempt to show all that exist for each type of envelope or box but to show you the kinds of things to look at.

Figure 1 shows the standard type date or the clock face dates found under some of the flaps. On the clock face the "98" or "99" indicates 1998 or 1999, and the missing number on the "dial" (1 to 12) represents the month in which the item was printed. Some of the clock face dates are seen on the back of the item when the flap is closed (Figure 2). Figure 3 shows a clock face date, an inverted number, and an A or (in this case) B, all of which will be covered when the flap is sealed. The significance of the number and A or B is unknown. An undisturbed bundle of these BUBBLE envelopes on which such printing is found shows an equal number of A and B envelopes, and usually these alternate in the pile.

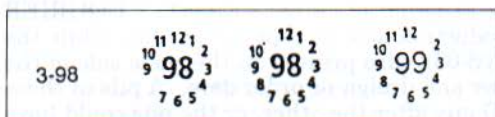


Figure 1

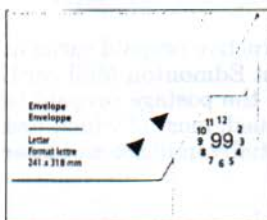


Figure 2

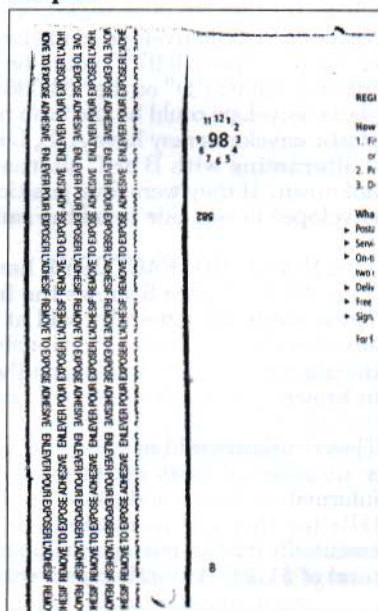


Figure 3

Inside some of the heavy (cardboard) LETTER-sized prepaid envelopes, there are dates, times of printing to the minute, and a stock or order number printed with a dot matrix printer. The printed dates and times show the print run often extended over 2 or 3 days (Figure 4).

04/22/98 15:02 J#21514 F#1

Figure 4

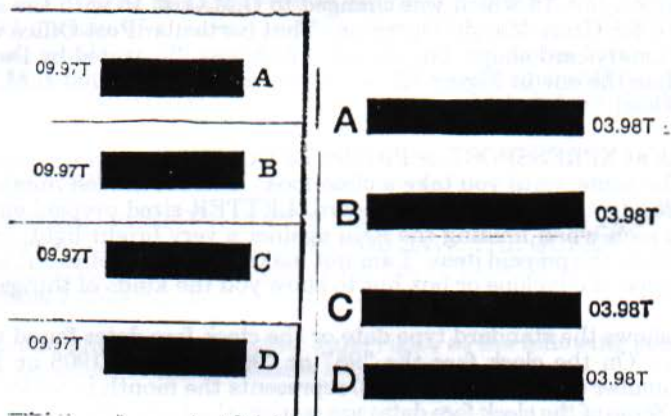


Figure 5

The "free" plastic XPRESSPOST and PRIORITY COURIER envelopes have 03.98T or 09.97T, a coloured bar, and A, B, C or D in an area which should be covered when the envelope is sealed (Figure 5). The letter is before the bar on the XPRESSPOST envelope, and the order is reversed on the PRIORITY COURIER envelope. The "09.97T" could be a production date of September 1997, while the "33-086-393(97-01)" or the "33-086-577(98-03)" also printed on the same side of the plastic envelope could be the form number and design or order date. A pile of these plastic envelopes may have A, B, C and D one after the other, or the pile could have A alternating with B or C alternating with D. The significance of these letters is unknown. If they were four positions on a large sheet of plastic, I would expect all envelopes in one pile to be the same. Does anyone know why they alternate?

THE POSTCARD FACTORY® has released another 33 attractive prepaid cards in June 1999. Figure 6 shows the front and back of the West Edmonton Mall card. These cards are generally sold at \$1.29 to \$1.40 and have the postage prepaid to anywhere in the world. Previously there were 51 views issued, most of which had the description, lines and flag on the address side printed initially in black and later in brown. So far all the new 33 cards have been in black.

These cards are sold in some Post Corporation offices, and some R.P.O. offices, plus a number of post card/tourist outlets, service stations, restaurants, tourist information booths and a few Walmart stores. One owner of a shop in Lake Louise tells me they are increasingly popular with Japanese tourists. They sell them essentially for the postage to Japan (95 cents) plus 34 cents for the card making a total of \$1.29. Any other post card that size sells for at least 60 cents.

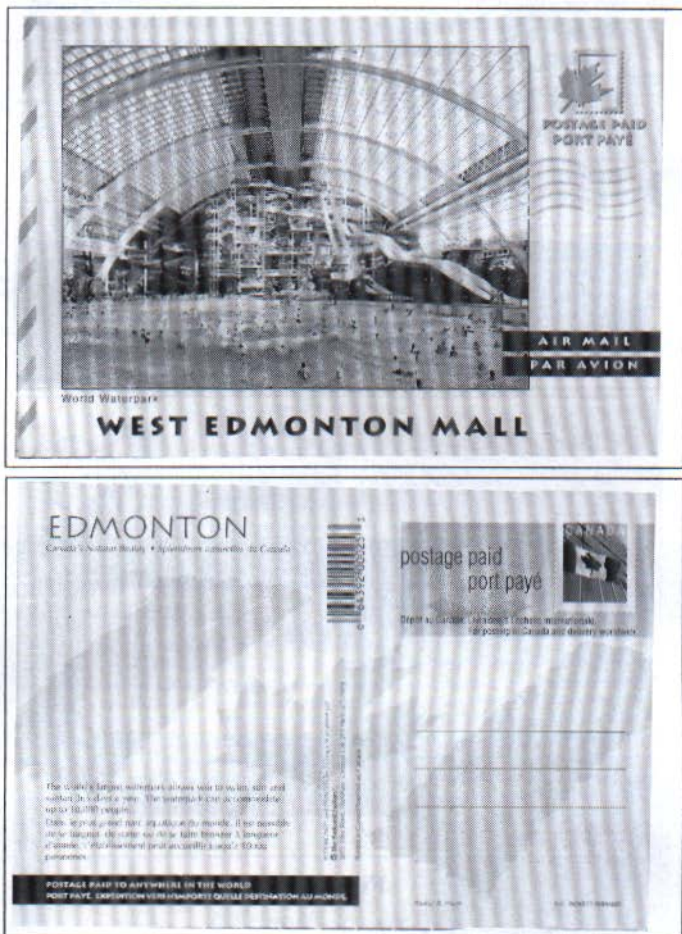


Figure 6

Canada Post issued, on July 14, 1999, a set of four postage-prepaid cards for the Pan American Games in Winnipeg. Figure 7 shows the front and back of one of the cards which was autographed by the artist and designers. The cards were initially available only in Winnipeg, and not though the National Philatelic Agency. (*Editor's Note:* They were later listed in the fall 1999 issue of Canada Post's "Collections", and may now be available).

The new Canada Post logo which was shown in the column in Vol 55 No 5 is slowly appearing on more classes of permits with either French or English first. Figures 8 and 9 show these permits "personalized" for the individual company's use.



Figure 7

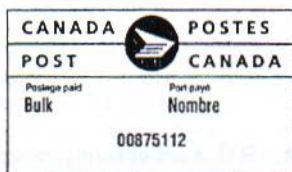


Figure 8

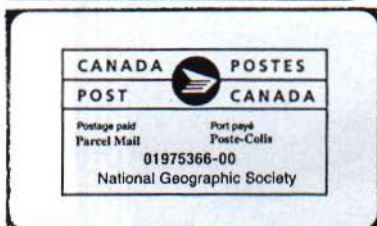
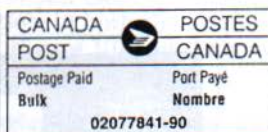
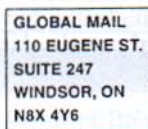


Figure 9



Figure 10

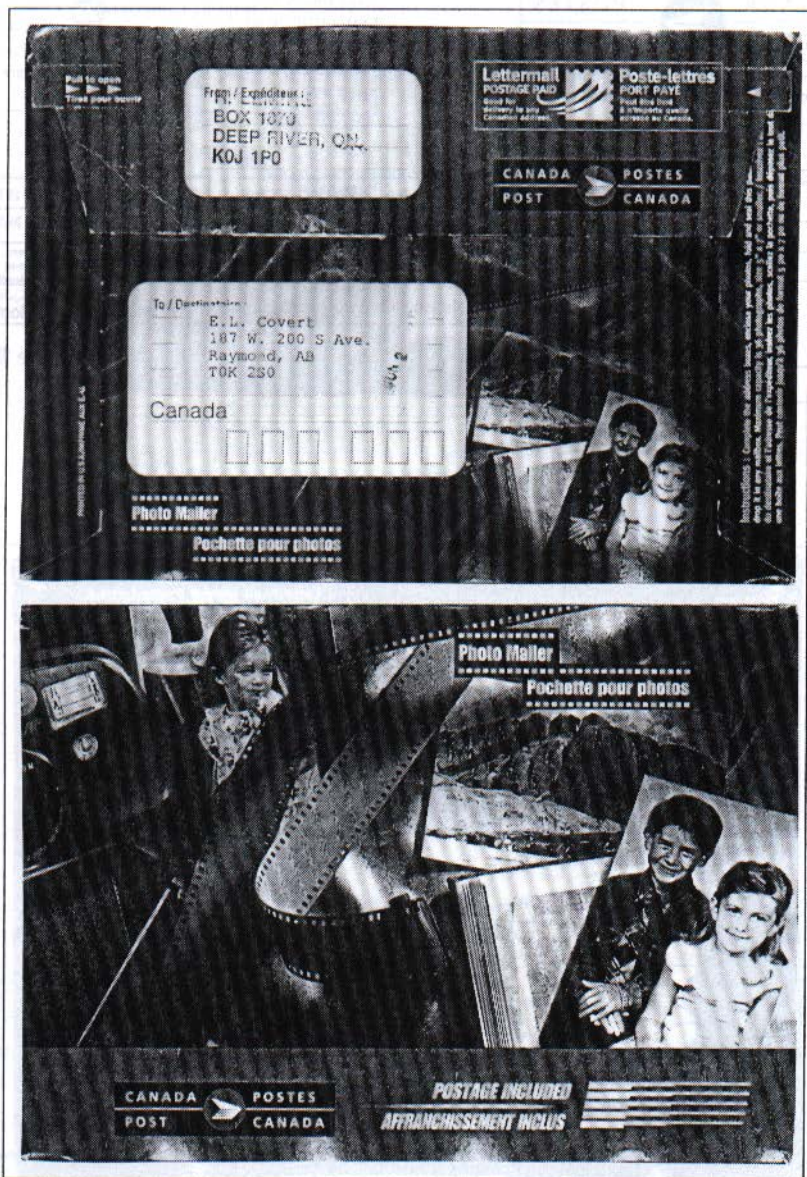


Figure 11

The prepaid "Photomailer" originally appeared for use in Japan Camera stores in Central Canada. It has appeared in a number of postal outlets in both the original form with the MAIL POSTE logo (address side shown in Figure 10) and the new slightly shorter version with the new logo (both sides shown in Figure 11).

GO labels for use by the Ontario Government and its agencies apparently will replace the GO Letters and GO Packs. Figure 12 illustrates one for Regional use for up to 1.36 kg.

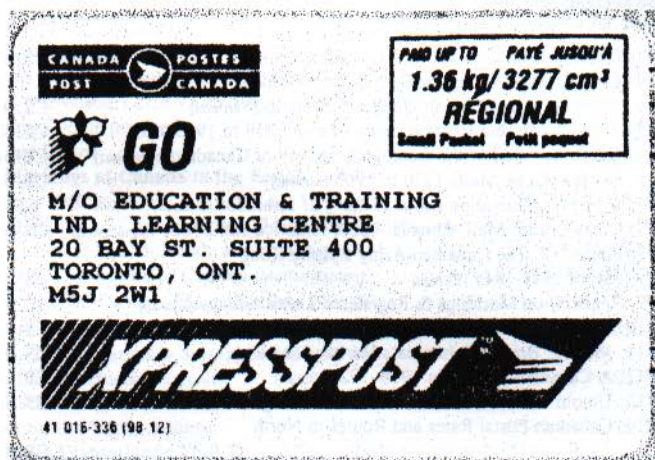


Figure 12

Thanks to Don Fraser, Robert Lemire, Dean Mario, Chris Ryan, Mike Street and Peter Zariwny for their contributions to the column in this issue.



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

The Postal History Society of Canada publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, and awards prizes for the best postal history exhibit at philatelic shows across Canada.

The 200-page special CAPEX '87 Fifteenth Anniversary issue of the *Journal* is still available at \$15.00Cdn, postpaid anywhere in the world.

For further information or a membership application form, please write to the Secretary:

R.F. Narbonne
216 Mailey Drive
Carleton Place, Ontario
Canada K7C 3X9

BNAPS Book Department Saskatoon Stamp Centre

PO Box 1870, Saskatoon, SK S7K 3S2 Canada

Ph: (306) 931-6633 Fax: (306) 975-3728

E-mail: ssc@saskatoonstamp.com

BNAPS Member's Price

C\$12.95 / US\$ 9.05

The Bickerdike Machine Papers [Newman]

BNAPS Exhibitor's Series

- | | |
|---|-----------------------|
| #1: Canadian Participation in the Anglo-Boer War, 1899-1902 [Robinson] | C\$16.95 / US\$11.85 |
| #2: Early Express Company Operations in Canada Competing with the Post Office in Quebec & Ontario [Harrison] | C\$10.75 / US\$ 7.50 |
| #3: British Columbia Express Covers From 1858 to 1900 [Carr] | C\$14.95 / US\$10.45 |
| #4: Dr. Robert Bell of the Geological Survey of Canada [Scrimgeour] | C\$15.95 / US\$11.15 |
| #5: Eastern Arctic Mails 1876 to 1963 [Mowat] | C\$15.25 / US\$10.65 |
| #6: A Pre-Confederation Postal History of Labrador [O'Reilly] | C\$9.95 / US\$ 6.95 |
| #7: Cross-Border Mail: Canada - USA America 1800-1860 [Sanderson] | C\$13.95 / US\$ 9.75 |
| #8: Force "C" The Canadian Army's Hong Kong Story 1941-1945 [Ellison] | C\$12.50 / US\$ 8.75 |
| #9: Registration Markings & Registered Letter Stamps [Lussey] | C\$21.95 / US\$15.35 |
| #10: Money Order Office Datestamps (MOOD) 1928-1945 [Narbonne] | C\$13.95 / US\$ 9.75 |
| #11: Mining: British Columbia's Heritage [Jacobi] | C\$19.95 / US\$13.95 |
| #12: A Canadian In Siberia 1918-1921 [Smith] | C\$13.95 / US\$ 9.75 |
| #13: Untold Wealth: Canada's Mineral Heritage [Kutz] | C\$18.95 / US\$12.80 |
| #14: Canadian Postal Rates and Routes to North American Destinations [Willson] | C\$14.95 / US\$10.45 |
| #15: Canada: Postal Regulations, Rates & Usages: Domestic and International Mail, 1897-1911 [Pawluk] | C\$24.95 / US\$16.95 |
| #16: The Broken Circle Postmarks of Canada [Scrimgeour] | C\$19.95 / US\$13.95 |
| #17: Via Vancouver: Canada's Transpacific Maritime Mails [Unwin] Set of first 10 exhibits | C\$12.95 / US\$ 8.95 |
| Canada and the Universal Postal Union 1878-1900 [Arfken] | C\$139.45 / US\$97.50 |
| Canada Post Office Guide - 1852 [Steinhart] | C\$24.95 / US\$17.45 |
| The Canada Precancel Handbook [Walburn] | C\$17.95 / US\$12.55 |
| Canada - BNA Philately (An Outline) [Richardson] | C\$13.95 / US\$ 9.75 |
| Canada - BNA Philately (An Outline) [Richardson] | C\$8.95 / US\$ 6.25 |
| Canadian Fancy Cancellations of the Nineteenth Century [Day/Smythies] | C\$8.95 / US\$ 6.25 |
| The Canadian Map Stamp of 1898 - A Plating Study [Bradley] | C\$8.95 / US\$ 6.25 |
| The Canadian Patriotic Post Card Handbook 1904-1914 [Guzman] | C\$34.95 / US\$28.45 |
| Canadian Permit Postage Stamps Catalog [Staecker] | C\$11.65 / US\$ 8.15 |
| A Canadian Railway Postal History Anthology [CRPOSG] | C\$13.95 / US\$ 9.75 |
| Canadian Re-entry Study Group Newsletter [CRSG] | C\$26.95 / US\$18.85 |
| Canadian Stamps with Perforated Initials [Johnson/Tomasson] | C\$69.95 / US\$48.95 |
| Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks [Ludlow] | C\$8.95 / US\$ 6.25 |
| as above, Supplement No. 1 [Ludlow] | C\$29.95 / US\$20.95 |
| Civil Censorship in Canada During World War I [Steinhart] | C\$14.95 / US\$10.45 |
| The Cumulative Index to BNA Topics 1944-1997 [Livermore] | C\$11.65 / US\$ 8.15 |
| Hand Stamp Slogan Postal Markings of Canada [Friedenthal] | C\$26.95 / US\$18.85 |
| as above, Supplement #1 [Friedenthal] | C\$21.50 / US\$15.05 |
| John Boyd and Cottonwood, B.C. [Scrimgeour] | C\$7.15 / US\$ 5.00 |
| The Major E.R. Toop Collection of Canadian Military Postal History (2 volume set) [McGuire/Narbonne] | C\$14.95 / US\$10.45 |
| as above, Volume One: to the end of the Second World War | C\$44.95 / US\$31.45 |
| as above, Volume Two: Post-Second World War | C\$24.95 / US\$17.45 |
| | C\$17.95 / US\$12.55 |

BNAPS Member's Price

| | |
|---|------------------------|
| Northwest Territories Postal Cancellations 1907-1986 [O'Reilly] | C\$19.95 / US\$13.95 |
| Ontario Post Offices (2 volume set) [Smith] | C\$64.50 / US\$45.15 |
| as above, Volume 1: Alphabetical listings | C\$32.25 / US\$22.55 |
| as above, Volume 2: Listings by County & District | C\$41.25 / US\$28.85 |
| The Post Office Department and the Parliamentary Record in Canada (Ontario and Quebec) From 1780 to 1925 [Hillman] | C\$14.95 / US\$10.45 |
| Postage Stamps and Cancellations of Prince Edward Island, 1814-1873 [Lehr] | C\$21.95 / US\$15.35 |
| The Postal History of the District of Assiniboia 1882-1905 [Kell] | C\$16.95 / US\$11.85 |
| The Slogan Box (Newsletters of BNAPS Slogan Cancel Study Group), 3-hole punched | C\$129.95 / US\$90.95 |
| as above, hardbound | C\$224.50 / US\$157.15 |
| Slogan Postal Markings of Canada in the Period from 1931 to 1940 [Rosenblat] | C\$7.95 / US\$ 5.55 |
| Slogan Postal Markings of Canada in the 1941-53 Period [Rosenblat] | C\$7.95 / US\$ 5.55 |
| Specimen Overprints of British North America [Boyd] | C\$16.95 / US\$11.85 |
| The Squared Circle Postmarks of Canada [Moffat/Hansen] | C\$34.95 / US\$28.45 |
| Transatlantic Study Group Handbooks [Arnell] | |
| Handbook #1: Handbook on Transatlantic Mail | C\$8.95 / US\$ 6.25 |
| Handbook #2: Transatlantic Stampless Mail To and From British North America | C\$14.95 / US\$10.45 |
| Handbook #3: The Transitional Decade From Sail to Steam on the North Atlantic | C\$12.95 / US\$ 9.05 |
| Handbook #4: Transatlantic Mail To and From British North America From the Early Days to U.P.U. | C\$26.95 / US\$18.85 |
| Set of all 4 handbooks | C\$44.95 / US\$31.45 |
| Webb's Postal Stationery Catalogue of Canada and Newfoundland (6th Edition) [Walton/Covert] | C\$16.95 / US\$11.85 |

Other selected titles from the inventory of Saskatoon Stamp Centre:

| | |
|---|----------------------|
| The Admiral Issue of Canada [Marler] | C\$29.95 / US\$20.95 |
| Canada The 1967-73 Definitive Issue [Irwin/Freeman] | C\$19.95 / US\$13.95 |
| Canada Definitive Series, Specialized Catalogues (6 volumes) [Harris] | C\$89.95 / US\$62.95 |
| Canadian Philately: Bibliography and Index (3 volumes) [Morin] | C\$89.95 / US\$62.95 |
| The Small Queens of Canada 1870-97 (2nd edition) [Hillson] | C\$69.95 / US\$48.95 |

Postage is extra on *all* Book Orders: Within Canada add 5% (min. \$5); to USA add 10% (min. US\$5.25); Overseas add 15% (min. US\$8).

For full descriptions, cover illustrations, and independent book reviews of these BNAPS-published works, please see the Saskatoon Stamp Centre 120-page *Canadian & BNA Philatelic Literature* price list or visit our web site:

www.saskatoonstamp.com

We have listed the BNAPS-specific titles on a single web page for your reference, at:

www.saskatoonstamp.com/lit_bnaps.htm

All orders should be sent to the Saskatoon Stamp Centre. Any of the other titles offered by the Saskatoon Stamp Centre, as advertised in their 120-page *Canadian & BNA Philatelic Literature* price list, supplement or internet web site can be ordered at the same time.

Cheques must be made payable to:

SASKATOON STAMP CENTRE

After a hectic spring things have quietened down for the summer. Since I last wrote I attended ORAPEX'99 in Ottawa—an excellent show with marvelous exhibits, many by members of BNAPS. I was also able to visit with many members of the Society. During my visit my arm was twisted by Doug Lingard and Brian Murphy to oversee the publication of the first edition of the newly formed Trans-Pacific Study Group's newsletter the Pacific Mail, which will be available at Vernon. This group is for those interested in any and all aspects of Trans-Pacific mail originating in, addressed to or passing through Canada; the annual membership fee has been provisionally set at \$10.00. Following ORAPEX I attended our local Winnipeg show. Since then I have been pre-occupied preparing for retirement and assembling exhibits for Vernon and the CPS of GB convention in October. Summer has seen a considerable drop in the number of newsletters being received, but those that have arrived include the first issue from the newly formed Registration Study Group.

The first edition of the Registration Study Group newsletter contains a great article by David Handelman on "Basic Canadian Registration Rates, 1855-1985". David also published an item on wrappers for money and registered letters. Vic Wilson contributed a monograph on the prevalence of Canadian Registered letters to the United States between 1851 and 1878. There is also an editorial setting out the aims and objectives of the Group, together with technical information on the production of the newsletter. From the "Military Study Group" came the May edition with an illustration and commentary by David Whiteley on a much travelled World War II soldier's letter. John Frith sent along an illustration of a previously unreported Hospital Ship hand stamp—"H.M. Hospital Ship/ No..../ Mar. 19, 1917 / LETTITIA". Bill Robinson submitted a piece on "R.C.A.F. in West Africa during World War II." Dave Whiteley submitted a follow-up piece to a discussion held at the BNAPS study Group meeting at the Edmonton convention on World War I Canadian A.P.O.s. Wilf Whitehouse submitted illustrations of covers used in Haiti from Canadian members of the U.N. contingent. Dave Hanes sent along illustrations of two very rare postcards from a member of No. 2 Squadron, C.A.F. Both are dated 1919. J.C. Campbell sent along an item on George Alexander Drew's First World War service. Bill Bailey contributed a follow up item on FPO 469 (circa 1943). Finally, Steven Luciuk submitted an article on "First World War Internment Markings From Ottawa."

The R.P.O. newsletter for June arrived with items by Ken Ellison on the Kettle River Stage Line (circa 1894). The remainder of the newsletter is contains Annex XVIII to the Catalogue of Canadian Railway Cancels. The August edition is taken up with a number of items relating to the Okanagan Valley with a nice item from Doug Hanna about the last run through Vernon of the Shuswap & Okanagan R.P.O. on September 25, 1954. Ken Ellison submitted items relating to the mail service as culled from the Vernon Daily News. Ross Gray submitted a couple of items. One was on the Brockville 0-40 R.P.O.s. The other is a spectacular cover with no less than four R.P.O. markings. These include a previously unreported clerk's hammer in the name of J.B. Reeves on Moose Jaw & Macklin R.P.O. Train No. 311, Nov 25 1914. Gray Scrimgeour submitted a second sighting of a "S.S. Coquitlam" hand stamp from August 21, 1897. Finally Lionel Gillam added a

Study Groups

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

Air Mail: Basil Burrell, 857 Pembroke Drive, Lake Forest, IL 60045-4202

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

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

Canadian Inland Waterways: Robert Parsons, 4 Freeman Rd., Markham, ON L3P 4G1

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

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

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

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

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

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

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

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

Philatelic Literature: inactive (seeking new chair and newsletter editor)

Postal Stationery: Dick Staecker, 384 Regal Dr., London, ON N5Y 1J7

Re-Entries: inactive (seeking new newsletter editor)

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

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

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

Trans-Pacific Mail: Brian Murphy, 89 Goulburn Ave., Ottawa, ON K1N 8C9

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

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

follow-up to the MAIN LINE/MAIL LINE listing reported earlier this year by Brian Stalker.

The Revenue Newsletter for May contains Part 5 of John B. Harper's monograph on "Tobacco Company Cancellation Dating Codes." David G. Hannay provided an addendum to his article on private perfins on Canadian revenues. This is followed by the second part of a series by Chris Ryan on "The Story of the Nine-Hole Punch Cancel - The Retail Purchase Tax of 1942 - 1949." There is also an update on the New Brunswick 1934 probate stamps.

"The Admiral's Log" for June contains an article by Hans Reiche on the "Values of Admiral Plate Material". Clinton May submitted a piece on registered third class mail. Robert Bayes contributed an item on the two-cent carmine booklets, and A. Sandy Mackie submitted an item on "On Active Service Overseas Mail." Finally there is a reprint of a portion of an 1958 article in which R.C. Martin explained how to distinguish some faked copies of the Scott # 133 two green coil.

The May edition of "The Round-Up Annex" arrived with updates on the roster project and a number of new listings. Also there is part 19 of Jim Miller's article on the Orbs. This time Toronto Canada Station F. Hammer 2 -TF1 and Toronto Canada Station F. Hammers 2 - TF2 - TF5. The April issue of The British Columbia Postal History Research Group's Newsletter has been received with an item on the earliest reported British Columbia registered cover, October 23, 1872.. This is followed by an item on the location of Willow Point Post Office in the West Kootenay's. Dan Rosenblat submitted an article on "Postal Zone Related Slogans." Andrew Scott sent along a listing with illustrations of B.C. corks and killers, with a request for additions *etc.*

Groups Being Organized

Miscellaneous Cancels and Markings:
(new chair and newsletter editor are required)

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

The May edition of The War Times arrived with another reprint from an article from the Civil Censorship Study Group by Peter Burrows, "Foreign Exchange Control Marks and Labels," with a partial listing. Donald Barnett contributed an article on war savings envelopes, and Bill Pekonen sent along part three of his monograph "WWII Research Resource." Chris Miller supplied a listing of "There'll Always be an England Labels." Ian Warn contributed some extracts and comments from the Monthly Supplements to the Official Guide to Postmasters pertaining to wartime airmail routes and rates. The Newfie Newsletter for May/June contains a reprint of an article by Harry Huber, written in 1923, "The Growth of the Newfoundland G.P.O." submitted by Judith Edwards. Colin Lewis highlights some 1841 correspondence regarding transatlantic mail and letters from 1863 and 1864 from the PMG regarding winter mails from St. John's to outlying communities. There is also an illustration and transcription of an 1813 letter from St. John's to Guernsey, Channel Islands. John Jamieson contributed an illustration and write-up on a full sheet of the Scott #C3-3iv airmail overprint. Doug Campbell's Golden Oldies column focuses on an 1870 registered letter to New York and a stampless 1877 letter from King's Cove to Harbour Grace. Finally Kevin O'Reilly continues his listing of Labrador and Newfoundland post offices.

"The Corgi Times" March/April has been received. It contains a lengthy editorial covering a number of topics and Dean Mario's market up-date. There is an article by Colin Leblanc on corner old-overs. Harry Machum continues his series on covers from the Wilding era showing rates and usage, many of which are often scarce or unique. Leopold Beaudet writes on a paper crease on the 5¢ Floral definitive (Shooting Star), BABN Printing. Finally Joseph Monteiro submitted a piece on the 45¢ self-adhesive Maple Leaf coil. The May/June edition contains Dean Mario's Market report and two interesting items from Robert Gagnon—booklet 124 (10 x 47¢, flag) with horizontal red and blue lines in the upper margin, and a miscut booklet 111A (1¢, 5¢ x 2, 39¢). Colin Leblanc adds another installment on corner fold-overs. Harry Machum illustrates some more scarce and unique rates and usages. John Frith illustrates and analyzes a military naval cover from the Cameo period. Arlene Sullivan submitted an article "The Frugal Philatelist: Collecting Canadian Christmas." In conclusion William William Pekonen submitted an item on 5¢ Undeliverable Mail Office envelopes/covers.

Well that has emptied the in-tray for this quarter. I hope to see you all at Vernon. Enjoy the rest of the summer.

***YOUR ad
could have appeared
HERE***

Write advertising Manager:
R.F.Narbonne, 216 Mailey Dr.
Carleton Place, Ontario K7C 3X9

CANADA REVENUE STAMP ALBUM

449 pages printed on high quality, acid free, watermarked paper with 4 custom imprinted binders. **Introductory Special** to Canada C\$199. to USA US\$149 ppd.

E.S.J. van Dam Ltd.

P.O. Box 300B, Bridgenorth, Ont.,
Canada K0L 1H0

phone 705-292-7013, fax 705-292-6311
website: www.esjvandam.com



*Robert A. Lee Philatelist
Ltd.*

presents

CANADA and B.N.A. AUCTIONS

**OUR AUCTIONS REGULARLY CONTAIN
SOME 2000 LOTS**

INCLUDING THE FOLLOWING CATEGORIES:

ADMIRAL ISSUE
ADVERTISING COVERS
AIRMAIL & FLIGHT COVERS
AIRMAIL STAMPS
ALBERTA POSTAL HISTORY
BOOKLETS & BOOKLET PANES
BRITISH COLUMBIA POSTAL HISTORY
CENTENNIAL (1967) ISSUE
CINDERELLA MATERIAL
DEAD LETTER OFFICE
DISASTER COVERS
DUPLIX CANCELLATIONS
EDWARD VII ISSUE
EXHIBITION & FAIR COVERS
FANCY, NUMERAL & SPECIALTY CANCELLATIONS
1859 FIRST CENTS ISSUE
FIRST DAY COVERS
FLAG CANCELLATIONS
FOREIGN COVERS
FORGERIES
INTERNATIONAL MACHINE CANCELLATIONS
JUBILEE ISSUE
LARGE QUEEN ISSUE
LEGISLATIVE MARKINGS
LITERATURE
MANITOBA POSTAL HISTORY
MAP (1898) ISSUE
MAPLE LEAF ISSUE
MILITARY POSTAL HISTORY
MOON, MOTO, & POCON CANCELLATIONS
NASCOPIE POSTAL HISTORY
NEW BRUNSWICK POSTAL HISTORY
NEW BRUNSWICK STAMPS
NEWFOUNDLAND POSTAL HISTORY
NEWFOUNDLAND STAMPS
N.W.T. POSTAL HISTORY
NOVA SCOTIA POSTAL HISTORY

NUMERAL ISSUE
OFFICIAL STAMPS
OFFICIALLY SEALED STAMPS
O.H.M.S. PERFINs
ONTARIO POSTAL HISTORY
PATRIOTIC COVERS & POSTCARDS
PENCE ISSUES
PERFINs (PRIVATE)
PLATE BLOCKS
POSTAGE DUE ISSUES
POSTAL HISTORY COLLECTIONS & LARGE LOTS
POSTAL STATIONERY
PRECANCELS
P.E.I. POSTAL HISTORY
PROOFS
QUEBEC POSTAL HISTORY
QUEBEC TRICENTENARY
RAILROAD POST OFFICES
RATE COVERS
REGISTERED COVERS
REGISTRATION STAMPS
REVENUES
ROYAL TRAINS COVERS
SASKATCHEWAN POSTAL HISTORY
SEMI-OFFICIAL AIRMAILS
SHIP CANCELLATIONS, MARKINGS & VIEWCARDS
SLOGAN CANCELLATIONS
SMALL QUEEN ISSUE
SPECIAL DELIVERY STAMPS
SPECIMEN OVERPRINTS
SQUARED CIRCLES
STAMP COLLECTIONS & LARGE LOTS
STAMPLESS COVERS
VARIETIES
VIEWCARDS
WAR TAX STAMPS
YUKON POSTAL HISTORY

CALL OR WRITE TODAY TO RESERVE YOUR CATALOGUE

Robert A. Lee Philatelist Ltd.
members A.P.S., B.N.A.P.S., C.S.D.A., R.P.S.C., P.T.S.

#203 - 1139 Sutherland Ave., Kelowna, B.C. V1Y 5Y2 Phone (604) 861-1106

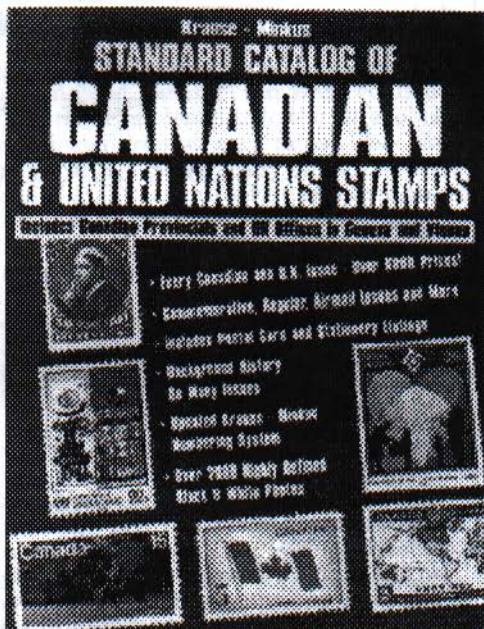
NEW BOOKS

"Krause-Minkus Standard Catalog of Canadian & United Nations Stamps," George Cuhaj and Maurice Wozniak editors, Krause Publications, 700 E. State Street, Iola, WI 54990-0001, 1999, xvi+267 pages, 8½ x 11", soft cover, illustrated, \$17.95, ISBN: 0-87341-735-6.

A Missed Opportunity

Let's start with the cover. Note two points: "Canadian" is in big type and the third "bullet" reads "Includes Postal Card and Stationery Listings." We would expect Canada to be featured and found at the front of the book. Wrong on both counts. 131 pages on UN followed by 137 pages on Canada and provinces—some of the provinces. Now, postal cards and postal stationery—for Canada? Forget it—just UN. Most catalogs prominently note the year of issue (or the following year) on the cover. In this case, 1999 is only to be found in the copyright notice.

The introduction notes on page vi "The minimum stamp value in this catalog (20c) represents the cost . . ." The very next page illustrates an example of a stamp valued at 10¢. Throughout the catalog many stamps are priced at less than 20¢.



In terms of useful information, there are some irritating shortcomings. Take the 1955 UN souvenir sheet. The catalog notes and prices the second printing but provides absolutely no information on distinguishing between the two printings. The 65¢ valuation for a FDC for this issue is an obvious typo. However, it is indicative of the carelessness that is the chief characteristic of this book. The prices of UN material strike us as unrealistically high.

Treatment of Canada is no better. By way of example, the Admiral issue of 1912-25 is one of the most popular of Canadian definitive issues. The two dies of the 3¢ carmine are priced, but no information is provided on distinguishing between the two. The dies of the 1¢ yellow are completely overlooked. Listings for the different versions of the coil stamps of this series are equally inadequate. Another favored Canadian series is the Centennial Definitives. Again distinguishing information for the dies of the 6¢ value is inadequate. An irritating, but consistent, typo is "FDD" for "FDC" in Canada ("FDC" is used in the UN section). More disappointing is the complete lack of anything more than the year date for most modern Canadian listings.

Typos confuse the pricing. For example in the 1928-9 Scroll issue, all of the tête-bêche pairs are priced at \$281—an odd valuation. The 1¢ and 2¢ booklet panes of 6 from the same series are priced at 20¢ mint or used.

The listings for the Canadian provinces is such that at first glance, we thought we might have a copy of the catalog that was missing an entire signature—this was not the case. In British Columbia and Vancouver Island *all* of the illustrations are missing. The listings for Newfoundland stop abruptly at 1932, thus eliminating the final seventeen years of Newfoundland stamps. Perhaps the worst case is that of New Brunswick. This Canadian province is completely overlooked.

The one page historical note that precedes the Canadian section takes note of New Brunswick having issued their own postage stamps and Newfoundland doing the same until 1949. Canadian philately has a rich store of literature and a large body of avid and informed collectors and dealers. Consultation with either is not apparent.

On the positive side, the quality of the illustrations is uniformly good. Also, the presentation of Canadian official stamps with perforated initials is useful.

J.E. Foley

"1952-53 KARSH / 1954-62 WILDING / 1962-66 CAMEO DEFINITIVES" by D. Robin Harris. Saskatoon Stamp Company (1998). 216 pages. Available postpaid for \$29.95 (Canada) or \$20.95 (U.S.), either coil or pre-punched, from Saskatoon Stamp Centre, P.O. Box 1870, Saskatoon, Saskatchewan S7K 3S2 Canada or, for further information, call toll-free 1-800-205-8814.

This is the sixth book written by Robin covering the definitive series of the Elizabethan II period. The first five were released in 1997, and were reviewed in *BNA Topics* (Vol. 55, #1, pp. 74-75). The latest book covers the classical Elizabethan (Karsh, Wilding and Cameo) issues of the period 1952 through 1966. It continues the original stated goal: to illustrate all aspects of each definitive series in one reference book per series, thereby eliminating the need to search a multiple number of books. This new book has a number of significant improvements over the first releases.

The success in achieving the goal has been outstanding is perhaps to a great extent due to Robin's "open book" policy of soliciting and incorporating comments and suggestions from those having expertise in each of the specialty areas. This willingness to pursue a not-invented-here approach perhaps shows up most dramatically in the "series variety count" which lists a total of 1077 items (face value different, precancels, officials, coils, ribbed paper varieties, tagging and booklet singles). There are a total of 120 mini-panes, almost 600 perfins, over 300 stationery items and more than 60 fluorescence varieties. The organization of this current book permits selecting the scope of collecting or study one wishes to pursue. The book is profusely illustrated; terminology and abbreviations are defined and Scott/Unitrade Catalogue numbers are provided. This new volume also includes a six-page listing of new finds, catalogue number changes, and various corrections to the original five books in the series.

Yes, these old eyes would still like to see a bit larger print; but it is not practical. If you have not yet added this latest book to your library, do not put it off any longer unless you absolutely do not collect any part or area of the Elizabeth II classical period.

J. Arn

"CANADA SMALL QUEENS RE-APPRAISED" John Hillson, FCPS. Canadian Philatelic Society of Great Britain (1999). 44 pages. Price: £6.50. Available from the CPSGB Handbooks Manager: Derrick Scoot, 62 Jackmans Place, Letchworth, Herts SG6 1RQ, UK.

This booklet, along with Mr. Hillson's previous works, is a *must have* for Small Queens collectors. It is well written and easy to follow. In the beginning Mr. Hillson acknowledges the complexity and difficulty of the issue. He states, "The study of the Small Queens has something of the appeal of a good detective story, one has few facts, a few clues—often conflicting—which may or may not be fully appreciated, and little else, from which to try to deduce the correct history of this most intriguing of postage stamp issues". Mr. Hillson plays the role of detective, using deduction applied to often skimpy facts *via* logical analysis, opinions, and, as he states, guesswork. In so doing, he challenges a number of previously held notions as published by Boggs, Reiche, the Duckworths and Day and Smythies. Mr. Hillson, while presenting confident conclusions, readily admits there remain many unknowns about this issue and that we may never get all the answers. Such is the allure of the Small Queen issue and the value of such a booklet.

This useful, valuable and informative 44 page 5.8" x 8.25" softbound booklet published by the Canadian Philatelic Society of Great Britain updates information from his *The Small Queens of Canada*, second edition of 1989. It also corrects a number of errors from the second edition, and offers convenience to the reader by including previously published articles. The emphasis of the booklet is on the the six-cent-value plates and plate varieties, for which, Mr. Hillson avers, there have been the most new data discovered since his last edition.

The booklet is made up of ten readable chapters, several of which are essentially reprints of articles published elsewhere. Chapter 1 is titled *Small Queens for Beginners*. In this chapter Mr. Hillson offers many excellent hints for the beginner to classify the stamps. He defines the three printings more precisely than anyone else—and probably correctly. Among his useful hints is a method for determining whether a stamp has a vertical or horizontal grain (mesh) by breathing on it. The moisture causes the stamp to curl in one direction or the other, depending on the grain. Using this method on mint stamps could prove risky. I found that a slightly moist cotton swab works better for me than my apparently dry breath. I did not try the method on mint stamps.

The confidence with which Mr. Hillson offers his opinions may lead readers to believe that kiss prints are ephemera of no significance, and that stamps produced from 1870 through 1872 show no significant difference in physical appearance, that the grain (mesh) of the paper is of no significance, and that the *almost blotting paper* variety is more common than it really is.

Chapter 2 is a technical exposition on recess printing describing how the plates are produced, maintained and used. Chapters 3 through 7 are about the six cent value, with focus on the plates and the varieties produced by re-entry and other causes. In Chapter 4 he discusses the Strand of Hair varieties at length. Chapter 8, titled *Small Queen Snippets* describes a number of minor re-entries on the two, five, and ten cent values. Chapter 9, *Spotting Faked Cancels* discusses the Ottawa crown and way letter fakes and methods for determining genuineness. He points out that the Day and Smythies image of the Ottawa crown shows a fake. The final chapter discusses destruction of plates, concluding, again, that we still do not know the numbers of plates produced nor when all were destroyed.

R. Ribler

“CANADIAN MANUSCRIPT TOWN POSTMARKS”, D. Handelman and J. Poitras. Postal History Society of Canada (1999). 24 pages. Price: \$6.00 (\$5.00 to members of PHSC or SHPQ) plus postage. Available from David Handelman, Mathematics Department, University of Ottawa, Ottawa, ON, K1N 6N5, Canada (or dehsg@uottawa.ca).

If you are a collector of town postmarks on cover, you may occasionally find that the postmaster wrote the town name and dated the cover in hand rather than use a mechanical date stamp. There are probably a number of reasons why a postmaster might do this. Perhaps the date stamp was lost in a fire or perhaps the official date stamp simply has not yet arrived. Indeed, one sometimes finds that the proof date of the first hammer of a post office is a week or two after the official opening of the office in question. In this case the postmaster was forced to improvise, and applying a manuscript town postmark was a simple solution to a temporary problem. Well at least that was my view of the situation, having only one manuscript town postmark in my entire postal history collection.

Messrs Handelman and Poitras have opened my eyes a bit. They have prepared a wonderful little booklet listing all of the “known” manuscript town postmarks of Canada, dating from 1765 to 1998. There are several hundred towns in the listing, the majority of which are from Ontario and Quebec during the 19th Century. All of Canada is covered including the former colonies (but none are reported as yet for Newfoundland). For each “postmark”, the earliest and latest dates are given, the county, the year open, the initials of the reporter, and any pertinent comments or remarks. In addition there is a symbol to identify if the source of the known “postmark” comes from archives. One fake (an important consideration for any manuscript collector) is also listed. The authors have chosen a special 8-ball symbol to differentiate the fake from legitimate listings. Another small group also listed are markings where there is no record of a post office by that name. It is hoped further research will document better the status of these problem children.

The spread of known usage at some of the offices is surprising; sometimes the recorded early and late dates are several years apart. One wonders if the practice was continual or that at some later period there developed a need to again resort to manuscript markings. More reports or more research into the dates of postal losses such as fires may help solve some of these puzzles.

There are a good number of illustrations, all of which are very clear. Some are presented with a companion cover, showing the use of the official date stamp a short time later. This is the icing on the cake for the serious collector. There is even a group of “fancy” manuscripts illustrated—generally attempts by the postmaster to imitate the mechanical instrument he was supposed to have.

There are a few trivial annoyances, but these in no way detract from the usefulness of the booklet. There is no legend in the front of the listing for the symbols used. The fancy script blackletter ‘A’ used to denote listings sourced from archives is explained in the introduction, but the shaded circle symbol for the other listings is not. There are also a few typographical errors. For example, on page 4 the early date for Coteau Landing is “1847 07 14” and the late date is listed as “1847 02 21”. There is no mention of colour, but it seems probable that all known manuscript postmarks are in black.

In the comments section, the authors speculate why manuscripts were used. The practice of manuscript postmarks was discouraged particularly after postage adhesives were introduced. A manuscript postmark used to cancel postage could be cleaned off and the postage re-used. Perhaps this is another reason why manuscript postmarks are a rarity by the turn of the century.

Manuscript town postmarks are avidly collected from a number of other countries (Tasmania comes to mind) and the authors also point out the listings available for the USA. No doubt this booklet will help to spark a lot more interest in those from Canada and will become the bible. The authors state that there are many more manuscript town postmarks to be found, and I am looking forward to the next update.

R. Parama



Schiff Auctions



Buyers, Auctioneers & Appraisers of U.S. & Worldwide Stamps & Postal History

We invite you to consign individual stamps, postal history and collections for public auction or private treaty sale. Our "Especially for Specialists"® auctions are designed with you in mind, whether you're a buyer or seller of U.S. or Worldwide stamps. We also purchase outright, but contact us before sending any stamps. Be sure to include your address and phone number.

Jacques C. Schiff, Jr. Inc.

195 Main St.

Ridgefield Park NJ 07660 USA

Telephone 201-641-5566

Fax 201-641-5705

| CATALOGS | N.America | Overseas |
|--------------------------|-----------|-----------|
| 1 Year with Realizations | US\$10.00 | US\$18.00 |
| 1 Year Catalogs Only | \$7.50 | \$15.00 |
| 1 Catalog & Realizations | \$1.50 | \$2.50 |
| Sample Catalog Only | \$1.00 | \$2.00 |



There may be some question about whether the new millenium begins in 2000 or 2001. That doesn't matter! What is important about the year 2000 is that:

In 2000 BNAPEX is in CHICAGO

AUGUST 31 - SEPTEMBER 2, 2000

Be there!!

Readers Speak

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

Sir;

I would like to modify some of my comments on Mr. Binner's cover, reported in last quarter's *BNA Topics*. His cover was on page 81, and my response on the next page.

While I still believe the evidence is strong that the cover in question was carried from Cartwright to Montreal in one of the Balbo squadron's SM. 55Xs, in a sealed packet, I don't believe the cover is from the group referred to in C.H.C. Harmer's book, since it was postmarked on the *S.S. Nascopie* and not "Cartwright".

The evidence presented by Mr. Binner does suggest to me that someone from the Hudson's Bay Company carried covers aboard the ship at Cartwright on July 13, 1933, where they were franked with Canadian postage. Someone from the ship arranged to have a Balbo plane carry this mail informally. The 3¢ rate was the correct one to London at that time, and the cover is backstamped when Balbo arrived at Montreal. I have a hard time believing the *S.S. Nascopie* postmaster's document was created out of whole cloth. What I should have done before, however, and will do now, is ask for assistance from a Canadian collector specializing in this area, as I am certain similar covers must have been analyzed before.

Norris R. Dyer

Sir;

In their article "United Nations Stamps Valid Only in Canada" (*BNA Topics*, Vol. 56, #2, pp. 50-51) John Arn and John Hillmer state that official first day cover cancellations could only be obtained at Ottawa until 1967, when the first day cancel was used at Winnipeg for the Pan American Games stamp.

Probably the first "official" non-Ottawa cancel should be considered the Royal Train cancel used on many, many first day covers of the 1939 Royal Visit issue. Official first day cancels were available at Brantford for the 1947 Alexander Graham Bell stamp, though at that time the cancel didn't read "Day of Issue". In 1949, a machine cancel reading "First Day of Issue" was used in St. John's for the Newfoundland stamp and a similar cancel appeared in Halifax for the Halifax Bicentenary stamp. The 1951 CAPEX stamps were cancelled in Toronto with the "Day of Issue/Jour d'emission" cancel. In 1962 the tagged Wilding issue was cancelled at Ottawa and Winnipeg with special cancels marking the first day of the tagged stamps.

Jerome C. Jarnick

Sir;

Reference "[5]" of my article "Canadian Mail to Mexico, 1882 - 1951" in the last issue of *Topics* (Vol. 56, #3, pp. 5-12) is incorrect in the reference list. The reference should have been to "Arfken, George, "Postal Usage of Canada's 10 Cent Small Queen", *BNA Topics*, Vol. 50, #5, pp. 32-46 (1993). Thanks to Charles Verge for pointing out the problem.

Vic Willson



La Société d'Histoire Postale du Québec
(Quebec Postal History Society)

invites applications for membership

The SHPQ publishes an award-winning quarterly journal in French

Membership Secretary: Grégoire Teyssier
4081, rue des Cascades
Charny (Québec) G6X 1G8

Annual membership: Can\$18

AN INVITATION

to members of the British North America Philatelic Society

join

THE ROYAL PHILATELIC SOCIETY OF CANADA

Members receive *The Canadian Philatelist*, published bimonthly, and are entitled to use the Royal's sales circuit and insurance program.

Admission Fee \$5.00. Annual Dues \$25.00; U.S. and overseas \$25.00 U.S.

Write to the RPSC, Box 929, Station Q, Toronto, Ont. M4T 2P1 for a membership application.

GROW WITH THE ROYAL

EXECUTIVES, DIRECTORS, AND OFFICERS

British North America Philatelic Society, Ltd.

Home Page: <http://www.wep.ab.ca/bnaps>

Elected officers: Executive

President: Earle Covert, 187 W. 200 S Ave., Raymond, AB T0K 2S0 (e-mail: ecovert@agt.net)

First Vice-President: appointment in progress

Vice-President Regional Groups: Larry Paige, 1145 Shillelaugh, Chesapeake, VA 23323

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

Treasurer: P. Charles Livermore, P.O.Box 754045, Parkside Station, Forest Hills, NY 11375-4045 (e-mail: livermop@stjohns.edu)

Secretary: Alec Unwin, P.O. Box 1686, Bellevue WA 98009 (email: alecunwin@msn.com)

Immediate Past President: Victor Willson, P.O. Box 10026, College Station, TX 77842-0026 (e-mail: v-willson@tamu.edu)

Elected Officers: Board of Directors

(Ten sitting members; 5 elected in the even numbered years for 4 year terms.)

Serving until after BNAPEX in 2002

Basil S. Burrell: 857 Pembroke Dr., Lake Forest, IL 60045-4202

Charles G. Firby, 6695 Highland Rd., #108, Waterford, MI 48327

Jerome C. Jarnick (Chairman), 108 Duncan Drive, Troy, MI 48098-4613

Robert A. Lee, #203-1139 Sutherland Ave., Kelowna, BC V1Y 5Y2

R. F. (Hank) Narbonne: 216 Mailey Dr., Carleton Place, ON K2C 3X9

Serving until after BNAPEX in 2000

F. P. (Fritz) Angst: W2200 First Natl. Bank Bldg., St. Paul MN 55101

Robert Bayes, 209 Hunters Place, Okotoks, AB T0L 1T4

Robert V. C. Carr: 117 Robin Hood Way, Youngstown OH 45511

Susan M.G. Jamieson, P.O. Box 1870, Saskatoon, SK S7K 3S2

Jonathon C. Johnson, 9604 Kalamalka Road, Vernon, BC V1B 1L3

Committees and Appointed Officers

Admissions Committee Chairman: Nick Sheklian, P.O. Box 772, Visalia, CA 93279

Advertising Manager & Dealer Liaison: Hank Narbonne, 216 Mailey Dr., Carleton Place, ON K2C 3X9

Awards Coordinator: William Geijsbeek, 6616 140th Place N.E., Redmond, WA 98052 (e-mail: geijsbeek@ibm.net)

BNA PortraitS Editor: Everett L. Parker, HC 76, Box 32, Greenville, ME 04441-1306 (e-mail: eparker@moosehead.net)

BNA PortraitS/BNA Topics Circulation Manager: Lynn and Ray Simrak, P.O. Box 56, Maidstone, ON N0R 1K0

BNAPS Book Department: Saskatoon Stamp Centre, P.O. Box 1870, Saskatoon, SK S7K 3S2

BNA Topics Editorial Consultant: Robert Lemire, P.O. Box 1870, Deep River, ON K0J 1P0 (e-mail: RobertLemire@compuserve.com)

BNA Topics Production Assistant: Barrie Atkinson, 72 Erlandson Drive, Winnipeg MB R3K 0G8 (e-mail: atkinson@pangea.ca)

Board of Examiners Chairman: Nick Sheklian, P.O. Box 772, Visalia, CA 93279

Convention Committee Chairman: position vacant

Donations Advisor - Canada: Richard M. Lamb, P.O. Box 573, Kitchener, ON N2G 4A2

Donations Advisor - U.S.A.: Horace W. Harrison, 1802 Indian Head Road, Ruxton, MD 21204

Elections Committee Chairman: Don Ure, 6706 Emarald Lakes Drive, Troy, MI 48098

Ethics Committee Chairman: Bill Walton, 125 Turtleback Rd., Califon, NJ 07830

Exchange Circuit Manager: Andy Ellwood, P.O. Box 41061, Ottawa, ON K1G 5K9

Historian: Edward J. Whiting, 25 Kings Circle, Malvern, PA 19355

Internet Coordinator: Robert Lane, 12 Gilchrist Place, St. Albert, AB T8N 2M3

(e-mail: bnaps@wep.ab.ca)

Membership Coordinator: position vacant

Nominations Committee Chairman: Bill Walton, 125 Turtleback Rd., Califon, NJ 07830

Policy & Procedures Manual Editor: position vacant

Publicity Officer: Dean Mario, P.O. Box 342 M.P.O., Saskatoon, SK S7K 3L3

Publications Committee: Ken Ellison, 14600 Middlebench Rd., Oyama, BC V4W 2C3

(e-mail: kenell@cnx.net)

Regional Group Reporter: Ron Ribler, P.O. Box 22911, Fort Lauderdale, FL 33335

Speakers/Ambassadors Coordinator: Norris R. (Bob) Dyer, 1708 Granada Court, Petaluma, CA 94954-4531 (e-mail: nrdyer@worldnet.att.net)

Study Group Reporter: David Whiteley, Apt. 605, 77 Edmonton St., Winnipeg, MB R3C 4H8 (e-mail: DHWY@sprint.ca)

MEMBERSHIP FEES

Annual membership fees are \$24CDN or \$18US or £12 sterling. Membership applications submitted during the 2nd or 3rd quarter of the year should be accompanied by 75% or 50% respectively of the annual fee. Applications submitted during the 4th quarter of the year should be accompanied by 25% of the annual fee plus the full fee for the coming year. A onetime application fee of \$5 is payable regardless of the date of the application. Send application form and cheque or money order to the Secretary, Alec Unwin, P.O. Box 1686, Bellevue WA 98009 (email: alecunwin@msn.com).

(continued from page 2)

SUBSCRIPTIONS

For members of the Society, \$12.50. This amount is included in membership fees and members automatically receive the journal. Non-members: \$20.00. For information contact the Secretary, Alec Unwin, P.O. Box 1686, Bellevue WA 98009.

CHANGE OF ADDRESS

These should be sent to the Secretary.

MISSED, DAMAGED and UNDELIVERABLE COPIES

Contact the Circulation Manager, Ray Simrak, P.O. Box 56, Maidstone, Ontario, N0R 1K0. Return postage guaranteed.

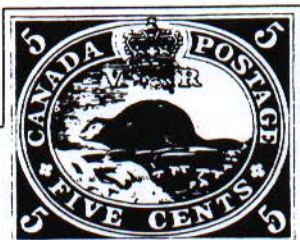
MANUSCRIPTS can be submitted to the Editorial Consultant in three formats: (1) electronic, preferably with paper copy, (2) typewritten in double spacing, or (3) neatly hand printed. Acceptable electronic formats include IBM (or IBM compatibles) 3½" hard diskettes or 5¼" floppy diskettes, or Macintosh 3½" diskettes. Files should be in ASCII format, or written using a major word processing system currently available (please specify the word processing software and the version—WordPerfect 6.1 is preferred). Letters or articles not using illustrations may be submitted by e-mail. All electronic text should be typed flush to the left margin, with the right margin left free (no right margin justification). Do not indent paragraphs; please leave an extra line between paragraphs. Please do not use special print characters for italics, bold, or underscore (show such features on hard copy in pen or pencil). Please do not use automatic footnoting. Additional information can be found in *BNA Topics*, Vol. 55, #2, pg. 3.

LITERATURE FOR REVIEW Send to Literature Reviews, c/o Robert Lemire (address above)

PUBLICATIONS BOARD

Chairman: Ken Ellison
Members: Mike Street, Earle Covert

Opinions expressed are those of the writers and do not necessarily represent those of the Society or publisher.



PUBLIC STAMP AUCTION

NEXT AUCTION: DECEMBER, 1999

JIM HENOK

Licensed Auctioneer

Will Sell at Public Auction Without Reserve

CANADA, NEWFOUNDLAND & PROVINCES
British Commonwealth & Foreign

FEATURING

A large selection of better Canada, Postal History
and British Commonwealth

TO BE HELD IN OUR AUCTION GALLERIES

FREE INTRODUCTORY CATALOGUE

JIM A. HENOK LTD. 185 Queen East Toronto, Ontario
Canada M5A 1S2 Tel: (416) 363-7757

OUR VENDORS SPEAK

Mr W. H. P. Maresch
R. Maresch & Son
330 Bay Street, Suite 703
Toronto, Ontario
M5H 2S8

19 March 1997

Dear Bill,

The results are now in on your sale of my collection of used Canadian stamps and covers, and I must take the opportunity to share my reaction with you and your colleagues at R. Maresch & Son

When I approached you last fall to discuss the possible disposition of my collection, I did so with some trepidation. Guided by your advice over many years, and with key acquisitions from your sales, I knew I had formed a collection of quality and some philatelic value. I was none the less concerned about the timing, how the material would be catalogued, and whether I would have any input. I need not have worried.

From the time of my initial consultation with you and Rick Sheryer, my concerns received your fullest attention. As your work progressed, you kept me fully informed and gave me several opportunities to be involved. The collection could have been spread among several auctions, but instead you recommended a single sale that would highlight my approach, in a catalogue that departed from your normal format. In terms of lotting, layout, and colour illustration, it set new standards, in my opinion. By sale time I was completely satisfied that everything had been done to present the best possible sale, from my perspective and that of the bidders you hoped to attract.

The results, which far exceeded my expectation, confirmed that my selection of R. Maresch & Son had been the right choice. I would not hesitate to direct prospective clients to your firm.

Thank you.

Yours sincerely,

David Roberts
David Roberts

DEALERS IN
FINE STAMPS
SINCE 1924

r. maresch & son

330 BAY ST. SUITE 703 TORONTO ON M5H 2S8 CANADA
☎ (416) 363-7777 www.maresch.com FAX (416) 363-6511

visit us at our website at <http://www.maresch.com>