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FEATURING:

ADMIRAL POSTAL STATIONERY STAMPS

BY WILLIAM C. WALTON

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(continued on page 84)

In his tenure as editor of *Topics*, Vic Willson made a number of comments about how the INTERNET was about to influence our hobby. Given the speed of change in the world of communications over the last few years, many of the developments he talked about 4-5 years ago have already come to pass. We now have dealers who do most of their business electronically. There are general electronic auctions selling philatelic material for prices that sometimes bear little relationship to catalogue values.

The effects on buying and selling patterns are substantial and will continue. However, the "computer age" has had various other effects on the hobby. More and more "books" are being "published", often in very small quantities or "on demand". This means more information that would have perhaps been circulated only to a few specialists is now more widely available—to all interested collectors and dealers. It means books that are essentially preliminary lists of information can easily be corrected and updated, in theory before the printing of each copy! Imagine how wonderful this would have been for someone like Frank Campbell when he was working on the list that became "Canada Post Offices 1755-1895".

Collectors in philatelic backwaters now can rapidly compare information, even if those collectors live on different continents. They can send each other good colour pictures of stamps, covers, cancellations in a matter of minutes. Even we, who spend many hours collecting and studying items related to the mails, send fewer and fewer letters by post. As this trend accelerates, do society magazines and newsletters in their present form become irrelevant or more important?

Many major technical societies and publishers now, in addition to distributing paper copies, make articles available in electronic form. Some of these groups are now beginning to wonder if the paper copies should be produced at all. Will *Topics* or study group newsletters some day arrive in your e-mail rather than through the post? I rather hope not, if simply because I don't believe the problems of archiving and retrieving electronic files over periods ranging from decades to centuries have yet been solved.

Articles Needed. Yes, I still expect there will be a new editorial consultant for *Topics* in the next few weeks. However, I am still here, and articles are needed. Most of all, I do not want whoever takes on the job to start with an empty "in-basket".

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Admiral Postal Stationery Stamps: Printing Methods and Die Types

William C. Walton

The classical Admiral stamp design, used for the recess printed adhesives, was also used on postal stationery from 1912 to 1929, for post cards as well as for post bands and wrappers [1].

This was the beginning of a 50-year period—extending into the early 1960s—when postal stationery collecting and study languished. It is thus not surprising that there was very little contemporary scrutiny of these items. In fact, Odell's 1938 Canadian Postal Stationery Catalogue [2] made no mention of *any* Admiral stamp varieties, and the 1941 French/Bradley catalogue [3] simply noted in text that "minor die differences" existed.

Over time, Admiral postal stationery dies have been described and illustrated. The 6th Edition of Webb's [1] now recognizes five varieties of the 1¢ (dies I, IA, IB, II, and III), and four varieties of the 2¢ (dies I, IA, II, and III), as well as the recess printed 2¢ used for the UPU card. Two major varieties of the 1¢ die III have also been known since Arnold's list in 1965 [4], but the yellow orange color and printing quality make them difficult for many collectors to distinguish; for this reason, they have never been listed in Webb's.

The September 13, 1990 Christie's New York sale of American Bank Note Company proofs and essays brought several Admiral stationery items to light. These were die II proofs of the 1¢ and 2¢. No proof or essay items for any of the die I or die III varieties are known. The reason for this relates to a fundamental difference in printing methods for the dies. This in turn relates to the way in which American Bank Note Company (Ottawa)—later renamed Canadian Bank Note Company—interacted with its parent company American Bank Note Company (New York) in creating working materials.

In fact, *all die II items were relief printed* (often called "typographed" by North American collectors), and *all die I and die III varieties were lithographed*. These two techniques were also used to print certain ½¢ cards, as well as the ½¢ side of certain 1¢ + ½¢ reply cards—varieties which have never been described or catalogued.

I have identified printing methods by visual inspection, using an ordinary magnifier. In simplest terms, for those who are not accustomed to making this determination, relief printing typically shows two characteristics in varying degrees.

- (a) *An indentation in the card or paper*, often most noticeable at the outer edges of the stamp frame, especially in or near the corners. The raised letter on a typewriter key does the same thing in striking a sheet of paper.
- (b) *Ink squeeze*, again most noticeable at various points on the outer edge of the frame. This can again be visualized by picturing a typewriter key, covered with ink, causing the ink to squeeze out towards the edge as it strikes the paper, leaving a thicker uneven impression at the outer margin.

Lithography uses ink on a flat surface, and shows neither of these characteristics. Lithographic printing bases ("plates") can be made inexpensively and quickly, but skilled lithographers can produce items that require a magnifier to distinguish them from the recess-printed or relief-printed items they imitate.

The first major varieties of Admiral post cards, however, were neither relief printed nor lithographed. Just as the adhesive stamps, they were recess printed.

The 1912 Recess Printed 2¢ UPU Cards (Figure 1)

Recess printed items are what collectors call "engraved," although the plates themselves are not engraved (except for scattered examples, in some countries, of very primitive production). All of Canada's adhesive postage stamps, till well into the Elizabethan era, were recess printed.

The first Admiral stationery item to be produced—the 2¢ UPU card—was recess printed, for the very good reason that the die was already in hand to produce the 2¢ adhesive stamps. Adhesive stamp production was always the first priority in new issues, and dies and plates for the adhesives were created first.

It was a simple matter to use a transfer die to rock in the 2¢ stamps in the post card plate, and to use a post card heading identical to the previous (Edward) UPU card. (Steven Whitcombe [5] has proven that the first plate, in fact, was simply the old Edward plate with the Edward stamps removed and the Admiral stamps rocked in.)



Figure 1: Recess Dies for the 2¢ UPU Cards. In "die A" (left) there is a fine vertical border line connecting the horizontal shading lines in the upper right spandrel, but stopping at the second line from the top. In "die B" (right) this vertical line has been strengthened, and clearly extends to the top horizontal line.

During the life of the 2¢ UPU card, a new stamp die was used for the last plate. These two stamps, designated recess dies A and B, are shown and described in Figure 1. Cards with the die B stamp are known used by April 1914. To date, the 6¢ on 2¢ revalue of 1921 (or 1922) to 1925 has been found only on recess die B.

Admiral postal adhesive collectors will recognize these two dies as corresponding to Marler's original and retouched dies, respectively [6].

The 1¢ Relief Printed Die II Postal Stationery (Figure 2)

In 1913, American Bank Note in New York engraved a steel die to be used in creating relief dies for 1¢ relief printed postal stationery. This die was numbered X-G-66. A steel relief die was then also created in New York from this master die after hardening. A proof impression of this relief die left New York on June 6, 1913 and was approved by the Post Office Department in Ottawa on June 10. The approved proof was received back in New York on June 12. In all likelihood, multiple examples of the 1¢ relief die were then immediately forwarded from New York to Ottawa. I believe (but cannot prove) that the relief plates were made in Ottawa, using these dies. Almost certainly, the plate subjects were electrotypes.



Figure 2: 1¢ Relief Printed Die II

This is what postal stationery collectors have traditionally called die II. It is known used on 1¢ green bilingual heading cards by Sept. 4, 1913—the first Admiral card other than the 1912 UPU card to come into circulation.

Die II 1¢ cards remained in use concurrent with the die IA varieties which began to appear later in 1913, and were still in use when all versions of die I ceased to appear by 1917. The appearance of the 1¢ die III cards in 1927 only displaced die II for the no-heading business cards - the English and bilingual heading cards used die II till the end.

All 1¢ reply cards were also die II. This includes message and reply halves of all 1¢ + 1¢, and the message half of all 1¢ + ½¢ cards.

All Admiral post bands were produced using die II exclusively until die IV replaced it late in the issue (by 1928). A 1¢ die II green wrapper is also known, but is one of the great rarities, with only one example identified to date, and there is no way to determine whether it was the first Admiral wrapper produced or a later variety.

No varieties of die II showing different relief dies have been recorded—but they must surely exist. This is a field awaiting exploration.

The 1¢ Lithographed Die I Varieties (Figure 3)

The Ottawa plant appears to have obtained an offset lithographic press by late 1913. No lithographed stamp impressions are known on the Edward or Maple Leaf postal stationery produced by the firm, but a 1¢ die IA Admiral card is known used by December 1913.

Lithography would have offered the company an economical way to increase production very substantially. Furthermore, no new dies needed to be created in New York—lithographic printing bases can easily be created from other materials. The New York archives sale included no varieties of the lithographed die I proofs, almost certainly because these were all produced by the Ottawa subsidiary.



Figure 3: 1¢ lithographed dies: die IA (left), die IB (centre) and die I (right)

The 1¢ die IA was clearly created from some production stage of die II—it clearly shows its origins in the 1¢ relief stationery die rather than in the recess die used for adhesive stamps. It was the first of the lithographed dies, and most closely resembles the 1¢ relief printed die II, with the collar curving around behind the neck. It was used for production of various cards intended for business use, for the first version of the ordinary card with English heading, and for a small portion of the 1¢ green wrappers.

The 1¢ die IB—the “redneck” King—appeared in 1915 on a 1¢ carmine card, and shows characteristic and curious retouching on the collar. It is a modification of the 1¢ die IA, but I have no explanation of why it was created.

The 1¢ die I was employed on an order of cards used in 1916 by the CPR, and on wrappers by 1917—we do not yet know which actually came first. It may actually have been created from 2¢ die I lithographic working materials, or by improving the 1¢ die IB effort. This is discussed in more detail with the 2¢ die I.

The last known use of a 1¢ die I variety is in January 1917, on a card that was probably produced much earlier. As discussed with the 2¢, lithographic production appears to have ceased (for all practical purposes) in 1915. I have several times heard the suggestion that Germany was the source of many lithographic inks, and that the War thus interrupted such printing—but I have no proof of this. We only know that with the exception of wrappers, all lithographic production appears to have ended in Ottawa until 1927.

The 2¢ Lithographed Die I Varieties (Figure 4)

Imposition of the war tax in April 1915 necessitated new 2¢ cards. This meant creation in New York of another (2¢) steel relief die. I believe the evidence clearly suggests that the Ottawa subsidiary—feeling the demand for 2¢ cards—went ahead

on its own initiative and created a new lithographed variety of the 2¢ cards in the meantime.

In other words, the 2¢ lithographed die I varieties actually preceded the 2¢ die II relief printed items they “imitate.”

There are two primary reasons for this hypothesis.

- (1) All three heading versions of the 2¢ die I varieties [1]—English, bilingual, and business—are known used a month or more before the matching relief printed die II varieties appear.
- (2) The numeral “2”s in the 2¢ die I—including the tall open base—are shaped very differently than those on the 2¢ relief die II (compare Figure 4 to Figure 5).

The only explanation for this is that the 2¢ die II was not yet on hand to use as a model, and the “2”s were created and inserted in lithographed working materials at the Ottawa plant.



Figure 4: 2¢ lithographed dies:
die I (left), die IA (right)



Figure 5: 2¢ relief die:
die II

The 2¢ die I was prepared first, and appears used by June 1915. At the time, the only 1¢ lithographed in use was the 1¢ die IA. Comparing these two (1¢ die IA in Figure 3, and 2¢ die I in Figure 4) quickly shows that the 2¢ was an original creation—not just a 1¢ die IA with the value figures replaced. The 2¢ die I shows many differences, including a collar that drops down behind the neck instead of curving around behind it. The leaf at the lower left intrudes much further into the oval frame around the vignette. Many other details also distinguish it.

(The 1¢ die I variety, first known used on cards by the CPR beginning in August 1916, appears to have been caused by a large order from the CPR that created a production problem. Lithography was used as the solution. We do not know why the 1¢ die IA was not available. Whatever the reason, a new 1¢ lithographed die—die I, corresponding to the workhorse 2¢ lithographed die I and probably modeled from it, was created and used for this one printing.)

By January 1916, used examples of another 2¢ lithographed variety—die IA—begin to appear. These correspond very closely to the 1¢ lithographed die IA already in

use for 6 months or more, and created from the 1¢ relief die II. Of particular note, the 2¢ die IA collar curves around behind the neck, as it does on the 1¢ die IA.

As discussed later, the 2¢ relief die (die II) was now in hand (and in use), and it might be expected it would have been used to create the new lithographed 2¢ die IA. But it clearly was not—the numeral “2”s in the 2¢ die IA are the same as those created for the 2¢ die I (see Figure 4). The 2¢ die IA appears to have been created from 1¢ die IA working materials, retouched, and with the numeral “2”s transferred from the 2¢ die I.

By the end of 1915, except for some scattered late uses, all 2¢ die I and IA lithographed usage begins to vanish, just as noted for the 1¢ die I varieties. The 2¢ relief die II accounts for all subsequent 2¢ printings until 1927.

The 2¢ Relief Printed Die II Cards (Figure 5)

No early 2¢ relief die II proof materials emerged in the Christie’s auction—only a proof with a 1928 cancellation request was present.

We can safely assume, however, that the same procedures that occurred with the 1¢ were followed—procedures that were also used by the Company on earlier and subsequent postal stationery issues. These include engraving of an original recess die, and the creation from it of a steel relief die, with proofs submitted to the Post Office for approval. The die (or dies) would then likely have been shipped to the plant in Ottawa for plate manufacture and printing.

Examples of the 2¢ die II relief printed cards are known used by July 1915.

The ½¢ Relief Printed Cards (Figure 6)

When the new reduced ½¢ rate for householder and business reply mail was introduced, a new ½¢ die had to be created. No proofs were in the Christie’s sale, but the cards were relief printed—as well all post cards in this period—and the same steps in New York steel production had to have taken place.

The ½¢ relief die was used on single ½¢ cards, and also for the reply half of 1¢ + ½¢ cards (Webb’s P26c, 26e, 30a, and 30b). Examples of both are found used by mid-1924.

The 1926-28 ½¢, 1¢ and 2¢ Lithographed Dies (Figures 7, 8, and 9)

By 1926, the Ottawa plant—for unknown reasons—switched its lithographic production for the 1¢ wrapper to the new die III. This appears to have replaced the lithographed die I wrappers.

Sometime in 1927, an almost complete changeover to lithography also began to be made for all business-use post cards. This includes ½¢ cards, 1¢ and 2¢ blank (no heading) cards, and 1¢ + ½¢ reply cards.

Business cards were typically used in bulk mailings and usually have undated postmark hubs, so early uses are difficult to pin down—but the 1¢ die III and 2¢ die III are known dated in 1927, and the ½¢ lithographed in 1928. The 1¢ + ½¢ reply cards with lithographed ½¢ stamps (see the later discussion) are not known dated until 1929.

The ½¢ lithographed (Figure 7) is still uncatalogued. A comparison of Figures 6 and 7 shows why—it is a good reproduction of the relief die, and is not readily distinguishable except under a glass, looking for the telltale printing characteristics.

Often—but not always—the $\frac{1}{2}\text{c}$ lithograph is somewhat muddier or less crisp, and has a darker overall tone. Perhaps the best point of distinction are in the upper left and upper right spandrels. On the $\frac{1}{2}\text{c}$ relief printings, there is a fine white border line at the level of the bases of the crowns, extending around the outer oval frame surrounding “CANADA POSTAGE”. These white lines on either side are not always complete, but portions of them are always visible. They never appear on the $\frac{1}{2}\text{c}$ lithographs, which show only the much heavier coloured border.



Figure 6: $\frac{1}{2}\text{c}$ Relief Printed



Figure 7: $\frac{1}{2}\text{c}$ Lithographed



Figure 8: 1c lithographed,
die III (left), die IV (right)

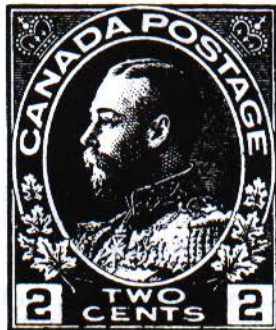


Figure 9:
2c (die III) lithographed

Webb's P26c and 26e—the $\frac{1}{2}\text{c}$ single cards—occur relief printed first and then lithographed. These are major varieties.

There is a $\frac{1}{2}\text{c}$ post card printing anomaly in the Admiral issue. The last $\frac{1}{2}\text{c}$ simplified headings—Webb's P26 and P26b—revert to a relief printed stamp. The Scroll issue $\frac{1}{2}\text{c}$, and all other Canadian Bank Note $\frac{1}{2}\text{c}$, are again lithographed.

Why these last two ½¢ Admirals are relief printed is a question which has puzzled me for over 25 years, and I still have only conjectures relating to plate size, available presses, and production requirements.

The 1¢+½¢ reply cards are slightly more complicated. Amazingly, in the changeover of the ½¢ to lithography, *the 1¢ message half of the reply cards continued to be relief printed—but the reverse (½¢) side of the sheet was now lithographed.* This of course shows the availability of relief and lithograph presses to accommodate the same size plates. But since the 1¢ was now being lithographed for 1¢ business cards, as discussed below, it is hard to explain why the 1¢ message half of these cards was not also lithographed. We may never know the reason.

Reply cards with ½¢ lithographed impressions are very difficult to locate. I have made the following observations to date:

On English heading cards, all P30a I have seen show the ½¢ relief printed. The very scarce P30g (the so-called thick soft card) seems to occur only with the ½¢ lithographed. This is an anomaly I cannot explain, because the thick soft stock is associated with printings in the very early 1920s, and is virtually unknown by 1929.

On bilingual heading cards, P30b always seems to show the ½¢ relief printed. P30d—the modified 69 mm heading in the style of the subsequent Scroll cards—is always lithographed.

The 1¢ and 2¢ die III lithographs (Figures 8 and 9) are among the most interesting of these Admiral dies, because of a departure in how they were created. *Both the 1¢ and 2¢ lithographed dies were based on recess printed adhesive postage stamp materials,* likely using photography to create the original lithographic designs. The most casual examination will show the family resemblance of these lithographed dies to the 1¢ and 2¢ Admiral adhesives, with their fine and closely-spaced horizontal shading lines in the central vignette. The crosshatch effect is the result of use of a screen in photography of the model.

The 1¢ die III, already in use on the wrapper, replaced the 1¢ die II on the 1¢ business card. At the same time, the 2¢ die III replaced the 2¢ die II on the 2¢ business card.

Examination of Figure 8 will show that the 1¢ die III appears to have been created from the *second* 1¢ adhesive die, which was hardened in September 1924, and in use by mid-1925 [6].

Figure 8 also shows, on the right, the 1¢ die IV, currently uncatalogued. The easiest point of distinction is the location of the word "CENT", which is one horizontal shading line up from the base in die III, and two lines in die IV.

The 1¢ die IV became the post band stamp by early 1928, and by early 1929 was in exclusive use for the 1¢ business card. At some point it was also used for at least one printing of the 1¢ wrapper.

For unknown reasons, the 1¢ die IV appears to have been modelled from the first adhesive die, already out of use.

In Figure 9, the black and white photograph of the 2¢ lithographed die III looks very much like the 2¢ recess die B in Figure 1. In fact, it was created from that

state of the recessed die. The recess impressions were always in blue on the UPU card, and the 2¢ lithographed die III impressions were always in green on no-heading business cards.

Final Thoughts

Canadian Bank Note Company went on continuously using lithography for various postal stationery items, well into the Elizabethan era. The George VI and Elizabethan issues catalogued as "offset" are litho offset productions. Relief printing also continued, and in these later issues is labeled in the catalogue with the traditional term "typographed."

Obviously, this article is only a starting point in Admiral stationery die study. I have ignored many issues, and noted some puzzles. Headings—also printed both by relief and lithography—are ignored. And I am certainly no expert in the Admiral adhesives—advanced students can no doubt correct and add to my observations on die sources. This is a field of study still in its infancy, and one with many basics still to be established.

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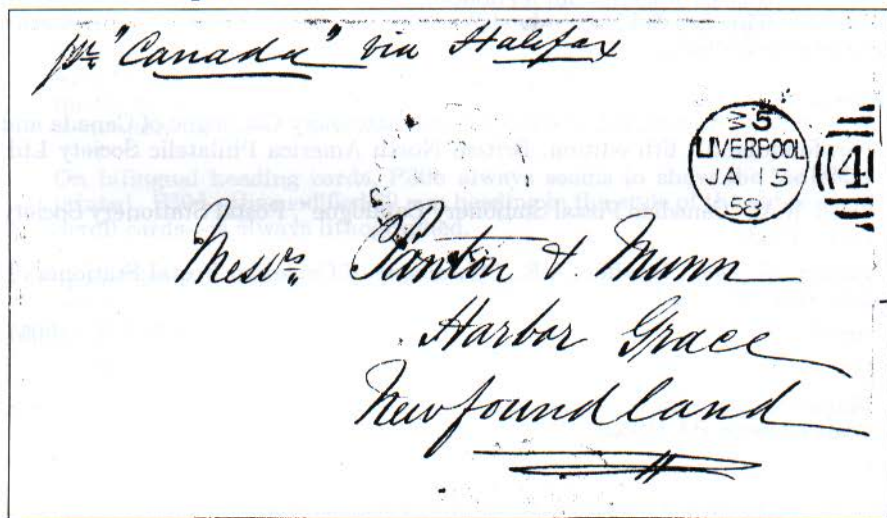
Stories Behind My Covers

39. Uninteresting Appearing Covers Often Relate to Interesting Stories

Jack Arnell

The cover illustrated here is a business letter written in Liverpool on 15 January 1858 and marked to go on the Cunard *Canada* to Halifax. It was mailed the same day.

Liverpool to Harbour Grace, Newfoundland (1858).



The first interesting thing about this cover is the lack of any postal marking, other than a duplex datestamp. This was intended to be used for cancelling adhesive stamps, but being used here only as a datestamp, it was struck partially off the cover. The cover was backstamped with the Liverpool packet office oval later the same day, and was put in the closed bag for St. John's, Newfoundland.

The *Canada* sailed from Liverpool the following day, but instead of sailing direct to Halifax, she put into Cork, Ireland on 17 January to pick up the North American mails and sixty-six passengers from the disabled *Ariel* of the Vanderbilt European Line.

N.R.P. Bossor in Volume 1 of his "North Atlantic Seaway," page 330, records that the *Ariel* sailed from Southampton for New York on 31 December 1857, broke her main shaft when some days out, and arrived back at Cork under sail on 15 January—the day before the *Canada* made the special call at Cork for her mails and passengers.

The *Canada* arrived at Halifax on 26 January, and the Newfoundland mails were transferred to the Cunard mail steamer *Merlin*, which arrived at St. John's on 1 February, where the letter was backstamped on the same day. It was datestamped at Harbor Grace the following day (faint stamp above "Panton").

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



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

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Newfoundland Revenue Stamp Watermarks

The Watermarked Stamps of the 1907 King Edward VII and 1910 King George V Issues

John M. Walsh

It is common knowledge that a watermark can be found on some values in both the 1907 King Edward VII and the 1910 King George V revenue issues of Newfoundland. It is reported in various catalogues [1, 2] that the 25¢, 50¢ and \$1 values of the 1907 King Edward VII issue have been observed 'with watermark.' The 5¢, 10¢, 25¢, 50¢ and \$1 values of the 1910 King George V (with imprint) issue are also known 'with watermark.' What hasn't been reported is the style or nature of this watermark!

The search for watermarked stamps has to be a challenge. First, these two issues are usually found on piece. Seldom, if ever, does one find mint, gummed (implying not used) values from these two issues. Those used stamps found in the marketplace had to be removed from documents. To get a document and then remove the stamps causes great concern to many serious collectors. "The stamps should be left on the document pieces" is the most often heard comment. Fortunately for researchers, many of these soaked-off stamps are still in the marketplace. Several holdings numbering into the thousands were viewed in this study, thereby establishing a large search base. All the stamps from this base were dipped into watermarking fluid. The fluid used was 'Super Safe Watermark Fluid', which contains trichlorotrifluoroethane and is distributed by Unitrade Associates. This large search base, however, offered no findings of watermarked stamps.

A request to several collectors and dealers resulted in a small collection of twenty watermarked revenue stamps. Those who helped were: Rex Andrews, Joseph Pike, Terrance Harris, Gary Lyon, Erling van Dam and Harry Lussey (via Robert A. Lee Auctions). Imagine how many thousands of stamps originally had to be examined to find these. It had to be a tremendous effort!

In the above study group a pair was found that has three letters of a word. This would prove to be the key piece to figuring out the word in the watermark (Figure 1).

Figure 1

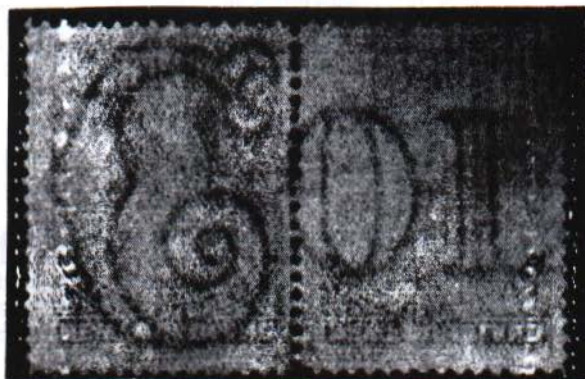


Figure 2



Figure 3



The word was reconstructed from this pair and additional single stamps having letter combinations as follows:

COL LU UM MB BI IA

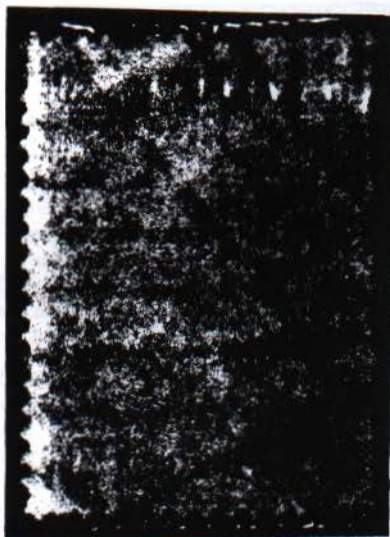
and two of these combinations are shown above in Figures 2 and 3. Thus, the word in the watermark is "COLUMBIA". The letters are uppercase and have serifs with the "C" being somewhat ornate in design and much larger than the other letters (Figure 4).

Figure 4

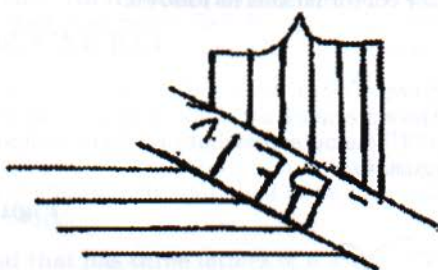


However the mystery deepens! Often when a watermarked stamp gets listed for sale in a dealer's price list or in an auction lot, the watermark is not described. When enquires are made as to the nature of the watermark, the most common reply is "...some part of a design." Several stamps in this study group were received that had parts of a watermark differing from the above word. These stamps showed a completely new type or style of watermark. Several fragments of this same watermark style were seen (Figure 5). This design is somewhat akin to a branding iron motif. There are parallel lines running at 90° angles and within these lines at a 45° angle is a block that has uppercase letters within it. What constitutes the remainder of this part of the watermark I am unable to discern at present. I hope there are others with watermark examples who will be able to fill in the remaining parts to this puzzle.

Figure 5: Portions of an as yet Unidentified Watermark

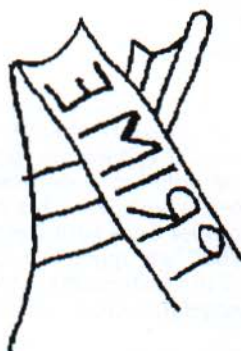


25¢ Edward VII (Joseph Pike)



25¢ George V (Joseph Pike)

25¢ George V (J. Don Wilson)



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The West Indian Mail: Late 19th Century Covers between Canada and the British West Indies by the Halifax Packets and by other Routes: Part II¹

Brian Murphy

As discussed in Part I, Route C to the West Indies had been important for Halifax merchants and perhaps others in the Maritime Provinces before 1886, when Britain allowed the mail contract to lapse. However, even after Halifax merchants resumed Route C in 1888, most Canadian mail went via New York. Route C had become a minor rival to Route D.

Route D—via New York

Carstairs defined his Route D as "Overland to New York and then direct steamers to Bahamas, Bermuda, and Jamaica, and continuing in an anti-clockwise direction to Haiti, Cuba, Mexico, Nicaragua, Costa Rica, and Aspinwall (present day Colon, Panama), with connections to South America twice a week on the main sea-routes and every fortnight on the lesser ones." A glance at the map in Figure 1 (Part I, p. 30) shows that one route to all the named destinations is improbable, perhaps impossible. Carstairs seems to have recognized that Route D was several routes, for he continued. "Strictly I should separate the Bermuda run, as it was a short route originally operated by the Cunard Line and later by the Quebec Steamship Company on a fortnightly basis" [1, p. 215]. This Bermuda run, and the success of the Quebec Steamship Co., has already been discussed as part of Route C from Halifax. One can not help but believe that not only the Bermuda run, but also other runs should be separate. Route D should be seen as several American routes. Arken has pointed out that service via New York was mentioned in the Province of Canada postal guides as early as 1852 [5, p. 259]. Cuba was one of the principal ports on Route D, and reference to that island is often a good indication of the use of Route D by BNA post offices in the 1850s and 1860s.

As we saw in Part I, the principal mail route from Nova Scotia and from New Brunswick was Route C. An 1848 rate table gave $4\frac{1}{2}d$ cy ($4d$ stg) as the rate from Halifax to the British West Indies and to nine foreign West Indies, and $1\frac{1}{2}d$ cy ($1/stg$) as the rate to Havana and to ten other foreign West Indies [19, p. 326]. Effective 1 January, 1856, this $4d$ stg or $5d$ cy rate from Halifax applied to Havana [11, pp. 92-94]. It appears that gradually this Route C rate of $5d$ cy or $4d$ stg was extended to all the foreign West Indies. Hutchinson's Nova Scotia Directory for 1864-65 gave 10c and $13\frac{1}{2}\text{c}$ from the interior as the rate to the West Indies in general [20]. Despite this expansion of British packet service, alternative connections by Route D were available. On 3 December, 1852, a Nova Scotia rate of $9d$ to Havana (and of $1/3$ to Chagres and to Panama) via New York was introduced [11, pp. 87, 99]. This $9d$ rate to Cuba also existed from Canada, and is probably the 15c (or 16c) U.S. rate that we shall meet below. Two things seem to have obscured these rates via New York. First, the rate tables focused on Britain, and from British North America British routes to the West Indies (Routes A and B) were twice across the Atlantic, and so too slow and too expensive. Nova Scotia and New Brunswick published detailed rate tables in 1842, 1848, 1852, 1856, 1858, 1859, and 1860 [11, pp. 48-55, 97-105; 35, pp. 325-338]. Routes C and D were sometimes in those tables, but are usually difficult to recognize. Second, Stone has

1. Part I. *BNA Topics*, Vol. 56, No. 3, pp. 29-44 (1999).

pointed out that during the 1850s to 1870s a few dozen shipping companies were running to Havana and that "These companies were frequently reorganized, merged and sold" [8, pp. 276-7]. Thus, in this era, the rate tables implied that Routes A and B via Britain were important, although they were not used; the use of Route C direct from Halifax was expanding; Route D via New York was still being developed.

The earliest indication that Route D was important to Canada appeared in the in the Quebec City directories, which were published annually each June beginning in 1860. Their postal information included the table "Rates For Other Foreign Destinations" in the Americas. A similar table "By United States" also appeared in the Canadian Postal Guides for January 1863 and January 1867 [21-22]. Most mail by the United States went via New York, but not all. A wonderful cover to Montreal originated at Havana paid 16¢ in U.S. stamps—6¢ for incoming letters and 10¢ U.S. to Canada. It was endorsed "via Charleston" and entered the U.S. mails at Savannah 31 July, 1859, where the stamps were cancelled, and the cover struck with a small "Havana" straightline. It has a 4 August, 1859 Montreal receiver. Stone has written that the use of U.S. stamps from Cuba is very rare [8, p. 23]. Perhaps that rarity was not appreciated when the cover appeared in the de Volpi sale in 1966. The cover was not illustrated, was estimated at \$45 to \$60, and realized \$16. In 1996, it reappeared in a fine collection of international mail both to and from the U.S. [23]. Then it was estimated at \$1000 to \$1500, and realized \$2700—with the 15% fee about \$4200-\$4500 Canadian. In 30 years, the cover's value had increased nearly 300 fold! From Montreal to Cuba, a cover posted 18 December, 1861 stamped at the 30¢ rate appeared in the Arfken sale. Canadian access to American routes to the West Indies and to South America was significantly enlarged by the Canadian Post Office in a 19 February, 1867 announcement. The rate to the British West Indies, to St. Thomas by United States packet, and to Cuba was 10¢.

At least three Large Queen 10¢ rate covers are known from Nova Scotia to Cuba. One, in the de Volpi collection, was posted 5 December, 1868 from Amherst with a 6¢, a 3¢, and a 1¢, all pen-cancelled; a second, from the Greene collection, was posted 20 January, 1869 at Maitland, Hants County with a 6¢ and a pair of 2¢ has been disavued by the Duckworths [2, p. 308]; a third in the Jansen collection, was posted 18 March, 1870 with a 6¢, a 1¢, and two ½¢. Jansen described his cover as carried by U.S. packet from New York, 31 March, arrived at Havana about 6 April, 1870, and received and backstamped at Trinidad de Cuba, 9 April, 1870. The 10¢ rate by U.S. packets lasted until late 1875. An unpaid letter from Cuba charged 10¢ is shown in Figure 13. This cover originated with Hamel Sons & Co. in Havana on 20 March, 1875, arrived at New York on the 23 or 25 March, 1875, and has a very faint Digby N.S., 1875 receiver.

The New York to Cuba service during 1868 to 1871 has been explained in detail by the Duckworths [2, pp. 305-309]. Then it was weekly; by 1872 it is possible (though unlikely) that it may have been only every 20 days by the New York and Mexican Mail Steamship Line to Havana, Progreso, and Vera Cruz [24]. It appears that the New York P.O. rated this cover "7" due, which was a possible charge [8, p. 259], and that the Canadian P.O. crossed out the "7" and re-rated the cover "10" due—the same as Canada's rate to Cuba. Alternatively¹, the "7" might be the modified Nova Scotia pre-Confederation "CTS 7" hammer—J.J. MacDonald's #396. In that case, the Canadian P.O. treated the cover as a ship letter and correctly rated it "7". Then, someone noticed the New York Steamship letter backstamp, and re-rated the cover "10", the most common American rate for steamship letters.

1. I am grateful to Theron Wierenga for much of this alternative explanation. It was described in a 28 November, 1992 letter to me.

Figure 13: Pre-UPU Unpaid Letter from Cuba, before 1 October, 1875, Charged 10¢.



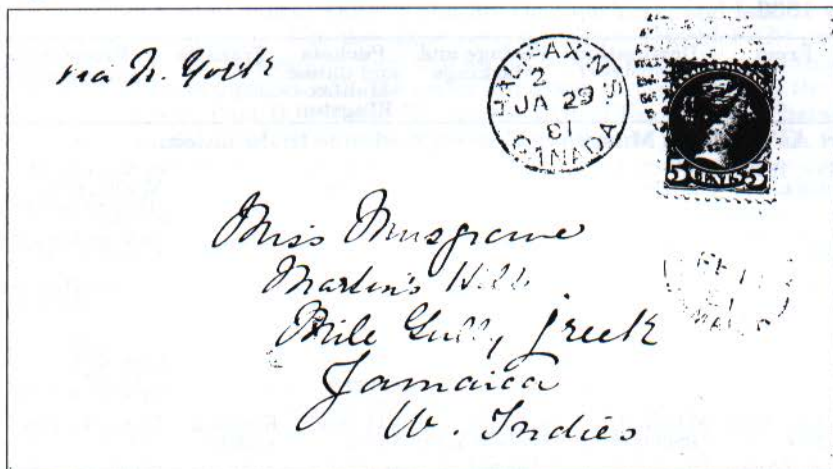
However, as MacDonald recorded only one strike of the “CTS 7”, comparisons are difficult. The Halifax “CTS 12½” modified to “CTS 12” is known used at Halifax 13 May, 1872 on a cover from Cuba [25, pp. 234, 288, 294]. It is also recorded used on two or three other incoming Jamaican covers.

This pre-UPU 10¢ rate to the West Indian and to other destinations via New York, or by other United States ports, was reduced to 8¢ on 1 October, 1875. The U.S. had reduced its 10¢ steamship letter rate to 5¢, on 1 July, 1875, to comply with the UPU rate [8, p. 290]. One understanding of that new Canadian 8¢ rate would be that it was the U.S. 5¢ rate plus 3¢ Canadian domestic; the previous 10¢ Canadian rate via the U.S. had been set about 1867, when 7¢ or 7½¢ Canadian had equaled ten U.S. cents, allowing the Canadian P.O. both to pay the U.S. 10¢ and retain its 3¢ domestic postage with its 10¢. A double 8¢ rate to Cuba has been illustrated and discussed by Arfken [3, pp. 334-335]. As can be seen in the Appendix, covers to Bermuda at the 10¢, 8¢ and double 8¢ rates are known: one 10¢ rate (2¢ overpaid), four 8¢ rates (including one stamped 16¢, but treated as a single 8¢ by the post offices in accounting), and two double 16¢ rates (plus the third incorrect 16¢ just mentioned). On 1 April, 1879, that 8¢ rate via the U.S. to non-UPU destinations was further reduced to 7¢. The rate to UPU members had, of course, been 5¢ since Canada joined the UPU on 1 August, 1878. These rare 10¢, 8¢, and 7¢ rates are also known on trans-Pacific mail, mainly to Victoria. We shall meet these three rates again, as part of the rates by Route E.

To Jamaica, as can be seen in Table I (in Part I of this article, *Topics*, Vol. 56, No. 3, p. 31), letter rates by Route D through New York were also 10¢, then 8¢, and then the 5¢ UPU rate. However, by monthly British packet from Halifax—Route C—the rates were 12¢, then 10¢. An example of that post-1879 10¢ rate is illustrated in Figure 3 (Part I, p. 34). A cover from the same correspondence is shown as Figure 14 on the next page, endorsed for Route D, and the 5¢ rate.

This cover was posted at Halifax on 29 January, 1881. The monthly Cunarder *Beta* had sailed 17 January, and the next direct mail on Route C was by *Alpha* on 14

Figure 14: Halifax to Jamaica, endorsed "Via N. York" —Route D.



February [7]. The Mile Gully, Jamaica, 11 February, 1881 receiver on the front, and a Kingston, 11 February backstamp, confirm the New York route. This cover is one of the earliest 5¢ rates to the West Indies, and so is one of the earliest UPU covers to any non-European destination.

Only two 5¢ rates to Bermuda (see Appendix) and two to Newfoundland are known earlier. This cover to Jamaica was formerly in the Jarrett collection as sold by Jim Sissons in 1961 [26]. Seven Small Queen covers from this correspondence to Miss Musgrave in Jamaica are listed in Table III. They illustrate the use of the two routes by one correspondent in the first year after the south end of Route C was moved to Jamaica from St. Thomas. Six other covers to the West Indies are also listed below. All thirteen were sent after Canada joined the UPU on 1 August, 1878 and before the Cunard contract, but the 10¢ UPU surcharge rate on Route C, ended on 22 July, 1886. The packet names and Halifax dates are from Arnell and Ludington [7]; the Kingston dates are calculated at five days after Arnell and Ludington's Bermuda departure dates for the packets. Thus the Kingston dates are approximate. For example, *Alpha* could not have arrived at Kingston 17 June, 1880, if she was carrying the cover posted 31 May, 1880, since that cover was backstamped at Kingston, 15 June.

Of these seven covers, Arfken identified two as having gone via the British packets from Halifax—the covers of 31 May, 1880 and of 19 November, 1881 [5, 6]. Curiously, neither was endorsed for that Route, and one was shortpaid. A third cover—that of 29 May, 1884—also went via Route C; it—and its delightfully nuanced endorsement—were illustrated and discussed in Part I. Three other covers were prepaid 10¢ for Route C, but were endorsed for New York and Route D: 6 December, 1879, 13 February, 1880, and 30 June, 1880. The last cover may have been on *Alpha* when she left Halifax 5 July, stopped at Bermuda 9 July, and arrived at Kingston about five days later. The cover's 14 July, 1880 Jamaican receiver fits nicely with those dates. However, Arfken did not include it, and the cover was endorsed via New York. Of the seven covers, only the two illustrated in Figures 3 and 14 are correctly endorsed and prepaid for a Route. Since they are the latest two, it seems this correspondent found the routes and rates confusing.

From Jamaica to Canada, 1878-1886, at least six covers have survived: 15 August, 1878 to British Columbia by Route D; 20 September, 1880 to Halifax by Route D;

Table III: Letter Covers from Canada to the West Indies, August 1878 to July 1886.

From	Destination (Receiver)	Postage and Markings	Packets and dates: Halifax-Kingston	Transits	Provenance and Sources ^(a)
Part A: The Miss Musgrave Correspondence to Jamaica.					
1 6 Dec. 1879 Halifax	Mile Gully (21 Dec. 79)	10¢ SQ "Via New York"	23 Dec. 79- 1 Jan. 80 <i>Beta</i>		de Volpi lot 85: M 229 1147, 18-5-89 (Siverts)
2 13 Feb. 1880 Halifax	Mile Gully (23 Feb.)	5¢ x 2 "via New York"	20-29 Feb. <i>Beta</i>		de Volpi II lot 30; Lussey lot 367
3 31 May 1880 Halifax	Mile Gully (16 Jun. 80)	3¢ x 3, 1¢	7-17 June <i>Alpha</i>	Kingston 15 June	[1] Part II, p. 216; Cv 389 287, 9-11-86 (Carestairs); [3] p. 289; [5] p. 265; [6] p. 29; Arfken lot 1159
4 30 June 1880 Halifax	Mile Gully (16 July 80)	3¢ x 3, 1¢ "via New York"	5-14 July <i>Alpha</i>	Kingston 14 July	Lussey lot 366
5 19 Nov. 1880 Halifax	Kingston (1 Dec. 80)	5¢ "T", "25" blue?, "5" blue?	21-29 Nov. <i>Beta</i>		H lot 1414, 25-4-87 (Cohen); [3] p. 290; [6] p. 30; Arfken lot 1160
6 29 Jan. 1881 Halifax	Mile Gully (11 Feb. 81)	5¢, "via N. York"	14-23 Feb. <i>Alpha</i>	none	[26] Figure 14, p. 23
7 29 May 1884 Halifax	Manderville (11 June)	5¢ x 2, (b) endorsed, "Jamaica/ Transit"	2-10 June <i>Alpha</i>	Kingston 11 June & 12 June	C NY lot 299, 2-2-94; Figure 3, Pt. I, p. 34
Part B: Additional Letter Covers					
8 12 Mar. 1881 Halifax	Capt. J.B. Marsh Barq. Vibilia? Barbados (29 March)	5¢ x 2, 3¢, 1¢ x 2, "40" red, "1d" black	14-23 March <i>Alpha</i>	St. Thomas 20 Mar.	[27]; Cv lot c200, 4-12-98; Figure 18, p. 31
9 17 Aug. 1882 Wallaceburg Ontario	Reg. of Deeds Kingston (yes)	10¢	28 Aug.- 5 Sept. <i>Beta</i>	N. York; Spanish Town 1 Sept.	Arfken lot 1161
10 26 Dec. 1882 West Archat	Wm. Le Blanc Brig Canadian (5 Jan. 83) Cuba	2¢ x 2, 1¢, "via New- York"	15-24 Jan. 83 <i>Alpha</i>		[28]
11 3 Jan. 1883 Bathurst, New Brunswick	Capt. D. Mahoney, Sch. Chas E Seaumel?, Havana (none)	5¢	15-24. Jan 83 <i>Alpha</i>	Saint John 3 Jan. 83	[29]
12 7? Oct. 1883 or 17? Oct. Saint John? or Halifax?	Mrs. Burfee S B -? -? Shr. J Ceb- Capt. --- Georgetown British Guiana (20? Nov. 83)	3¢ x 2, "Jamaica/ Transit"	23-31 Oct. <i>Beta</i>	Halifax 14 Oct.; -?? NS 16 Oct.; Kingston 1 Nov.	Ayre lot 670; [5] p. 261
13 9 June 1885 Toronto	Jamaica		30 June- 9 July <i>Alpha</i>		Ayre lot 709

(a) Sources: as for Bermuda table in the Appendix (cf. pp. 39, 40).

(b) The 29 May, 1884 cover was originally endorsed "via N. York", then the endorsement was changed to "by direct mail - S. S. Alpha".

27 August, 1884 registered to Hechler in Halifax by Route D; 9 September, 1884 to Halifax via New York; October 1884 to Halifax via New York; and last, 1884 to Halifax, route unknown, but the same correspondence (Hechler (?)) as the previous cover¹. Of the six covers, at least five went via New York. If one considers these six inward covers together with the seven Musgrave covers, and with the two others to Jamaica in Part B of Table III, we see that of the 15 covers between Jamaica and Canada during 1878 and 1886, at least 10 went via Route D. Only three of the 15 covers are confirmed by Route C. Even moving the southern terminus of Route C to Jamaica had not made Route C the principal route for the Jamaica-Canada mail. It appears that as early as c1881, Route D via New York had become the more important route.

If we enlarge our sample to include letter covers to and from other West Indies, the pattern seems the same. However, only four covers to other West Indian destinations are recorded in Part B of the table above. The two early 5¢ rate covers to Cuba, 26 December, 1882 [28] and 3 January, 1883 [29] were clearly endorsed for New York; the one to Barbados was also by New York, and as we shall see below, it went by Route E. Only the cover to British Guiana went by Route C, and it poses a problem. It was paid only 6¢—4¢ too little for Route C, yet no postage was due. Why? The “Jamaica/Transit” is evidence that it arrived by Route C. Arfken gave 17 October, 1883, Saint John as the cover’s origin, which fits with *Beta*’s 23 to 31 October, 1883 dates; this writer’s viewing notes of this cover from the Ayre sale include backstamps of Saint John, 7 October, Halifax, 14 October, and — ?? NS, 16 October. What happened? Perhaps the cover was intended for, even en route to, New York and Route D, but that service was disrupted. Perhaps the P.O. redirected the cover to Halifax and Route C, and allowed the short payment.

From the other British West Indies to Canada, during 1878-1886, at least 12 covers have survived. A 1979 Sissons lot included ones from Trinidad in 1878 (perhaps not post-UPU), Antigua in 1879, and British Guiana registered in 1881; neither the Canadian destinations nor the routes were given. Another registered cover from British Guiana is in the C. R. McGuire Collection. It was posted 24 August, 1880, has a New York transit of 22 September, and a Prescott receiver of 25 September. The de Volpi sale of inward covers in 1966 included several large lots and foreign West Indies, as well as covers from Trinidad in 1883 (4d stamp), British Honduras in 1884 (registered), Tobago in 1884 (4d + 1d stamps), and Barbados in 1885 (a 1d unsealed envelope); again neither the Canadian destination nor the route were given in the catalogue. From Bahamas, a cover was sent 14 October, 1884 registered to Hechler in Halifax; the route is not given. From Barbados, in addition to the one de Volpi cover, another four or five covers are recording during this era. One was posted 22 September, 1880 at Barbados to Arichat Nova Scotia endorsed “p S.S. *Muriel*”, of the Quebec Steamship Line, and has a New York transit. Another three were in the Colin Bayley collection (as was an 1879 cover to Newfoundland, and about 15 pre-UPU covers). All three were by the QSS via New York: 7 July, 1880 to St. Athanase, “Per *Str. Flamborough*” via New York, 13 July; 31 May, 1882 to Prince Edward Island, 17 June endorsed “*Muriel* via New York”, 15 June; and 6 January, 1885, to Pictou, Nova Scotia, ?? January via New York, 21 January, (also, cf. the discussion of the cover illustrated in Figure 18 with respect to Route E) [30, lots 1224, 1234, and 1260]. An 1886 Barbados cover to Canada also exists, but details are not available, and it may be after Route C was interrupted in

1. Siegel, sale 762, lot 2375, 29-9-93; Ea lot 567, 16-6-95; the writer’s collection, Wild Rose Philatelic Auctions, Alberta, lot #688 (sale date ?, 1992 or 1993); [32, lot 2429]; and for the last two covers one Spinks lot (late 1999).

mid-1886¹. Of these 12 to 14 covers, from seven colonies, during August 1878 to July 1886, none are confirmed by Route C; five are confirmed by Route D.

From Jamaica to Canada at least two covers with Boston transits are known. One was posted at Kingston, 22 November, 1898, and has backstamps of Boston, 30 November, Hamilton, Ont., 1 December, and Berlin, Ont., 1 December, 1898. The second cover dates from 1895. Perhaps the Jamaican P.O. merely put its Ontario mail in the Boston bag for the New York steamer. Or perhaps Jamaica contracted for service via Boston. Perhaps a Boston stop was a variation of Route D. A Canadian 5¢ cover to Bermuda, #56 in the appendix, also has a Boston transit.

Variations of Route D are apparent in the mail to Bahamas. For example, c1876, a New York-Savannah-Nassau service existed [31]. About the mid-1880s, the New York, Savannah and Nassau Mail Steamship Company had a New York-Nassau-Cuba service [32, p. 23]. At least 11 pre-UPU Small Queen covers to Bahamas exist—ten of them from Toronto or St. Catharines to G. S. St. John in Nassau: a quadruple rate, 2 December, 1875, a double rate a day earlier, and then at least eight single rates, seven during 5 to 26 January and one of 10 February, 1876. At least five covers from Bahamas during 1863 and 1865 are known: 19 January, 1863 to Gaspé; 9 February, 1863 to Montreal (b/s), returned 31 May; 11 February, 1865 to Montreal (b/s) "Per Canard via New York", "ADV" and returned 15 June, 1865; 1865 to New Brunswick, "Postage not Paid" and offered as ex-Confederate States; and 22 July, 1865 to Halifax, Nova Scotia (b/s)².

Figure 15: Canada to Bahamas, via New York and Route D.



1. In addition to the de Vopli, McGuire and Bayley collections; J.N. Sissons sale 397, lot 266, 14-11-79; [32, lot 2164]; C RL lot 107, 24-10-89; Western Auctions, Britain 919/929, lot 109, 23-4-94
2. [32, lots 2135, 2136, 2137] and *The Philatelist and PHJGB*, Dec. 1998; Argyll Etkin Ltd. ad in *The London Philatelist*, #260, Nov. 1998, p.18; Spinks 1224, lot 1500, 9-11-99.

In contrast, although 5¢ was the rate to the Bahamas for twenty years—1 August, 1878 until Imperial Penny Postage on 25, December, 1898—only five 5¢ covers are recorded. One is shown in Figure 15.

This cover was posted at Carleton Place, Ontario, 11 February, 1890, and was backstamped New York, 12(?) February and Bahamas, 27 February, 1890. Other 5¢ UPU Small Queen covers have been recorded, 3 April, 1893 from Summerside, PEI, 1¢ x 2 on 3¢ stationery, and 1896, 2¢ + 3¢. As well, two slightly late 5¢ Diamond Jubilee covers, 9 February, 1898 and 28 June, 1898, both ex-Montreal, have been recorded. The 5¢ UPU rate is rarer than the pre-UPU rate!

After about 1896, covers often lack New York transits. Such a cover, to Haiti, is shown in Figure 16.

Figure 16: Letter to Haiti, via New York.



This cover was posted at Sherbrooke, Quebec, 21 June, 1897—the Monday after the Saturday release of the Diamond Jubilee stamps. It has a partial Haiti July receiver. A similar 5¢ Maple Leaf cover is in the C.R. McGuire collection. It was posted 27 June, 1898 at Orangeville, Ont. to Miss Musgrave at St. Vincent. The cover has a 16 July, 1898 receiver. From the Route C sailing dates compiled by Kilbourne Bump (see Part I, p. 41), we know that the cover did not go by Route C, and the cover is endorsed “Via New York”. Nevertheless, the cover does not have a New York backstamp. The New York service—Route D—had expanded as had all shipping and postal connections. By the 1890s, virtually all Canadian mail to the West Indies went via New York.

Route E—Via New York and either St. Thomas or Havana, and then onward by British Packet

Carstairs described his Route E as “Overland to New York, then by British Packet, the Royal Mail Steam Packet Company, to St. Thomas for distribution to all the Islands “about twice a month” [1, part 3, p. 216]. However, it appears from Stone’s book that that precise Royal Mail Steam Packet Company (RMSP) route existed only from 1847 to 1850, and a similar Cunard service during 1850 to 1854. A more likely Route E was by U.S. mail between New York and Havana, and connecting at

Havana with the RMSPL between St. Thomas and Havana. That route existed 1850 to 1877 [8, pp. 263-265]. The U.S. also had a direct mail connection to St. Thomas. From 1865 to 1875, the United States and Brazil Mail Steamship Company stopped at St. Thomas [8, pp. 262, 271]; that was Carstairs's Route I [1, part 6, p. 10]. From St. Thomas, connections to other islands were by British packet. Mail on Route I was monthly—less frequent than Route E. In the 1870s, the rate structure both on Route E and on Route I with onward British service would have been the same: Canada's U.S. packet rate plus the British packet postage.

Table IV: New Brunswick Cents Issue Covers to the British West Indies.

From	Destination (Receiver)	Postage and Markings	Alpha dates: Halifax-St. Thomas	St. Thomas Transit	Provenance (a)
29 Mar. 1864 Saint John	Mess. Barclays and McDonald? Jamaica (20 April 64)	10¢x2 + 2¢; "8"	31 Mar. - 12 April	12 April	[11, p. 168]; Argenti lot 334; SG NY lot 155
20 Nov. 1865 Saint John	James Domville, Barbados (21 Dec. 65)	10¢x2 + 2¢; "8" "1" "Via Halifax"	9 Dec. - 17 Dec.	17 Dec.	[11, p.168]; Dale-Li. lot 895, 23-5-69; SG L lot 40 15-9- 77 (Cartier); Capex'96 frame 2326
5 Dec. 1865 Saint John	James Domville, Barbados (21 Dec. 65)	10¢ x 2 + 12½¢ x 2; "1/4" "2"	9 Dec. - 17 Dec.	17 Dec.	SG NY lot 177
19 Jan. 1866 Saint John or St. George?	James Domville, Barbados (5 Feb. 66)	12½¢ + 5¢ x 2 + 2¢ x 2, 17¢? ^(b) lost; "1/4" "2"	2 Feb. - 12 Feb.		Dale-Li., lot 551 20-11-68; Sg 685 898, 23- 10-87 (Carr?); S 498 143, 5-12- 89(Palmer); F lot 1113, 16-1-96; SA lot 12113-4-99 (Chuan)
31 Jan. 1866 Saint John	James Domville, Barbados (21 Feb. 66)	10¢ + 5¢ x 2 + 2¢; "8" "1"	2 Feb. - 12 Feb.	yes	[11, p.168]; Dale-Li. lot 550, 20-11-68; Kanai; C NY lot 242, 2-2-94; SA lot 12113-4-99 (Chuan)
	James Domville, Barbados (20 June 66)	10¢ x 3 + 12½¢ x 2, a 10¢ or 12½¢ lost. ^(c) "2" "3"	22 May - 3 June; 20 June - 1 July		[33], colour photo; Dale-Li. lot 394, 27-1-70

- (a) Sources: as for Bermuda table in the Appendix (*cf.* pp. 39, 40). Additionally: "Dale-Li." - Dale-Lichtenstein, H.R. Harmer, New York.
- (b) 19 Jan 66. The "1/4" and "2" accounting and due marks confirm this as a double rate cover, which would have been prepaid 44¢. When auctioned in 1968 and in 1989, the cover was described as lacking a stamp, and a piece of the envelope appeared cut away from the UR; when auctioned in 1996 and in 1999, it was described as with a 5¢ and a 12½¢ stamps added. June 66. The "2" and "3" accounting and due marks confirm this as a triple rate cover, which would have been prepaid 66¢. Now it is 11¢ short. The position of the 1866 filing notation shows that if the cover had been fully prepaid, a 10¢ or a 12½¢ stamp had fallen off before the notation was written.

Apparently, pre-Confederation New Brunswick arranged to send its BWI mail via Route E—even though Route C through Halifax was closer and cheaper! In the 1860s our old friend Route C from Halifax ended at St. Thomas. Nova Scotia used Route C, and its rate from outside Halifax was 13½¢ which was the 4d stg. sea postage plus 5¢ domestic. One would expect New Brunswick's route and rate to have been the same. But they were not! New Brunswick announced a 22¢ rate to the West Indies in October 1862 [11, p.162]. Six New Brunswick Cents Issue covers exist at this 22¢ rate, or at multiples of 22¢. Most have an "8" stg (17¢) accounting mark, and a "1" stg due on delivery mark, or multiples of 8d and of 1d. These six covers are listed opposite in Table IV.

The "8" stg probably was for two British routes. But which two? Could one of them be American? The despatch, transit, and receiving dates of these six covers are on the backs, and often not given by auctioneers. The dates recorded suggest that three of the six covers got to St. Thomas via Halifax. The other three, which may not have St. Thomas backstamps, probably were sent on a variation of Route E—for which the charge was 8d stg. Two of the six covers lack a stamp, or have replacement stamps.

The Province of Canada announcement on 19 February, 1867 of 10¢ rates by New York to the British West Indies, to Cuba, and to St. Thomas by United States packet, also included news of a 34¢ rate to St. Thomas via Havana and to other foreign West Indies. Via Havana was Route E; the 34¢ rate was probably the 10¢ for U.S. service and 24¢ or 1/ stg onward by British mail. By the early 1870s, that rate structure for Canadian letters by Route E becomes more apparent. These rates are shown in Table I (Part I, p. 31). The rate consisted of two parts: first, the Canadian rate for service by the U.S. P.O. on Route D—10¢ until autumn 1875, then 8¢ until 1 April, 1879 or until both Canada and the destination were in the UPU, and then 7¢ to a non-UPU member; second, the British charge, which was usually 4d (8¢), or c1870 1/ (24¢) to foreign destinations. Thus from the early 1870s the rates on Route E were 18¢ (10¢ + 8¢ or 4d), then from late 1873 21¢ (perhaps 10¢ + 3¢ domestic Canadian + 8¢ or 4d), then from late 1875 16¢ (8¢ + 8¢ or 4d), and from 1 April, 1879—to non-UPU destinations—15¢ (7¢ + 8¢ or 4d).

Although no 18¢ rate cover has been recorded, the correspondence during 1874-75 of about ten covers from Norwich, Ontario to George Polton at Plantain Garden, Jamaica perhaps should have been paid 18¢. All were prepaid with four 3¢ SQ, the 12¢ rate for Route C from Halifax, but most were endorsed to the Atlas Line from New York. The Canadian P.O. forwarded the letters to New York and credited "7" to the U.S. P.O., perhaps thinking that the 10¢ rate via Route D applied. However, the Atlas Line sailed to Havana [8], and so the covers were unpaid the 4d from Havana to Jamaica. Arfken wrote about this correspondence and concluded that that 4d was due, plus 1d or 2d Jamaican internal postage, so most of the ten or so covers were "6d" due [6] in Jamaica.

One 16¢ rate cover is known [3, pp. 335 ff.] (and is illustrated in Figure 17, by the courtesy of Charles G. Firby Auctions). It was posted at Arichat, Nova Scotia, 13 October, 1876 to Point Peter, Guadeloupe, endorsed "Via Halifax", where it was backstamped 16 October. *Beta*, the next Halifax packet, did not leave until 30 October, so the Halifax P.O. sent the letter via New York with a red credit of "13" cents. The New York date stamp appears to be 26 October, and the cover has a St. Thomas backstamp of 7 November, 1876. Had it waited in Halifax for *Beta*, the cover would have arrived at St. Thomas about 8 November—only a day later. The United States and Brazil Line had stopped at St. Thomas until 1875, and the Quebec Steamship company from New York to St. Thomas did not start until 1877

Figure 17: Pre-UPU Letter to Guadeloupe, via New York and St. Thomas—Route E.



Figure 18: Pre-UPU Letter to Barbados, via New York and St. Thomas—Route E.



[8, p. 12], so this cover probably got to St. Thomas by irregular packet [8, p.12]. This cover has a fine provenance. It was in the de Volpi collection sale (lot 63) in 1966; estimated at \$60 to \$75 it realized \$100. It reappeared in the Lussey sale in 1983 (lot 356), estimated at \$300 and realized \$325; it appeared again in the Arfken sale (lot 1120) estimated at \$3000, and realized US\$3250, almost \$5000 Canadian.

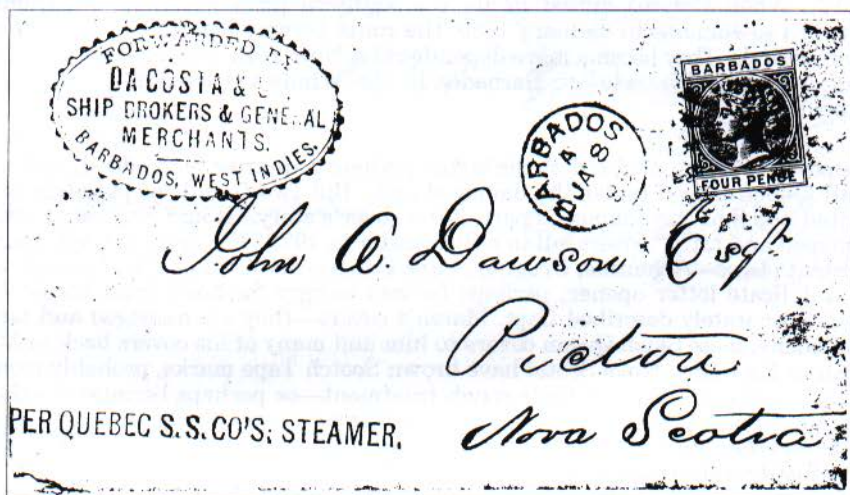
The 16¢ rate largely disappeared from the Official Canadian Postal Guide when Canada joined the UPU. The few destinations that remained at 16¢ were reduced to 15¢ on 1 April 1879. This 15¢ rate was discussed by Carstairs who pointed out that it applied to non-UPU members such as Grenada, St. Lucia, Tobago, and the Windward Islands, and that an additional charge was levied on delivery [1, part 3, p. 217]. When Cunard moved Route C's southern terminus from St. Thomas westward to Jamaica in January 1880, the route became less accessible to these eastern islands. They became more dependent on New York, and on Route E. One example of this 15¢ rate—to Barbados in the Windward Islands—is shown in Figure 18.

This cover could be restored at the right: perhaps a quarter inch added, and a 3¢ Small Queen placed under the damaged one. But two friends of philately have pointed out that the damage is part of the cover's story. It and four other 1880s "damaged and tatty" covers, all in a Sissons lot in 1972 [27], exist to Capt. Marsh in distant places—Argentine, Uruguay, Cape Colony, and Ceylon. The Captain was not a delicate letter opener; perhaps he was hungry for news from home. Jim Sissons accurately described Capt. Marsh's covers—they are damaged and tatty. Additionally, these Small Queen covers to him and many of his covers back to Mrs. Marsh in Economy, Nova Scotia have brown Scotch Tape marks, probably from a family scrapbook. Despite their rough treatment—or perhaps because it—these covers have character. This cover (and the 16¢ rate cover above) also have great colour, and they are the only recorded examples of the 15¢ and 16¢ rates. Does that rarity justify collecting a cover this condition?

When posted at Halifax 2 March, 1881, this cover was prepaid 15¢ for the New York and St. Thomas route to the non-UPU West Indies—Route E. The monthly Halifax packet *Alpha* had sailed 14 February, and would not leave Halifax again until 14 March. Additionally, as noted above, a year earlier the southern end of *Alpha*'s Route C was moved further away from Barbados. Had the letter been held for the 14 March Halifax packet, it would have arrived in Jamaica (further away from Barbados than St. Thomas) about 24 March. By New York and Route E, it arrived in St. Thomas, and was backstamped four days earlier—20 March. From St. Thomas, the cover was carried to Barbados by British packet. The 4d (or 8¢) was credited to Britain by the red "40" which was 40 French centimes, the UPU's accounting currency. Similar red marks—"10", "30", "45" (and multiples), and "50"—are known on Canadian covers to Cape Colony, New Zealand, and Australia [34,35]. The cover has a 29 March, 1881 receiver. In Barbados, "1d" (the long black pen mark) internal postage was due, exactly as Carstairs anticipated for the 15¢ rate! When Barbados joined the UPU on 1 September, 1881, the accounting and charges at delivery ended, and the rate via New York was reduced to the 5¢ UPU rate. Many aspects of this cover are extremely rare, even unique.

As we saw above on p. 25, two covers from Barbados to Canada are known in July and in September 1880. Like the Small Queen cover above, these two covers (and the 1879 cover to Newfoundland in the Bayley collection) were sent before Barbados joined the UPU. Thus, like the Small Queen cover, all three were rated with additional postage due on delivery. The two to Canada are endorsed by *Muriel* and *Flamborough*—both were ships of the Quebec Steamship Company (QSS). The British P.O. in St. Thomas had closed in 1877, and St. Thomas may not even have been on this QSS route. The cover in Figure 19 illustrates some of these changes in routes, rates, regulations, destinations, and contracts.

Figure 19: Barbados UPU Surcharge Rate Letter, "Forwarded...Per Quebec S. S. Co" on Route E.



Perhaps confused by the changes, the sender had this cover "Forwarded By Dacosia & Co" who directed it "Per Quebec S.S. Co". The cover was posted 6 January, 1885, and has backstamps of New York, 21 January and Pictou, N.S., ?? Jan. 1885. This cover was one of three 4¢ rate covers to Canada in the Barbados collection of Colin Bayley. From Canada, the equivalent rate by Route C or other British routes was 10¢—the authorized UPU surcharge rate. But no such Canadian 10¢ UPU surcharge rate cover to Barbados has been recorded. Indeed, in the generation from Confederation to the 1890s, the cover in Figure 18 is the only recorded Canadian cover to Barbados. In contrast, the Bayley collection had eight covers to Canada during 1868 to 1890. From the 1890s, he had about six covers to Canada [30]. Similarly, about six Small Queen covers to Barbados in the 1890s based on the 5¢ UPU rate are known. Curiously, only two of them are 5¢ covers! Four of the six are registered! The frankings include two with registered letter stamps (one a double with 11¢ of Small Queens and two 2¢ registered letter stamps), a single 10¢ Small Queen, and a single 15¢ Large Queen. A lovely illustrated 5¢ Diamond Jubilee cover was in the Gerry Wellburn collection.

However, as with Haiti, the route of Diamond Jubilee covers is usually uncertain. After the early 1880s, Route E seems to have disappeared, to have become part of the cluster of New York routes—part of Carstairs' Route D. Its philatelic significance is pre-UPU. In addition to the covers discussed or just mentioned above to ten destinations—Bermuda, Jamaica, Turks Islands, Cuba, British Guiana,

Bahamas, Haiti, St. Vincent, Barbados, and Guadeloupe—Canadian pre-Imperial Penny Postage covers of the 1890s are known to Martinique, St. Thomas, British Honduras, Trinidad, Grenada, and Saint Lucia. Covers to other destinations probably exist. Additionally, inward covers are known from others islands.

Conclusion

Perhaps Route E is the best example of Carstairs' routes clarifying rates. Amid the complexity, and even confusion, of Canadian letter rates to the West Indies, especially c1872 to c1882, his structure explains most rates and offers a philatelic significance to the rates. Additionally, a focus on Route C as George Arfken suggested, allows a philatelic pattern to emerge. Route E and Route C both diminished in importance as the New York shipping lines—Route D—developed. By the early 1880s, Route E and its complicated rates had largely disappeared. Perhaps Route E was not so much a route as a rate structure. After 1886, Route C's value to Canada was only regional, even local. More generally, the closing of the British P.O. at St. Thomas, the standardization and simplification of rates and mail handling that came with the UPU, and the growth of alternative shipping lines had changed postal communication. Perhaps Routes C and E were part of a shipping and communication technology and of an imperial network that were being displaced, or was adapting.

In both BNA and BWI philately, a significant literature exists on the Cunard service between Halifax and the BWI via Bermuda—Carstairs' Route C. However, philatelists of Canada have missed, or at least underappreciated, two points about Route C. First, it had an importance to Nova Scotia and to the rest of Atlantic British North America that it did not to Canada. Confederation changed the definition of Canada, not the use of Route C. Second, the end of the Cunard contract in 1886, was only an interruption. Route C was resumed by Pickford & Black two years later. They used the same route as Cunard—Halifax-Bermuda-Turks Islands-Jamaica. They even used Cunard's ships—*Alpha* and *Beta*. In 1890, they established a second route to the smaller eastern Caribbean Islands. That route largely paralleled Cunard's pre-1880 Route C. Thus Pickford & Black restarted both variations of Cunard's Route C. The Canadian Post Office gave Pickford & Black an international contract, perhaps two, in the same era that it gave two Pacific Ocean contracts: to Canadian Pacific for east Asia in 1887, and to James Huddart for Australasia in 1893. Like those two Canadian trans-Pacific routes, these two Canadian Caribbean routes deserve philatelic attention.

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Appendix:
Letter Covers from British North America to Bermuda, 1851 - 1898

From	Destination (Receiver)	Postage, Markings, Endorsements	Packet Dates: Halifax-St. Thomas	New York or (other) Transit Cancels	Provenance and Sources
1 Mar. 1852 Charlotte-town	Jo. H. Goshing Hamilton (none)	stampless - "Paid 3" cy, "More-To- Pay 4" stg	24-29 Mar. <i>Levantine</i>	(Halifax) 10 Mar.	F lot 1235, 16-1-95
2 1856 Halifax	Bermuda (maybe)	stampless - "4" d stg.			PJ lot 16, 30-4-76, buyer Dr. Clark
3 7 Mar. 1861 Halifax	Rev. W. Holden H.M. Convict Ship <i>Tenedos</i> (none)	8½¢	9 - 14 Mar. <i>Delta</i>	none	[11, facing p. 193; Argenti lot 664; [31]
4 27 Feb. 1862 Campobello, New Brunswick	John H. Robinson Midshipman, <i>H.M.S. Nile</i> Bermuda or elsewhere	12½¢, 1¢, [a 2nd 1¢ is lost] "4"	8-13 Mar. <i>Merlin</i>	(Saint John) 3 Mar.	M 311 87, 8-10-96
5 1 May 1863 Halifax	Rev. W. Holden Boas Island (none)	10¢	30Apr.- 4 May <i>Delta</i> 28 May - 3 June <i>Alpha</i>	none	Argenti lot 665; [36]; SG L lot 64, 15-9-77 (Cartier)
6 7 June 1864 Halifax	Bermuda (21 June)	stampless "8" d "Mathilde" (ship letter)	23-28 June <i>Alpha</i>		[37], p.67; Ludington lot 69
7 4 Mar. 1867 Halifax	Mess. Rebecca, Esq.	10¢	1-6 Mar. <i>Alpha</i>	none	Capex'96, frame 2320?
8 26 Mar. 1867 Kentville N.S.	Edward Haynes Ireland Island (none)	12½¢, 1¢	28 Mar. - 2 Apr. <i>Alpha</i>	(Halifax) 26 Mar.	Argenti lot 680; [36]
9 3 May 1867 Halifax	?ebbecca Haynes HM Dockyard	10¢ ^(a)	23-28 May <i>Alpha</i>		HR lot 642, spring 1965; C lot 1199, 4-10-84
10 ? Dec. 1867 Halifax	Mrs. Edward Haynes Dockyard (none?)	10¢ ^(b)	5 -10 Dec. <i>Delta</i> 2 - 6 Jan. <i>Alpha</i>		Argenti lot 666; [38]
11 24 Feb. 1868 Saint John	Mrs. W. Black? Hamilton (none)	10¢, 2¢, 2¢ "4"	27 Feb. - 5 Mar. <i>Alpha</i>	none	S 498 116, 5-12-89; F lot 1112, 16-1 -95; Capex'96, frame 1077; SA lot 118, 13-4-99
12 10 Mar. 1869 and 8 Apr. 1869 Quebec City	Miss Hale Hamilton (none)	6¢ LQ x 4 "Via Halifax" ^(c)	??-10 Apr. <i>Alpha</i> 24-28 Apr. <i>Alpha</i>	(Halifax, twice)	Ludington lot 918
13 16 Nov. 1869 Halifax	J.W. Brackenbury <i>HMS Royal Alfred</i>	12½¢ LQ p. <u>HMS</u> <u>"Royalist"</u>	7- 12 Oct. <i>Alpha</i> 2 - ? Dec. <i>Delta</i>		S 305 251,17-11-71 (Firth); [2], p. 300; Cv 389 164, 9-11- 85 (Carstairs); Leggett?
14 27 Jan. 1870 Halifax	Capt. J.W. Cary? St. Georges	12½¢ LQ	27 Jan. - 2 Feb. <i>Delta</i>		C lot 2264, 9-3-94; Arfken lot 1023

From	Destination (Receiver)	Postage, Markings, Endorsements	Packet Dates: Halifax-St. Thomas	New York or (other) Transit Cancels	Provenance and Sources
15 28 Mar. 1874 Halifax	John Swainson	6¢	23-27 Mar. <i>Alpha</i> 20-24 Apr. <i>Alpha</i>		Capex'96, frame 1113
16 19 Apr. 1875 Halifax	John R. Swainson? St. Georges	6¢	19-23 Apr. <i>Alpha</i>		[1, part 3, p. 215]
17 5 May 1875 Halifax	G.B. Sanders Army Medical Dept.	3¢ pair "per <u>HMS</u> (<u>Royalist</u> ?)"	18-22 May <i>Beta</i>	none	[4]; [34]; Arfken lot 1024
18 11 May 1875 Halifax	Surgeon Sanders Army Medical Dept	3¢ pair x 2 "7" red, "2" blue, "Via New-York"	18-22 May <i>Beta</i>	20 May New York	[4]; Arfken lot 1025
61 27 Dec. 1875 (d) Quebec City	Mrs. Gagy Hamilton	10¢, 3¢ x 2, "5" red, "2" blue	2-5 Jan. <i>Beta</i>	? Jan.	M 348 1301, 19-1- 2000
62 10 Jan. 1876 (d) Quebec City	Conrad Gagy Hamilton	6¢, 3¢ x 2, 2¢ x 2, "10" red, "4" blue	24-28 Jan. <i>Beta</i>		M 348 1288, 19-1- 2000
63 7 Feb. 1876 (d) Quebec City	Conrad Gagy Hamilton	5¢ LQ, 3¢, 1¢, "5" red, "2" blue	21-25 Feb. <i>Beta</i>		M 347 1078, 19-1- 2000
64 2 May 1876 (d) Quebec City	Conrad Gagy Hamilton	3¢ x 2, 1¢ x 2, "5" red, "2" blue rt. endors. (e)	15-19 May <i>Beta</i>		M 348 1203, 19-1- 2000
19 Oct. 1876 Halifax	George B. Sanders, Boaz Island (none)	3¢ x 2, 2¢ "5" red "Per Steamer <i>Canima</i> from New York Oct 12 th /76"	2-6 Oct. <i>Beta</i> ; 30 Oct. -3 Nov. <i>Beta</i>		Li 24 1038, 25-9-99
20 10 Jan. 1878? 1880 in error? Quebec City	Conrad Gagy Hamilton (none)	2¢ x 2, 3¢ x 4, "10" red, "4" blue	22-27 Jan. <i>Beta</i>	13 Jan. New York	JT, c1976; [39]
21 Aug. ? 1880 Tracadie? (N.S.)	Augustus Paschal St. Georges (? Sept.? Ham.? duplex #2, or NY?, and a 2nd cds)	no markings	30 Aug. - 2 Sept. <i>Beta</i>	(Halifax) 18? 28? Aug.?	S 316 36, 9-8-72; Cv lot 186, 4-12-98
22 17 Jan. 1881 Halifax	Mrs. Aug. Paschal St. Georges (20 Jan. St. Geo.)	no markings	17-21 Jan. <i>Beta</i>		Arfken lot 1026
23 19 Sept. 1882 Halifax	N.A. Butterfield Hamilton (28 Sept. St. Geo.)	"Per <u>RMS</u> <u>"Beta"</u>	25-28 Sept. <i>Alpha</i>	none	Lussey lot 343; M 302 577, 22-11- 95
24 29 Oct. 1882 Halifax	J.S. O'Bryan St. Georges (5 Nov. Hamilton & St. Georges)	"Via <u>NYork</u> "	23-27 Oct. <i>Alpha</i>	24 Oct. (sic)	Lee lot 686, 30-6- 81; S 414 345, 19-1-82; [3, p. 285]; Arfken lot 1027

From	Destination (Receiver)	Postage, Markings, Endorsements	Packet Dates: Halifax-St. Thomas	New York or (other) Transit Cancels	Provenance and Sources
65 8 Dec. 1882 (d) Halifax	Hamilton	10¢ + 5¢	18-22 Dec. <i>Alpha</i>	? des. as via NY	[40, p. 285]
25 17 Nov. 1883 Halifax	M.R. Whitters Hamilton (St. Geo.)	no markings	19-23 Nov. <i>Alpha</i>	none?	M 139 708, 4-2-82 (Ayre)
26 Apr. 1884 Victoria B.C.	Miss Richards Hamilton	no markings	8-11 May <i>Alpha</i>		Ea lot 738, 23-10-93
27 14 Dec. 1885 Halifax	Maj. Ed. B. Evans Royal Artillery (11 Jan. Hamilton)	no endors. "Service" - Hechler	14-17 Dec. <i>Beta</i> 11-14 Jan. <i>Beta</i>		Jephcott; M 317 1177, 5-5-97
28 8 Feb. 1886 Halifax	Maj. Ed. B. Evans Royal Artillery (13 Feb. St. Geo.)	no markings	10-13 Feb. <i>Beta</i>		Jephcott; M 307 12, 14-5-96
29 1 Nov. 1886 Brockville	Henry J. Morgan Hamilton	"Via New York"	no Halifax packet		F lot 1801, 6-2-97
30 21 Nov. 1887 Halifax	---ale Hamilton		no Halifax packet		M 167 1026, 23-2-84
31 11 Feb. 1888 Maitland, N.S.	Adave Roy St. Georges (19 Feb. Hamilton) (20 Feb. St. Georges)	"Via New York"	no Halifax packet	(Saint John) 13 Feb., 15 Feb. New York	Lussey lot 342
32 1888 Montreal	Sir Andrew Stuart Hamilton (Hamilton)				Ea lot 741, 23-10-93
33 31 July 1888 Halifax	Miss Alice Trim- mingham, Pagets (Hamilton)	no markings	no Halifax packet		M 238 507, 28-2-90
34 8 Sept. 1888 New West- minister, B.C.	R.H.M. Currie Prospect	no markings	?-18 Sept. <i>Alpha</i>		S 414 344, 19-1-82; S 502 565, 20-2-90
35 20? Feb. 1889? Ottawa	Hubert Wood Hamilton (27 Feb. 1893 ^(f) Hamilton)	"Via New York"	15?- ? Mar. <i>Alpha?</i>	none	M 302 578, 22-11-95
36 23? Mar? 1889? Quebec City	Sir Andrew Stuart Hamilton	no markings	15? - ? Apr. <i>Alpha?</i>		Ea lot 742, 23-10-93
37 12 Mar. 1889 Quebec City	Sir Andrew Stuart Hamilton (18 Mar. Hamilton)	"via New York"	15? - ? Mar. <i>Alpha?</i>	14 Mar.	Ea lot 743, 23-10-93 (this cover?); Vadeboncoeur
38 26 Sept. 1889 Montreal	Maj. E.B. Evans Royal Artillery (forwarded to Norwich, England)	no markings	15?-? Oct. <i>Alpha?</i>	(Inland- Island) 16 Oct.	PJ lot 146, 19-4-77
39 14 Apr. 1890 Sackville, N.B.	William Black? Hamilton (Hamilton)	"Via New York"	15?-? Apr. <i>Alpha?</i>	16 Apr.	H lot 663, 18-3-95; M?

From	Destination (Receiver)	Postage, Markings, Endorsements	Packet Dates: Halifax-St. Thomas	New York or (other) Transit Cancels	Provenance and Sources
40 14 Nov. 1892 Halifax	Capt W.L. Jones? St. Georges (19 Nov. St Geo. & Ham.)	Per <u>S.S.</u> <u>Alpha</u>	14-? Nov. <u>Alpha</u> ; ? - 7 Dec. <u>Duart</u> <u>Castle</u>	none	Li lot 69, 26-2-94
41 20 Mar. 1893 Ottawa	Hubert M. Wood Hamilton (3 Apr. St Geo. & Ham.)	"Via <u>New</u> <u>York</u> "	? - 30 Mar. <u>Duart</u> <u>Castle</u>	24 Mar.	Lee 72 1042, 5-6-93; M 299 602, 13-9-95
42 ? May 1893 Port Hope, Ont.	Miss Mim. Darrell Hamilton (23 or 29 May Hamilton)	"via New York"	15?-? May; 22-26 May <u>Duart</u> <u>Castle</u>	? May	Cv 469 188, 23-10-92
43 2 Aug. 1893 Kentville, N.S.	Mrs. W.F. Cann Somerset (21 Aug. Ham.)	no markings	?-15 Aug. <u>Taymouth</u> <u>Castle</u> 15?-19? Aug.	yes	McGuire
44 24 Oct. 1893 Port Hope, Ont.	Miss Darrell Hamilton (30 Oct. Hamilton)	no markings	9-15 Nov. <u>Duart</u> <u>Castle</u> 15?-19? N	none	DF 30, 263, 17-11-92
45 12 Nov. 1893 North Sydney	Rev. Cann Somerset Bridge (1 Dec. Hamilton)	no markings	15?-? Nov.; 8-12 Dec. <u>Taymouth</u> <u>Castle</u>	(Saint John) 14 Nov. 15 Nov. New York	
46 27 Dec. 1893 North Sydney	Rev. Cann Somerset Bridge (none)	no endorse. "T10" (paid only 3¢)	? - 8 Jan. <u>Duart</u> <u>Castle</u>	(Halifax) 28 Dec.	
47 7 Feb. 1894 Kentville N.S.	Mrs. W. F. Cann Somerset Bridge (17 Feb. Ham.)		15? - ? Feb; 2 - 7 Mar. <u>Duart</u> <u>Castle</u>	10 Feb.	Capex'96, frame 4582, Vadeboncoeur
48 5 Apr. 1894 (or 1895?) North Sydney	Rev. Cann Somerset Bridge (18? Apr. Ham.?)	no markings	15? ? Apr. ? - 2 May <u>Duart</u> <u>Castle</u>	N York? 18? Apr. (Halifax)?	BC lot 236, 8-7-95
49 25 June 1894 North Sydney	Rev. W.F. Cann Somerset Bridge (none)	no markings	15? - ? July <u>Alpha</u> ?	(Saint John) 26 June	Cv 469 199, 23-10-92
50 14? July 1894 Ship Harbour?	Rev. W.F. Cann Somerset Bridge (none)	no endors. "2" circled "T", "CTS/25", "5" in blue	15? - ? July <u>Alpha</u> ?	(Halifax) 14 ?? 94	
51 20 Feb. 1895 Ossekeag, New Bruns.	Rev W.F. Cann Somerset Bridge (5 Mar. Hamilton)	no markings	15? -?Mar. <u>Alpha</u> ?	22 Feb.	McGuire
52 15 Apr. 1895 Ottawa	Miss Hayward St. Georges (26? Apr., St. Geo. and Ham.)	"Via <u>New</u> <u>York</u> "	15?-? May <u>Alpha</u> ?	none	M lot 1239, 1980s?

From	Destination (Receiver)	Postage, Markings, Endorsements	Packet Dates: Halifax-St. Thomas	New York or (other) Transit Cancels	Provenance and Sources
52 15 Apr. 1895 Ottawa	Miss Hayward St. Georges (26? Apr., St. Geo. and Ham.)	"Via <u>New York</u> "	15? - ? May <i>Alpha?</i>	none	M lot 1239, 1980s?
53 1895 London					S 414 345, 19-1-82
54 8? July? 1895 Kentville, N.S.	Rev. W.F. Cann Somerset Bridge (? Ju? Hamilton)	no endors.	15? - ? Jul.; ? - 22 July <i>Duart Castle</i>	? Ju?	Ea lot 362, 4-10-88
55 20 May 1896 Halifax	Alex. Smith & Co. St. Georges (26 May, St. Geo. and Ham.)	no endors. ("Summer Carnival" illustration)	21 - ? May <i>Taymouth Castle</i>	none	Jarrett; de Volpi lot 38; H lot 664, 18-3-95
56 ? ? 1896 Shediac, New Brunswick	A. Smith & Co. St. Georges (12 Oct. St. Geo. & Ham.)	"Via New- York"	10 - 16 Oct. <i>Taymouth Castle</i>		M 139 720, 4-2-82
57 Nov. 1897 Paradise, N.S.	James Bushell Hamilton (9 Nov. Hamilton)	"Via/Halifax, N.S./ per s/s <i>Duart Castle</i> "	? - 9 Nov. <i>Duart Castle</i>	(Halifax) 2 Nov.	Narbonne stock, 1996
58 26 Nov. 1897 Halifax			? - 7 Dec. <i>Taymouth Castle</i>		F lot 368, 21-11-94
59 4 Nov. 1897 (1898?) Halifax	Alex Smith Esq. St. Georges (11 Nov. St. Geo. and Ham.)	no markings	3? - 9 Nov. 97, <i>Duart Castle</i> ; ?-7 Nov. 98 <i>Taymouth Castle</i>	none	McGuire
60 12 July 1898 Saint John	J.J. Bushell Hamilton (19 July Hamilton)	no endors. "Private Post Card" and paid 1¢ Num. pair	15-18 July <i>Taymouth Castle</i>	none	

Notes

- (a) #9 The 10¢ stamp is sideways, just above "Haynes".
 (b) #10 Tied by Halifax cds. A small mourning cover, with the 10¢ stamp sideways in LL; "Haynes" not underlined.
 (c) #12 Cover endorsed "Returned for Postage". Apparently it was posted at Quebec, 10 March, 1869 franked only 6¢ (or more precisely posted at the "Quebec Legislative Assembly", free franked and paid only 6¢ by the Quebec City P.O.). The cover was returned from Halifax for postage, since the rate was 12½¢, or 12¢. Additionally, the cover was double weight. It was reposted 8 April, paid 2¢, and sent to Halifax again for the Route C packet.
 (d) #61-#65 Numbers are out of sequence. Data found after the other sixty covers were numbered, and after the text referring to some covers by number was completed.
 (e) #64 Cover endorsed "per s.s. 'Bermuda/leaving New York/ 14th. May" and "Via New York"
 (f) #35 Described as dated 29 Feb., 1889, which date did not exist. By phone, the two despatch dates were given as 20 Feb., 1888 and 20 Feb., 1889, and the receiver as 27 Feb., 1893. Since the 10¢ SQ was described as an 1889 copy, I have accepted that

year. However, if 1893 were correct the cover would be compatible with #41, which is from the same correspondence.

Sources for "Packet Dates: Halifax-St. Thomas"

1851 to 1886, J.C. Arnell and M.H. Ludington, The Bermuda Packet Mails and the Halifax-Bermuda Mail Service 1806 to 1886, Norwich England (The Postal History Society), 1989; 1891 to 1894 and 1895 to 1898 data for Taymouth Castle and for Duart Castle, The Bermuda Royal Gazette, unpublished data compiled by Kilbourne Bump and provided by J.C. Arnell, with minor additions from Halifax newspapers, and 1888 to 1894 for Alpha (advertised schedules, not confirmed dates) The Bermuda Royal Gazette, in passim, with minor additions from Halifax newspapers.

Sources for "Provenance and Sources"

various auction catalogues, in passim:

five major collections by name:

- Arfken:** "Canadian Overseas Letter Rates Pre-UPU The George B. Arfken Collection"; as sold by Charles G. Firby Auctions, Detroit, 15 May 1997;
- Argenti:** "The Nicholas Argenti New Brunswick and Nova Scotia" collection as sold by Harmer Rooke, London, sales 4599 - 4600, 7 and 8 November 1963;
- de Volpi:** The Charles de Volpi "Canada to Foreign" collection as sold by J. N. Sissons Ltd., Toronto, sales 242 and 247, 26 January and 13 April 1966;
- Ludington:** "The Morris H. Ludington Collection as sold by Spink, London, sale 1223, 22 June, 1999
- Lussey:** The Harry Lussey "Foreign Rates and Destinations" as sold by R. Maresch & Son, Toronto, sale 161, 26 October 1983.

More generally, auction house (code as below) sale# lot#, date.

BC - Bow City, Calgary; C NY - Christie, New York; C RL - Christie Robson Lowe, England; Cv - Cavendish, Derby England; DF - David Feldman, Switzerland; Ea - F.E. Eaton & Sons, Vancouver; F - Charles G. Firby Auctions, Detroit; H - Jim A. Hennok Ltd., Toronto; HR - Harmer Rooke, London; JT - John H. Talman Auction Ltd, Toronto; Lee - Robert A. Lee, Vernon, British Columbia; Li - Ron Leith Philatelic Auctions, Vancouver; M - R. Maresch & Son, Toronto; PJ - Phillips-Jacoby (of London), Montreal; S - J.N. Sissons Ltd., Toronto; SA - Spink America ("A member of the Christie's Group"); SG L - Stanley Gibbons, London; SG NY - Stanley Gibbons New York.

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Columbia Air Mail—Expanded Study, and other Follow-ups

Norris R. Dyer

In this article I:

- Expand my study of the Newfoundland Columbia air mail from 36 to 60 specimens;
- Update quantities issued of 1897 trial surcharges/provisionals;
- Correct data on the 1920 provisionals, and provide new information on the 1920 "missing THREE" variety;
- Report a new first day of issue of the 1929 re-engraved 3¢; and
- Update the history of the 1946 provisional.

Columbia Study

Last year, I published a study of Newfoundland's Columbia air mail in *BNA Topics* [1]. In the original study of 36 copies, there were 24 with auction prices realized, and another 12 without prices or from retail offerings. Since 300 of these surcharged stamps were created, this represented a 12% sample, notwithstanding the inevitability of lost copies since 1930.

A significant number of copies have come to market recently, enabling me to expand my sample size to 60, or 20% of the total issued. Copies that have appeared twice are counted but once, and the last price realized was used, if it was from an auction. My sample now contains 46 mint/unused copies, 4 used, and 10 covers.

Of the covers, eight are from St. John's and two from Harbour Grace. Forty-one of the stamps/covers have auction prices realized. All these 60 "Columbia"s have reached the market since 1994.

The general consensus is that about 100 of the 300 Columbia's were used on covers. There were 65-70 postmarked September 25, 1930 from St. John's and 30-35 postmarked October 9th from Harbour Grace. While the sample, with 46 mint/unused, constitutes 23% of the mint stamps sold, only 10% of the covers are included.

Several very nice items have come to market since my first study, including a well centered block and a magnificent single. The block was in a November, 1998 auction by Harmer's of London (Figure 1). This is the second block in the study. The first one, originally from the collection of Dr. James Matejka, is still intact, I've recently been told, and has been donated to the Canadian National Archives [2, 3]. The Harmer's lot description states that their block is the *third* known. This conflicts with the opinion of C.H.C. Harmer in his "Newfoundland Air Mails" book, in which he opined only two blocks were still intact [4]. The single was sold by the Maresch auction house in October, 1998, and is Figure 2. This copy is never hinged to boot, and probably the finest mint Columbia in existence. Rather than keeping you in suspense, I'll report now that the block sold for almost \$40,000 in Canadian dollars, and the Maresch single for \$14,375 (commissions included). These may be record realizations.

The sparsity of covers seems mysterious. What has happened to the 100 covers since 1930? Obviously some have evolved into used singles (four in this study alone). But if the study contains 23% of the mint singles, why not 23% of the covers? The answer, I think, is that the 10 covers found *are* probably about 23% of

Figure 1: Columbia air mail block from Harmer's of London, November, 1998 auction.



those still extant. This would mean only 43 covers! I looked at older auction catalogues from 1979-1992, including the Matejka sales (1979-1980) and material belonging to Robert V.C. Carr (1984). Here I found 14 additional Columbia items, eight mint/unused, three used, and *three* covers. Folding these into the population of the current study would increase the cover projection to 48. I therefore estimate that there are only 28-34 St. John's covers still around and 13-17 Harbour Grace covers.

Figures 2-4 provides examples of the standards I use to described centering. Figure 2, shows the **superb** Maresch stamp, with opposite margins full and *identical*. Figure 3 shows a **very fine** single with four full margins but not precisely centred. Figure 4. Shows a **fine** specimen, noticeably off-centre. Fine, in my analysis, is used for copies that range from perforations touching a margin to what others would describe as "fine-very fine". In my earlier study I found that of the 36 stamps (including those used, and on cover), 2 were superb, 17 very fine, and 17 fine. In my expanded study, 3 are superb, 27 very fine, and 30 fine. Based upon the latter, one could assume that of any 20 typical "Columbia"s, 1 would be superb, 9 very fine, and 10 fine.

The centring results apparently conflict with C.H.C. Harmer's findings:

"The stamps given to the printer were often off-center with the results well-centered copies are rare. It is difficult to estimate the proportion of *perfect* specimens, but it seems evident that possibly 50 or 60 were *good*

Figure 2: Superb Columbia from Maresch's auction of October, 1998.



Figure 3: Very fine Columbia.



Figure 4: Fine Columbia.



average copies, of which number not more than about 30 can be described as *really well-centered*." (italics added).

Harmer's language is imprecise, however, from a modern philatelic view. Certainly, there appears to be a rather high percentage of very fine copies. If Harmer's "perfect" is meant to indicate *superb* copies, however, we do end up with a very small number for that category- 5% of 300, or 15.

Utilizing auction prices realized, with a larger sample of 41, is still problematic, for some data pockets remain small, even with the two blocks broken into singles, for statistical purposes. They are:

Mint/Unused	
VF/Superb NH	= 6
VF Hinged	= 11
Fine NH	= 2
Fine Hinged	= <u>12</u>
	31
Used	
Fine	= 3
On Cover	
Very fine (stamps)	= 7

Complicating the mathematics are the high realizations of the block and single mentioned earlier. I feel comfortable in projecting four *median* prices, in Canadian dollars, for the 31 mint/unused copies, the 11 very fine hinged copies, the 12 fine hinged copies, and the 7 covers. They are:

All mint/unused (31) ----	\$5,107
Very fine hinged (11) ----	\$5,107
Fine hinged (12) ----	\$4,400
Covers (7) ----	\$6,571

I'll continue to build the Columbia sample.

The 1897 Provisionals

I wrote about Newfoundland's first provisionals in *BNA Topics* in 1995 [5]. Figure 5 shows a block of eight containing the three major varieties, from the bottom two rows.

Note that in the setting of 50, the four top rows of 10 are of Type I. The first eight stamps of the bottom row are Type II and the last two stamps Type III. See the caption under the illustration for the basic characteristics of the three types. While I stick by most of my original conclusions about these stamps, I am not comfortable about my 1995 estimates of the numbers of plate proofs created. I am referring to copies where the ONE CENT and bars are in red, rather than the final black version, or doubled in red, or red and black. These are more properly termed "trial surcharges". The question is potent since they catalogue over \$1,000 each. Table I reflects my new estimates.

The literature provides some clues. Fred Jarrett in "Stamps of British America" [6] quotes Herman Focke to the effect that:

"...both the stamp with the red surcharge only and the one with surcharge in red and black were issued in the regular way and were obtainable at the P.O. in the first days of October, 1897."

Focke also reported several covers with postage prepaid by trials.

**Table 1: 1897 Newfoundland Provisional Surcharges
(Provisional period is October 19 to December 4, 1897)**

TYPE	POSITION IN SETTING	RED TRIALS	RED/BLACK TRIALS	DOUBLE RED TRIALS	BLACK (FINAL)	TOTALS
I	11-40	40	50	10	23,760	23,860
IA	1-10		10		7,920	7,930
II	42-48	28	21	7	5,544	5,600
IIA	41	4	3	1	792	800
III	49-50	8	6	2	1,584	1,600
TOTALS	-----	80	90	20	39,600	39,790

There is a record that Colonial Secretary Robert Bond gave about 40 trial copies to the clerks in the Colonial Office in 1897 [7].

Robert Pratt, in his 1986 article on the gray 1890 Queen Victoria issue in the Fifty-Second American Philatelic Congress book, quotes L.L. Krippner on the trials:

“These first overprints remained in the hands of the first clerk of the Colonial Sec’y’s Office; later on some of the stamps were given to officers of the British North American Squadron of the British Navy, also one Mr. Allen, stamp dealer in St. John’s, had some in his window for sale.”

Krippner goes on to say that his father (E.R. Krippner) received some of the stamps “as presents” from friends in the Colonial Office and Finance. Pratt also pictures a red trial on a 1903 cover.

Figure 5: Block of 1897 surcharges. Four at the top are Type I with short, serified letters. Two at the bottom left are Type II with taller, serified letters. Two at the bottom right are Type III, sans serif.



Perhaps the grand total of trial surcharges consists of those sold over the counter in 1897 and the 40 mentioned above.

Pratt struggled with the number of trials released as I have, and has a census in his 1986 article. I have also done one from references postdating his study. The findings:

	Red Trials	Red & Black Trials	Double Red Trials
Pratt	15	31	3
My survey	11	18	1

About his findings, Pratt says:

"There should be a great disparity between the quantities of Type I and Type II or Type III, which does not seem to occur. This infers that in all probability only *the bottom rows* of the proof prints on stamps were saved."

As a test, Pratt looked for Type IIa, found only once in the setting of 50, in the bottom row at position #41. This features wide spacing between the "ONE" and "TWO". He found four red, and two red and black trials. What are the odds of finding this 1 in 50 stamp, *six* times in a sample of 49!!! In my census of the 11 red trials, there is one Type IIa but *six* Type II's - another challenge to randomness as there are only 7 Type II's in each setting of 50. In deference to full disclosure I must admit that my census does contain an 1898 cover with red trials of all three types, that *may* be forgeries, and there are forgeries around. I did not include several specimens that I could identify as obvious forgeries.

Complicating things, there appear to be three varieties of the red and black trials. I found 16 where the black ONE CENT is above the red one and two where the red is above. Pratt also mentions some trials where the two surcharges are "centered". Of the 16 black over red in my survey, 12 are Type I, 2 are Type II and 2 are Type III. This includes a block of six that are all Type I, from rows three and four of the setting.

Pratt summarizes by saying that eight half-sheets of 50 (400) were utilized for the trials, with only the bottom two rows saved. I agree, except that one of those half sheets of 50 of the red and black was released in full, based upon the block of six mentioned above. I believe 80 of the setting in red were released using the bottom two rows four times (remember, Pratt saw *four* red Type "IIa"s, which could only have come from one position in the bottom row!). Ninety of the red and black were released—50 from one full setting, and 40 more from bottom rows. The full setting is of the black *above* red. The bottom strips of 20 are of the red over black, and black and red centred. I have not seen the centred trials, but take Pratt's word that they exist. There were also 20 of the double red released from the bottom two rows.

I will continue to search for more examples of trial surcharges coming to market.

1920 Provisionals

I take this opportunity to correct dates of issue of the four 1920 surcharged provisionals, discussed in my 1997 article in *BNA Topics* [8]:

- the **THREE CENTS** on 15¢ Cabot (bars 10.5 mm apart) - Sept. 13, 1920
- the **THREE CENTS** on 15¢ Cabot (bars 13 mm apart) - Sept. 13, 1920
- the **THREE CENTS** on 35¢ Cabot (bars 13 mm apart) - Sept. 15, 1920
- the **TWO CENTS** on 30¢ Cabot - Sept. 24, 1920

In 1996, I reported on "Missing Three" copies of the **THREE CENTS** on the 35¢ Cabot [9]. I provided evidence that there are no copies with the **THREE** entirely missing, but copies with just the top or bottom showing as a rough line.

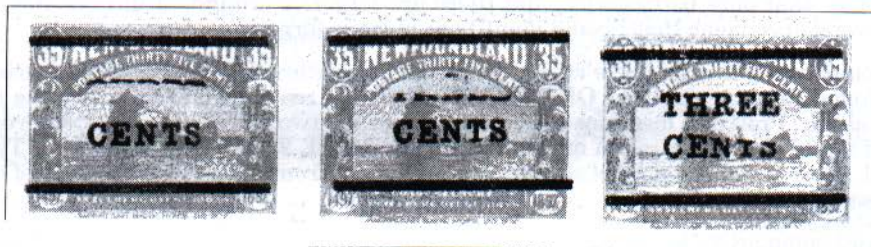
I posited that a strip of non-absorbing material came between the letterpress and the blocks of 25 being surcharged, and estimated perhaps 15-20 blocks were so affected. John Walsh and John Butt changed their Newfoundland Specialized Stamp Catalogue to reflect the findings, and Scott Catalogue has also clarified its catalogue [10, 11].

The stamps affected were in the fourth horizontal row of the 5 x 5 setting of 25. Position #18 shows the top of the **THREE**, position #19 shows just the bottom, and position #20 shows a slanted cut across the **TS** of **CENTS** (Figure 6).

I have recently met a stamp collector who is also a book collector and very familiar with the science of printing, William P. Barlow, Jr. He feels the surcharging was probably done on a Chandler and Price clamshell press, or a very similar machine. He states in a letter of May 13, 1999 to me:

“The gripper fingers (or a rubber band) not only hold the paper in place as the impression is made [in this case the die with the surcharge] but, perhaps even more important, keep the paper from floating onto the rollers

Figure 6: 3¢ on 35¢ surcharges showing effect of slipped rubber band during surcharging.



as the clamshell reopens after impression. Without being held down to the platen, inertia would allow the paper to float off the platen as the press opened and it could easily get tangled in the rollers, which are just coming off the ink table to re-ink the type before the next impression. Where there are no margins, as with your stamps, [the sheets used for surcharging were broken into blocks of 25 after the margins were striped off] a rubber band between the gripper fingers outside the forme and the gauge pins would hold the paper in place. In the situation you described, the rubber band could easily go between the rows of rules so as not to get in the way of the impression nor take up any ink in its intended position.

“I think you can see how easy it would be for the rubber band to get moved accidentally (perhaps while taking a block of stamps out of the press or putting one in), and if one end were moved only a quarter of an inch the result you show could easily occur.”

A rubber band was the culprit, then—or so it now appears. I am very thankful to Mr. Barlow for his help in unravelling this mystery.

As far as number of blocks affected, I still feel my estimate of 15-20 blocks is close. Checking auction catalogues and commercial offerings, I have seen four copies of position #18, six of position #19 (including one used), and four of position #20.

1929 Provisional

In my article on the last provisionals, earlier this year in *BNA Topics* [12], I stated that the re-engraved 3¢ definitive of King George V and Queen Mary was issued in a small quantity on August 10, 1929. This was based upon numerous authorities. In Vernon at BNAPEX'99, I was shown a cover with the re-engraved stamp postmarked August 6, 1929 from St. John's. Don Wilson, of that city, owned the cover and had been under the impression that the stamp was the original 1928 version. We examined it together and verified it was, in fact, the re-engraved version. He then generously gave me the cover as a gift! John Walsh says the new date will be added to the next "Newfoundland Specialized Stamp Catalogue." I am interested in this stamp because its small quantity upon initial release led to the need for the 1929 surcharged provisional.

No laws of physics were broken by this earlier release date, since it is known that the shipment of the re-engraved stamps arrived in St. John's on August 5th. The story had been that they were held for a few days until the older version was sold out. The cover, by the way, is backstamped at Grand Falls, Newfoundland on August 7, 1929, providing evidence it was, in fact, mailed on the 6th.

1946 Provisional

Subsequent to the appearance in print of the same article mentioned above [12], I received additional information from C.A. Stillions on the 1946 2¢ on 30¢ surcharged stamp that bears repeating. Stillions sent me *BNA Topics* material from 1946. A short article from E.H. Hiscock in August of 1946 was something I had not seen before [13]. Hiscock said a new supply of the 2¢ King George VI stamps arrived in St. John's on or about March 31, 1946. I had indicated it arrived in June based upon printing records in John Ayshford's article. It appears now the delayed printing must have been the one ordered in *September, 1945*, and not *January, 1946*. Hiscock reported:

"Arrival of supplies of the regular 2¢ stamp on or about March 31st rendered further use of the overprints unnecessary and they were withdrawn (from St. John's offices *only*) [his emphasis] ... I cannot say if *all* outpost offices were sent supplies of the stamp, but I do know that offices in widely scattered sections had them [the provisional] and in some instances, for some little time after they were discontinued at St. John's. In any case, such offices would have to await supplies of the regular issue before discontinuing the overprint."

Based upon the above, I assume the cover I showed of April 5, 1946 from Carbonear still demonstrated a true provisional usage.

A "thanks" is due Stillions, and a humility reminder to myself that I do *not* know all there is to know about Newfoundland's surcharged provisionals, and that there is still lots to learn.

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Early Use of the Postal System for Free Mail in Canada

Daniel B.T. Davis

The following article provides an overview of the early use of the postal system for 'FREE' mail in the Provinces of Upper and Lower Canada and in the Dominion of Canada at its inception. This article provides additional information on articles by Marc Eisenburg in the July-September 1998 *Topics*, and Jack Arnell, as printed in the Readers Speak section of the January-March 1999 *Topics*.

The use of the postal system for privileged mail has caused considerable debate and much criticism for many years. The privilege of free franking letters was originally granted to postmasters. It is not known how they achieved this privilege, or even if it was officially sanctioned. The earliest recorded use of the free system by a postmaster is by H. Finlay in 1790, using a circular 'FREE' handstamp. The earliest recorded use of the free system by a postmaster in Upper Canada is 1819, with both manuscript and 'FREE' handstamp markings recorded used in that year. The cover in Figure 1 shows an example of a postmaster free franked letter sent in 1842 from L'Original to Bytown. In 1844 postmasters lost their franking privilege. Reference has been noted in the 1844-45 appendix to the journals of the legislature that the elimination of this privilege resulted in sufficient hardship that it became difficult to find postmasters to fill vacancies at small offices.

Figure 1: Postmaster signed free franked cover sent from L'Original, U.C. to Bytown (Ottawa). The free marking and postmark are in red.



During the early years of the founding of Canada, all legislative and provincial official mail had to be paid. This results in confusion today as most postal history collectors expect these early OHMS marked covers to have been posted free. Figure 2 and 3 show examples of OHMS covers posted in 1833 and 1835 which were mailed postage paid. Examples from New Brunswick (Figure 4) indicate that postage was paid on OHMS mail there as well.

Figure 2: OHMS letter sent to the Secretary of His Excellency Lord Aylmer, paying the 2/3 cry. triple rate for the 101 to 200 mile distance from Montreal to Quebec.

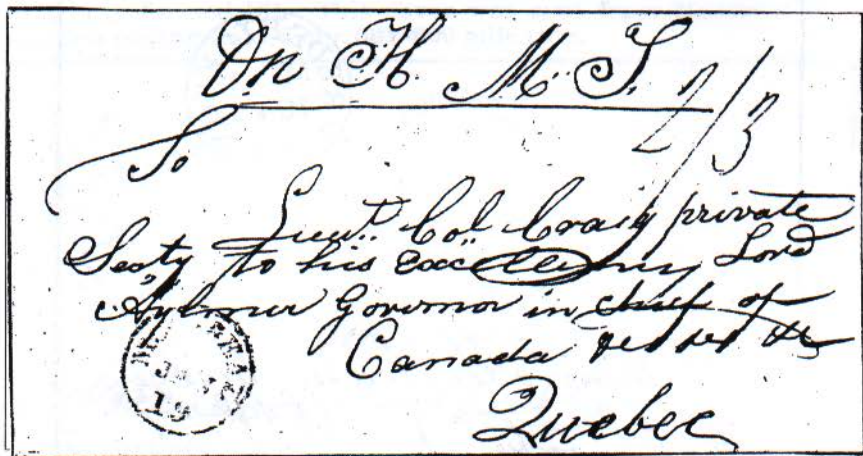
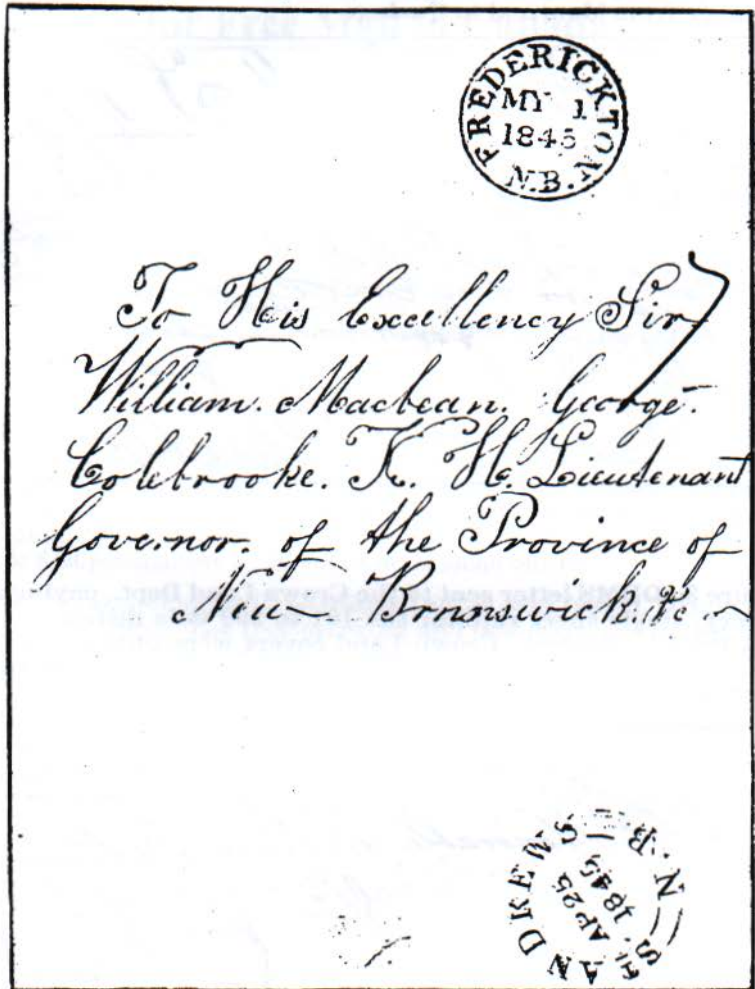


Figure 3: OHMS letter sent to the Crown Land Dept., paying the 9d cry. single sheet rate for the 101 to 200 mile distance from Montreal to Quebec. Crown Land covers were only given free franking privileges from 1855, with all other departments, until 1867, when they became part of the provincial governments.



Figure 4: An OHMS cover from New Brunswick showing that postage was required on a piece of official mail.



In 1837 the legislature of Upper Canada passed a bill allowing free franking privileges for its members during the sitting of the legislature. The Secretary of State for the Colonies quickly dispatched an Order-in-Council, dated the 28 of November 1837, disallowing the free franking privilege. While the free franking privilege was disallowed, the legislature of Upper Canada allocated funds to cover the cost of official mail posted from the seat of government. This practice continued for the Province of Canada, with acts being passed each year granting funds. While during this period the postal cost was paid, no special markings have been recorded used prior to 1849, the year in which the oval Legislative Assembly strike was introduced. There is no indication as to what prompted this oval legislative marking as all recorded covers in the 1849 to 1855 period are marked as postage paid (Figure 5).

Figure 5: The Legislative Assembly oval is the first recorded official handstamp and it has been recorded used from 1849 until November of 1867, the month when the Dominion of Canada was officially formed [3]. This cover was sent from Montreal to London paying the 1/6 cry. 501-600 mile rate.

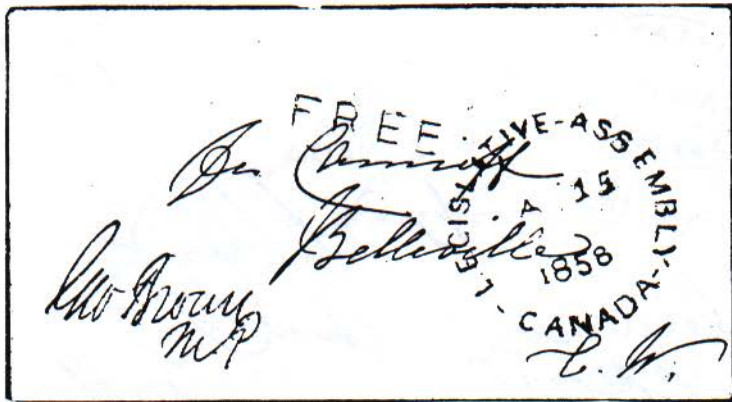


In 1855 the Legislature of the Province of Canada granted its members free franking privileges. It is interesting to note that this new privilege was sold as a package described as the abolishment of newspaper postage aimed at increasing the literacy of Canadians. The Act as assented on May 19, 1855 stated; "An Act to abolish postage on Newspapers Published within the Province of Canada and for the purposes connected with the Post Office Department of this Province." No where in the preamble does it state that the legislature was also being granted franking privileges.

The free transmission of newspapers did not last very long, as in 1859 this section of the Act was repealed. While newspapers could no longer be sent free of postage after July 1, 1859, the Legislative free franking privileges were actually expanded to include the ten days prior to a parliamentary session commencing. A clause was also added limiting the free franking privilege to mail sent to and from the seat of government. To ensure that the original concept of free franking, which was to increase the literary skills of the Canadian public, remained, a provision was added stating; "Periodicals printed and published in this Province other than newspapers, when especially devoted to Religious Education, to the General Education, to Agriculture or to Temperance or to any branch of Science and addressed directly from the office of publication, shall be transmitted from the Post Office where mailed to any other Post Office in this Province free of postage."

The earliest recorded legislative free markings were posted during the 2nd session of the 5th Parliament that opened in Toronto on February 15, 1856. An 1858 example of a Legislative Assembly free franked cover is shown in Figure 6. These free franking privilege continued with the various moves of the provincial legislature and where also carried over to the Senate and the House of Commons on November 6, 1867 [3]. There have been many changes to the free franking regulations over the intervening years, but the House of Commons and the Senate members continue to enjoy this privilege to this day.

Figure 6: In 1855 the Legislature of the Province of Canada passed an Act allowing free franking privileges. Free franked by George Brown, one of the Canadian fathers of confederation who attended both the Charlottetown and Quebec conferences. Sent free from Toronto to Belleville, Ontario.



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Rounding Up Squared Circles

John S. Gordon, 2364 Gallant Fox Ct., Reston, VA 20191, U.S.A.
(e-mail: imageworks14@yahoo.com)

Continuing the listing of early record dates / late record dates and years of no recorded use, in preparation for a possible 5th Edition of the Handbook: (NSR = no strikes reported)

TYPE TWO, NOVA SCOTIA

Annapolis: JU22/94 to AU22/00.

Antigonishe: JU27/93 to MY16/00.

Arichat: OC20/93 to DE 9/96.

Baddeck: DE28/93 to AP 6/05. NSR: 95, 96, 97.

Canning: */SP18/93 to */JA 6/99.

Canso: MY11/95 to OC23/99.

Freeport: NO 3/93 to FE 1/97.

Great Village: SP 3/94 to AP24/95.

Halifax I: ?/JY 1/93 to 1/JY22/99. Time marks: 1, 2, 3, 4 normal; blank, 11, 19, 21, 31 abnormal. Can anyone confirm time mark 14?

Halifax II: 1/DE21/96 to 18/MR30/08. NSR: 94, 95, 00 through 07. Time marks: 1, 2, 3, 4 normal; blank, 21, 31 abnormal and in 1908 only: 15, 18, 19, 23, 24.

Kentville: OC 6/93 to AU25/"01" where the year is given as "10".

Lunenburg: OC16/94 to ?/JU 3/99. Time marks: blank in 94-95, AM in 96 and later.

PM rarely seen in 96 only; will owners of PM strikes please report full dates for the record.

Maccan: JU 6/94 to SP18/01.

Maitland: NO13/93 to ?P/11/96. NSR: 95. In addition to the early/late, a strike in JA 94 is known.

Newport: DE 4/94 to FE 2/98.

Newport Landing: DE 4/94 to JU23/16. NSR: 00, 02 through 06.

Noel: NO13/93 to JA 8/96.

Northport: AU19/93 to AU10/05. NSR: 04.

North Sydney: NO 4/97 to FE 5/00.

Pictou: JU23/94 to OC31/00.

Port Maitland: NO21/94 to DE29/99.

Port Williams: NO 3/93 to SP 7/00.

Springhill: MY 6/95 to MR21/03.

Stellarton: FE 1/95 to AU11/00.

Sydney I: MY23/94 to JA 2/00.

Truro: PM/AU 1/93 to PM/FE13/01. Time marks: PM common, AM less common, one report of blank above.

Whycocomagh: NO19/94 to MY 3/99. Time marks: strikes of early 97 and earlier are blank, then AM and PM with occasional blank.

Windsor: SP11/93 to AM/? ?/98. Time marks: blank above with date in 2 lines in early SP 93. Then 3-line dates with no time mark in 93, 94, 95. AM, PM beginning in 96.

Wolfville: OC 1/94 to MY14/02. NSR: 00. One nude strike was reported in 98.

Yarmouth State I: AM/MY29/94 to -/AU 2/95. Time marks: mostly PM, some AM, occasional blank. In this as-issued state the lettering shows fine lines.

Yannouth State 2: PM/AU16/95 to AM/JA27/99. Time marks: as for State I. To create State 2 the lettering was coarsened by removing metal from the face of the hammer. If in doubt what you have, please submit a Xerox copy to the editor (don't send the actual item).

(continued next issue)

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:

George A. Gundersen Fonds. - [philatelic records, textual records, and graphic]. - 1864-1975; 554 postage stamps and other material. The fonds consists of records accumulated and created by George A. Gundersen while working at the Bureau of Engraving and Printing in the United States, as Art Director of the British American Bank Note Company, Ottawa, and as a commissioned artist for international stamp designs. Records include proofs, essays, and issued stamps from Canada, United States, foreign nations, reference material, and various items relating to the production of postage stamps. The fonds also consists of the following items; 22 panes, 8 sheets, 117 blocks, 17 postal covers, 4 postal stationery items, 308 postage stamps (proofs), 40 blocks (proofs), 171 postage stamps (essays), 24 labels, 65 prints, and 1 photograph. The finding aid (CPA-227) consists of file lists by series. Related material can be found in accession no. 1999-00215-6, Centennial labels collection. (NA Reference Number: R1387-0-4-E)

Specimen sheets as ready for issue and as cancelled of Jubilee stamps 1897. - [philatelic records]. - [1897]. Accession consists of 29 plate proof sheets from the defaced plates prepared for the Queen Victoria Diamond Jubilee (1897) issue, on card, and arranged in denominational order. These cards were mounted in a half-leather bound book stamped in gilt lettering, "Specimen sheets as ready for issue and as cancelled of Jubilee stamps 1897." Pages 1 through 29 have been so numbered. These defaced plate proof sheets represent all denominations issued, and all plates created, for this series. The plates themselves were defaced using either a dot or single line, and the proofs were then taken from them. The plates, die, and transfer rolls were destroyed on 10 September 1897. Finding Aid: CPA-224. (Accession 1998-01689-7)

Colin Bayley Fonds. - [textual records]. - 1957-1967. 3 cm of textual records. The fonds includes one series; Royal Philatelic Society of Canada Exhibitions and Conventions. The series includes records created while planning exhibitions and conventions for the Royal Philatelic Society of Canada. The annual events represented in this series includes, Bypex '57, Bypex '67, and Halpex '65. The records of this series include the correspondence and minutes of the Bypex Committee. The Bypex '57 minutes were taken by Colin Bayley, Secretary of the Bypex Committee, and are complete. The Halpex '65 records include the organizational correspondence for the floor plans, exhibitions and display frames. The series is arranged chronologically. Finding Aid: CPA-209. (Accession 1997-243)

Aircraft enthusiasts hit a bonanza this September with twenty different aircraft stamps appearing in one day. Sixteen used by Canadian flyers between 1914 and the present day are featured on a single sheet honouring the Canadian Air Force (1920-1924) and the Royal Canadian Air Force (1924-present), as well as Canadians who served in Britain's Royal Flying Corps and Royal Naval Air Service during World War I. The illustrator says that each stamp required 30 to 40 hours of computer drawing time in addition to the research time needed to ensure accuracy, and the wonderfully realistic and detailed drawings certainly justify the time spent.

Four more detailed illustrations appear on a souvenir sheet commemorating the 50th anniversary of the Canadian International Air Show. All of the aircraft have flown in the air show, although not all are Canadian. One is a replica of the Red Baron's triplane, with the pilot peering over the machine gun in front of the cockpit (not taking aim at a doghouse, by any chance??), and another shows a stunt pilot from Florida standing on the top wing of his biplane. In the background is a display by the R.C.A.F. Snowbirds, flying Canadair CT-114 Tutors. Recently the C.B.C. news carried an announcement that the Air Force is reducing its complement of aircraft, and the Snowbirds may be one of the squadrons to be axed. One can only hope that these stamps will be a tribute and not a memorial to this world-famous aerobatic team.

Moving from aircraft on stamps to the delivery of items with stamps on them, a stamp honouring the 125th anniversary of the Universal Postal Union shows the U.P.U. logo over a rather attractive world map. As George Arfken describes in his book "Canada's Small Queen Era 1870-1897," the treaty establishing what at the time was the General Postal Union was signed on October 9, 1874, with the terms becoming effective the next year, on July 1, 1875. Canada was prevented from joining until August 1, 1878, the same year that the name of the General Postal Union was changed to the Universal Postal Union; so 1999 is actually the 121st anniversary of our membership. The international letter rate established by the treaty was 5¢ per half ounce. The current 95¢ international rate for a 20-gram letter works out to 67.4¢ for ½ ounce (14.2 grams)—or, gram for gram, a 13.5 times increase in 125 years; probably not bad considering that with air travel the delivery time has decreased by about the same factor.

Canada Post has added a souvenir sheet to the earlier orchid stamp pack (April 27, 1999), marking the CHINA'99 World Philatelic Exhibition in Beijing. Although there is no detectable difference in the stamps so far as I can find, the exhibition logo and exhibition mascot (a jade hare for the Year of the Rabbit) have been placed in the margin of the souvenir sheet.

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). The data for the Canadian International Air Show stamps and the orchids souvenir sheet are given after the table.

Commemorative Issues

Stamp	Art Coq licorne	Pan American Games	Rowing	U.P.U.	Air Force
Value	95¢	46¢	46¢	46¢	16 x 46¢ s-t
Issued	3 Jul 99	12 Jul 99	22 Aug 99	26 Aug 99	4 Sept 99
Printer	A-P	A-P	AP	CBN	CBN
Quantity (stamps)	6MM	10MM	6MM	6MM	20MM
Paper	C	C	C	C	C
Process	5CL	stamps: 7CL*	9CL	5CL	10CL
Pane	16	16	20	20	16
Tag	G4S	G4S	G4S	G4S	G4S
Gum	PVA	PVA	PVA	PVA	PVA
Size, mm	40 x 48.5	36 x 36	56 x 27.5	56 x 27.5	56 x 27.5
Perf	12.5 x 13.2	13.3 x 13.3	12.5 x 13.1	12.5 x 13.1	12.5 x 13.1
Teeth	25 x 32	24 x 24	35 x 18	35 x 18	35 x 18

* The selvedge shows eight colour dots. According to Canada's Stamp Details (Vol. VIII, No. 3, 1999) the stamps are 7CL, but the pane is 8CL. It is not clear whether this means that there are eight colours on the four stamps but only seven of them on any one stamp, or if there is an eighth colour in the selvedge.

Orchids souvenir sheet:

Same data as for the earlier Orchids stamp pack except issued 21 Aug., 1999; pane of 4 stamps; quantity 300M sheets. Canada's Stamp Details Vol. VIII, No. 4 (Aug.-Sept., 1999) lists four-colour lithography, but the stamp selvedge shows eight colour dots.

Canadian International Air Show:

4 x 46¢ s-t; 4 Sept., 1999; CBN; 10MM; C; 9CL; souvenir sheet of 4; G4S; PVA; 64 x 33.5 mm; perf. 12.5 x 13.1; 40 x 22 teeth.

ABBREVIATIONS: 5 (7, 9, 10) CL = five (seven, nine, ten) colour lithography; A-P = Ashton-Potter; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Company; G4S = general tagging (four sides); M = thousand; MM = million; s-t = se-tenet.



Lew Ludlow's **RPO Cowcatcher**

William G. Robinson

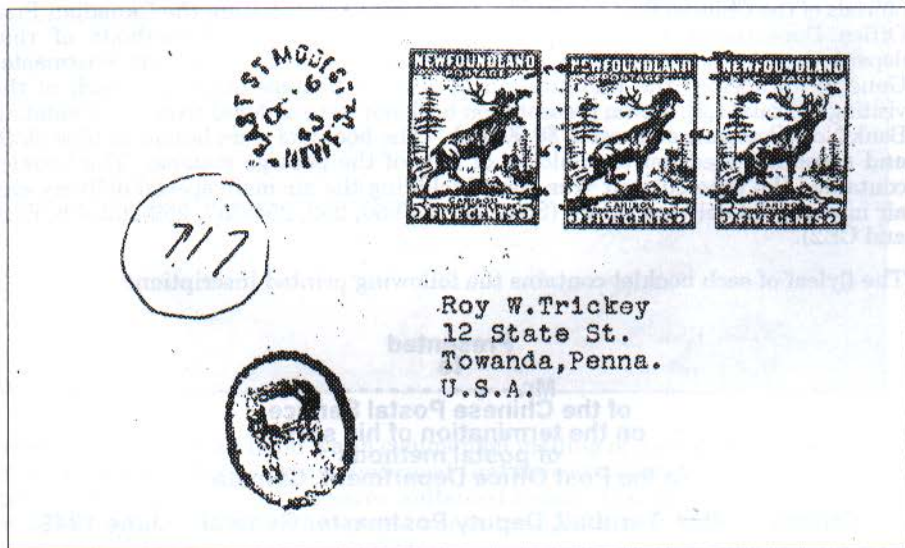
Ludlow Listing No. N-114

A full-ring canceller inscribed "STRAITS T.P.O./NEWFD" has been reported by Lew Ludlow from October 26, 1916 to June 25, 1919. No proof has been found for this hammer.

A proof for another similar hammer, dated January 25, 1945, was found some years ago in the Pritchard and Andrews Books. No example of this hammer had been reported until now.

An example was recently found in Palmer Moffat's collection. It is a backstamp transit marking on a registered cover from East St. Modeste, Newfoundland, to Towanda, Pennsylvania, and is dated October 8, 1945. The cover was mailed October 6, carried on the Straits T.P.O. October 8, the St. John's & Port Aux Basques R.P.O. October 10, and received in Pennsylvania on October 17, 1945.

Registered cover, mailed at East St. Modeste, October 6, 1945



Roy W. Trickey
12 State St.
Towanda, Penna.
U.S.A.

The backstamps and a copy of the proof strike of the hammer are shown on the next page. Collectors are asked to check their holdings and report to the author (William G. Robinson, 5830 Cartier Street, Vancouver, B.C. V6M 3A7) if they find examples of this hammer which was used thirty years after the first one. Please note the unusual position of the date indicia in this example—with "OC" in the space usually used for the direction of travel, or the train or voyage number.



Backstamps

Proof Strike

The 1946 Chinese Delegation Presentation Booklet

Jerome C. Jarnick and Andrew Chung

Following the end of World War II, the Canadian Government entertained seven officials of the Chinese Post Office who spent some time visiting the Canadian Post Office Department in order to study the operations and methods of that department. As the delegates prepared to return to China, the Deputy Postmaster General authorized the presentation of a set of postage stamps to each of the visiting officials [1,2]. Seven presentation booklets were ordered from the Canadian Bank Note Company at a cost of \$6.00 each. The booklets were bound in blue cloth and accommodated fourteen blocks of four of the postage stamps. The booklet contained the then current War Issue including the air mail, special delivery and air mail special delivery values (Scott No. 249-50, 252, 254-257, 259-262, C8, E10, and CE2).

The flyleaf of each booklet contains the following printed inscription:

Presented
to
Mr. -----
of the Chinese Postal Service
on the termination of his survey
of postal methods
in the Post Office Department, Canada

Ottawa W. J. Turnbull, Deputy Postmaster General June 1946

The names of the Chinese officials were entered by the Post Office Department. The seven officials were:

Mr. Chang Feng-Ming
Mr. Hsu Chuan-Hsien
Mr. Lai Shu-Sheng
Mr. Li Hsiung

Mr. Miao Wu-Lan
Mr. Shen Hsin
Mr. Wang Shu-Peng

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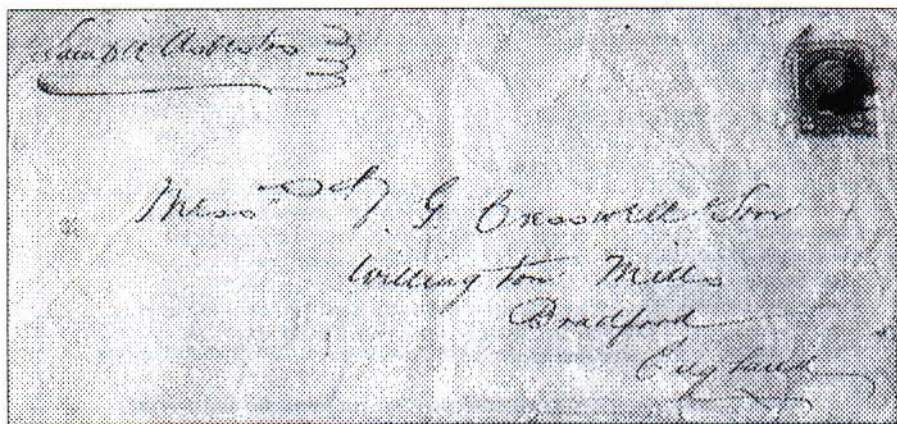
- [1] National Archives of Canada, RG3, all acc 86-87-396, Box 17, File 8-6-11.
- [2] Holmes' Specialized Philatelic Catalogue of Canada and British North America, 11th Edition, The Ryerson Press, Toronto, 1968, p. 202.

Samples to Overseas Destinations in the 19th Century

Victor Willson

A number of years ago I picked up a large, rather ruffled cover whose only apparent redeeming feature initially was a single two cent Small Queen affixed and badly tied by a nondescript smeared cancel. As I am known to be a sucker for big ugly messes (BUMs) like that, Jeff Switt tossed it to me from someone's extras and said it was me. Fortunately, he was right.

The other aspects of the cover were more auspicious. First, it was addressed to a company in England. With its size, it was most unlikely to be a post-1898 item paying a single Empire rate. Further, the notation in the top lefthand corner provided another pointer toward earlier mailing. With the manuscript "Sample



Asbestos" what was in hand was a commercial mailing of a product to a potential buyer. Looking inside the cover confirmed that indeed asbestos had been sent, for there were still bits of it in squares contained inside. George Arfken, to whom I wrote about it, urged me to be careful not to breath the dust-asbestos is a proven carcinogen. The cover is shown below.

After getting home I looked up the rates for samples to Great Britain. From Duckworth and Duckworth (1986) [1], as of 1870 the rate for books and other printed matter, to include patterns, a term which is apparently used interchangeably with sample in several instances, the rate was 2 cents under 1 oz., 4 cents for 1-2 oz., 6 cents for 2-4 oz., 12 cents for 4-8 oz., etc. As of August 1, 1878, UPU rates came into effect to Great Britain, with a 2 cents per 2 oz. rate. Given the size of the cover, the latter rate seems more likely.

One other point is worth mentioning. All such matter was supposed to be open or mailed so that it could be easily opened for inspection. The cover shown has a punched hole on the left side that goes through the middle of the end flap of the reverse, which shows no evidence of ever having been stuck down. Any gum on the flap has long disappeared. Thus, the cover also conforms to the easy opening requirement.

None of the recent works on the Decimals (Arfken and Leggett, 1996) [2], Large Queens (Duckworth and Duckworth, 1986) [1], or Small Queens (Arfken) [3] or UPU (Arfken, 1992) [4] illustrated or even mentioned any overseas examples of samples, patterns or the like. The closest thing to it is the photograph cardboard cover to France mentioned in Arfken's UPU book, an item which I also happen to own. Thus, the cover shown here may be the sole representative of what must have once been a reasonably robust aspect of intercontinental mail, given Canadian commercial expansion in the 1870s. Not bad for a BUM.

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Major Stamp Auctions Held Regularly

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The Steinhart Legacy

Allan L. Steinhart

For a Penny or Two A Registered UPU Post card

This card addressed to Germany was mailed at Montreal on January 30, 1896. The 2¢ green UPU post card is additionally franked by a 5¢ small queen to make the 2¢ UPU post card rate plus the 5¢ registration fee. There are three strikes of the 'R in oval' registration handstamp along with a "MONTREAL CANADA JA 30 P3 96" squared circle precursor, a Paris red transit handstamp, and a German receiving handstamp of Feb 11. This is the only registered 2¢ UPU green card I have seen or know of, and it may be unique. Certainly, it is a rare usage.



Used in Britain

The following 2¢ green Canadian UPU post card was improperly used locally in Richmond, England. It is dated March 11, 1891, and bears a "RICHMOND T MR 11 91 SURREY" squared circle, and a "RICHMOND 8 MR 12 91 SURREY" datestamp, along with an instructional handstamp "CONTRARY TO REGULATIONS / D 21". D 21 was the post office number assigned to Richmond. The internal post card rate was ½d, but the card was rated the 1d letter rate shortpaid, and postage due of 2d, double the 1d deficiency, as shown by the "2^d / D 21" handstamp.



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Postal Pot-pourri

Earle L. Covert

Canada Post introduced a new line of mailing materials at the RPOs and now at most of their corporate offices. These include regular larger envelopes, padded envelopes, photo mailers and boxes as well as wrapping paper and tape. The mailable containers have the CANADA POST logo somewhere on each piece. Figure 1 shows the front of the photo mailer with the \$2.00 stamp and the flap with the logo.

Figure 1: Photo Mailer

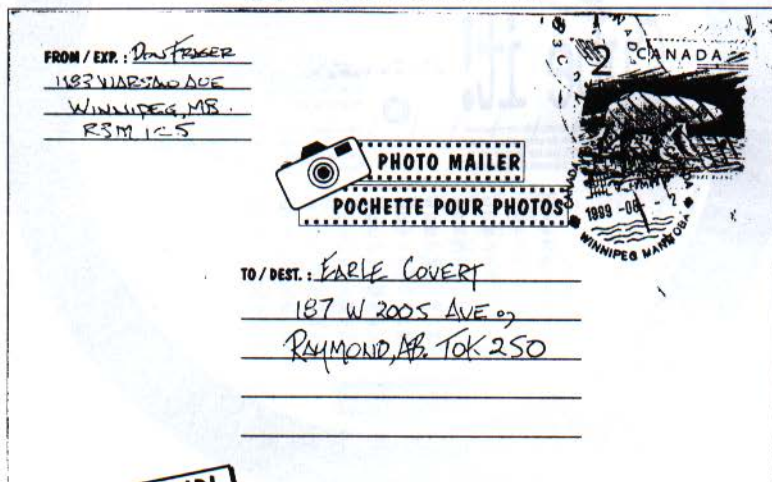
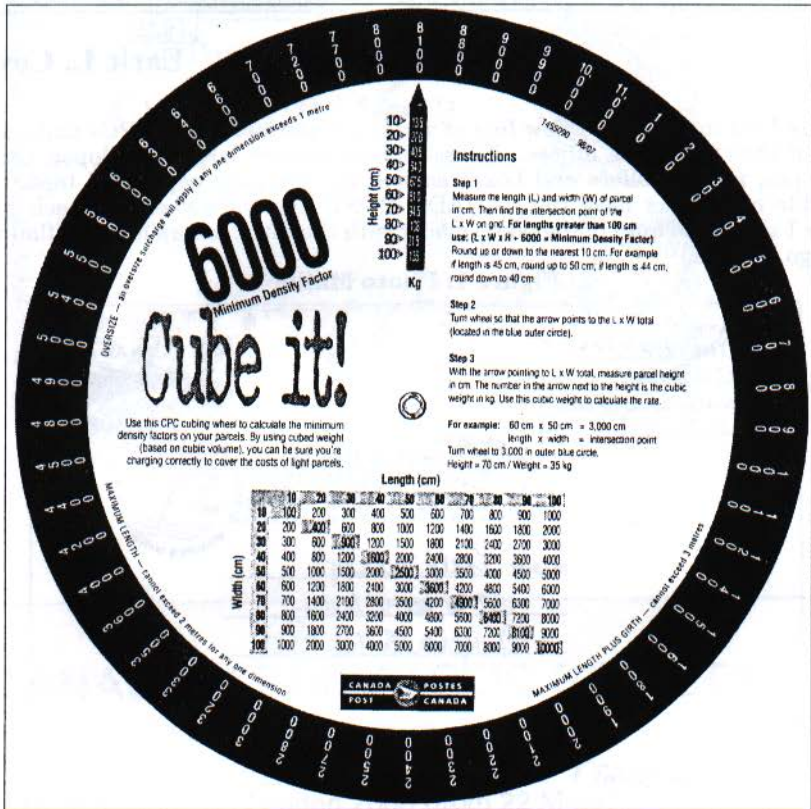


Figure 2: "Cube it" Wheel



The Post Office counter staff use a "cube it" wheel (Figure 2) to calculate charges for light bulky parcels. For instance if the parcel was 90 x 90 cm they would on the grid 90 down and 90 across and get 8100. Next they would turn the arrow to 8100 and if the height was 30 cm the charge would be at 27.0 kg regardless of a lesser weight. If the weight was more the actual weight would be charged for.

Figure 3 shows the label with "PUBLICATIONS AGREEMENT NUMBER 1555073". This is the only indication of post payment. All of my mail in Raymond actually comes to General Delivery as we are still at least a year from getting a post office box. All General Delivery mail receives a one line "dated receiver".

Figure 4 shows the cancellation typically used on the "flats" I receive. Flats are large flat envelopes. These usually have a small black coding bar at the bottom right. Interestingly this cancel has the machine number, the postal code, the date and time the flat was cancelled.

The hand stamp in red shown in Figure 5 indicates payment for Xpresspost.

Figure 3

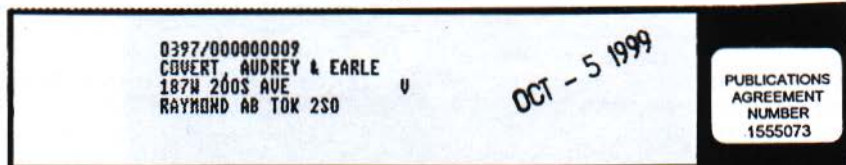


Figure 4



Figure 5

Figure 6

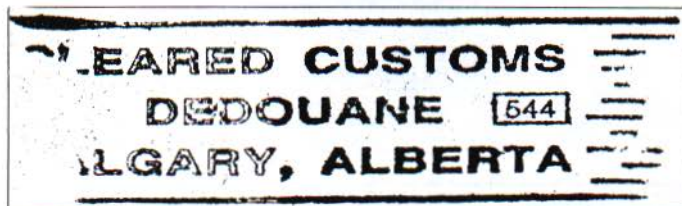


Figure 6 is typical of the roller used on mail clearing Canadian Customs. Our mail in Alberta from, say, California usually clears in Calgary, but may clear in Vancouver or Montreal. I am told it depends on where the U.S. Postal System sends the mail to.

Many postal services are cashing in on the Millennium theme. Amongst other things, in October 1999 Canada Post issued a flat metal box (which squashes easily) for \$8.99. The box comes in a cardboard folder (Figure 7) which advertises a travel contest. Inside the folder is a smaller than usual prepaid postcard to anywhere in the world (Figure 8). The card has a non-denominated stamp with a girl and a dove. On the reverse there is the word PEACE in English and French plus 21 other languages used in Canada. This is the only source of this post card.

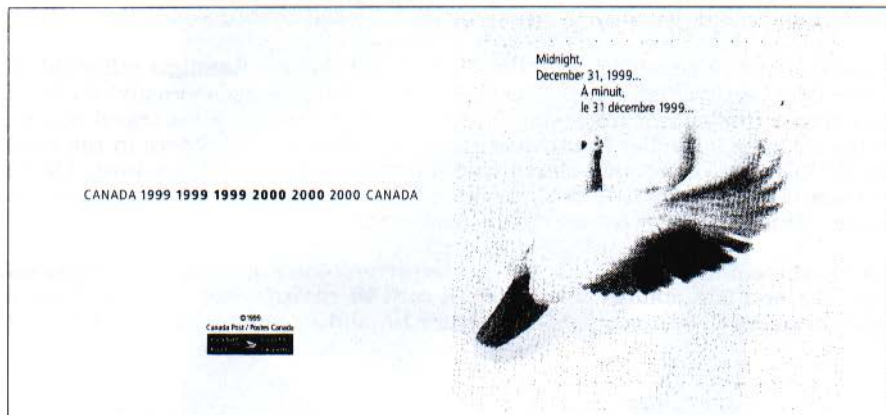
The box has three miniature sheets with an imperforate self adhesive 46¢ stamp and gummed 55¢ and 95¢ stamps (Figure 9), a card to record what you are doing at midnight December 31-January 1, 2000 (Figure 10) and a "coin" with "Canada Post" on it.



Figure 9: The Three Millennium Box Miniature Sheets



Figure 10: The "Record" Card in the Millenium Box



My Millennium Keepsake	Mémoire		
I celebrated at _____	J'ai célébré le nouveau millénaire à _____		
In the company of _____	En compagnie de _____		
My millennium message _____ _____ _____	Mes réflexions sur le nouveau millénaire _____ _____ _____	Place your photo here _____	Ajoutez votre photo ici _____
Signature _____			

Finally, the #8 and #10 prestamped envelopes in current use have both appeared in three forms. Initially they were issued as cross-flap envelopes, then they were re-issued as sideseam envelopes. Finally, they both appeared as sideseam envelopes with the yellow (on the #8) and blue (on the #10) colours removed from the value "46" to make them easier to read.

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Set of all 4 handbooks	C\$44.95 / US\$30.55
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"Philatelic Fantasies of British North America (1860-1910)", David F. Sessions. Charles G. Firby Publications, Waterford, Michigan (1999). Soft cover, 125 pages with illustrations, price guide, bibliography and index. Retail \$19.95 U.S. Available from the publisher, 66 Highland Rd., Suite 107, Waterford, MI 48327-1967 (phone 248-666-5333, FAX 248-666-5020).

I recently received the above monograph from Charles Firby Publications with a request to review the publication. The author, David Sessions is no stranger to philatelic scholarship having written many articles and monographs on a variety of subjects. In between his writings David is the current editor of *Maple Leaves*, the house journal of the Canadian Philatelic Society of Great Britain. David has always been interested in the more esoteric side of BNA philately, being a collector and writer on BNA forgeries.

In his new publication David has taken us on a trip into a fantasy land where he introduces us to a number of snake-oil salesmen, con-artists, and silver-tongued rogues who, to feed the demand of a growing and unsophisticated philatelic community starved of new issues, decided to produce their own stamps. These gentlemen operated in the later part of the nineteenth century, mostly out of the Montreal, Albany and Boston areas. The chief and leading perpetrator of the many creations that were produced and passed off as genuine was a gentleman by the name of Samuel Alan Taylor of Montreal and Boston.

This publication, as Keith Spencer, President of the Royal Philatelic Society, states in the foreword, is a monograph that has long been needed as it draws together the meagre information found in variety of philatelic journals into one easily accessible book. David was not content to just regurgitate the known information, but expended many hours checking the old information and searching for new.

The book is divided into four sections: Bogus Locals of the 1880s.; College Stamps; The Perpetrators; and Miscellaneous. The first section introduces to those loveable con-artists Messrs Taylor, Craig, McLaclan, and Nutter, who in the 1880s launched such fantasies as Baldwin's Railroad Postage, Bancroft's City Express, Le Beau City Post, Bell's Dispatch, Grand Trunk Railway, Kerr's City Post, McLachlan's Label, Whitteley's Express, and Winslow & Co. Many of these bogus labels were announced as new issues in the philatelic press of the day until the authenticity was questioned by suspicious writers. Even when the jig was up, Taylor would go to great lengths in his own philatelic journal to brazen out the reports attempting to denigrate those who cast aspersions on the authenticity of his productions. One example from the discussion surrounding Baldwin's Railroad Postage will show the extent of Taylor's arrogance in referring to George Stewart, the reporter who exposed the Baldwin Labels as bogus, as "a diminutive specimen of a blue nose adapted to be one of Barnum's freaks of nature." And as an editor "with a peculiar aversion to telling the truth when a falsehood would serve his purpose." One could go in like vein for every one of the labels discussed in Section One.

College Stamps, Section Two deals with the bogus College stamps, and David discusses four different labels of Canadian interest. The British American College, the BS & Co. College, Montreal and Musgrove's National Business College issues were prepared by our old friend S. Allan Taylor, and were issued in the Montreal area in the 1860s. to 1880s. Of the other two college labels, the M.C. College Stamp

is possibly another of Taylor's productions, and the M.O. was produced about 1866 and could be genuine.

The Third Section is a biographical sketch of some of the major players, Messrs. Craig, Melvin, McLachlan, Nutter, and Tsydor. The Miscellaneous Section takes us on a cross-country tour from Labrador to Alaska. There is a discussion of Corbeil's Private Post of Montreal, which offered to deliver letters within the City for One cent—a service which was quickly shut down by the Post Office. Then there are the Labrador Labels (circa 1900) which were first publicized in a Parisian Philatelic Journal. From Labrador we are quickly transported to the West Coast where the mystery and usage of McCreely's Express Stamp is brought into the spotlight. Then it is back to Prince Edward Island to examine another of Taylor's productions. In collaboration with Charley Lyford he produced (illegally) P.E.I.'s first decimal stamp (1866), and it was publicized as such in the European press. Finally it is off to the Prairies for a discussion on that Canadian enigma—the Riel Essay—of which very little is known and on which much ink has been spent on speculation.

The book, in addition to describing all the posturing and hyperbole surrounding these issues, illustrates all the various issues and varieties, and catalogues them with an approximate valuation. The book is well laid out and is meant to be read; most readers, once they start, will not want to put it down. One has only to look at the bibliography to appreciate the amount of research and scholarship that has gone into the writing of this monograph. This is a book that all serious collectors of BNA philately should have on their bookshelves, as sooner or later you are going to be offered or see one of these labels. It has been a pleasure to review this book, and I would like to extend my sincere congratulations to David Sessions for his scholarship and to Charles Firby Publications for publishing this much needed work.

David H. Whiteley

Study Group Centreline

David Whiteley

As many of you know, my wife Gillian, to whom I had been happily married for 41 years, suffered a massive stroke on October 17, 1999, and died peacefully three days later. She will be sadly missed by her children, grandchildren, great grandchild and myself. Initially, I did not believe that I would be able to concentrate on matters philatelic. On reflection, I realise that life has to go on and I know it would be Gillian's wish that I continue with my philatelic pursuits, as she was very proud of my achievements and supported my collecting and literary endeavours.

By now BNAPEX has come and gone. From your reporter's point of view it was a busy time with many study groups holding their annual get-togethers. The only problem was that many of the study group meetings were poorly attended. This I find disconcerting, and it must be especially so to the guest speaker who has spent many hours preparing his or her presentation. Members of study groups who do not attend these meetings also fail to get the full benefits of membership, as study group get-togethers are one of the few occasions when information can be exchanged, and face-to-face discussion occur.

Heading the newsletter list is one from The Trans-Pacific Mail group formed this April. The second edition contained items by Gray Scrimgeour from his collection

Study Groups

Admirals: Andy Ellwood, P.O. Box 40001, 2515 Bank St., Ottawa, ON K1V 0W8
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 Lacle, 369 Fullerton Ave., Ottawa, ON K1K 1K1

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

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

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: Dieter Staecker, 384 Regal Dr., London, ON N5Y 1J7

Re-Entries: John Jamieson, P.O. Box 1870, Saskatoon, SK S7K 3S2

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: Steven Friedenthal, 3 Lindbergh Cres., St. Albert, AB T8N 2S8

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

of material to Asia. Mac McConnell sent along some interesting items from his collection, and David Whiteley provided information from the Post Office archives on the handling of mail on arrival from the far east. I have received the October edition of the B.C. Postal History Research Group newsletter. It contains an item on the Post Office's policy on "special cancellations," an item on the Trail, B.C. post office postal code, a tribute to the late George H. Melvin, "Father of modern B.C. postal history," a study of Vernon's postal history and a story on items "Passed by Internment Censor—Vernon, B.C."

The September and November copies of the *R.P.O. Cowcatcher* have been received. The September edition contains pieces by Ross Gray on the RR-125 Hammer and Brian Stalker on the Hamilton and Meaford runs. Dick Colberg submitted advertising material for the Yarmouth & Annapolis Railway (1883) and a Grand Trunk railway schedule for 1870 was submitted by Alex Campbell. The November edition contains a map of the Great Western Railway System, south-west Ontario region (1877), and some examples of covers carried over this route. Lionel Gillam submitted some feed back on RR-73A (MAIL LINE/MAIN LINE). The July edition of the Canadian Revenue newsletter contains items by Chris Ryan "Precancelled stamps on Playing Cards" (Part 3) and John Harper on "Series C: Snuff Stamps used by National Tobacco of Montreal." Chris Ryan also updated Airport Departure user fees. The Round-Up Annex for August and October 1999 contained further reports on the progress of the roster project, some new reports and a continuation of Jim Miller's monograph on the "Orbs." The Canadian Military Mail Study Group newsletter for August contained pieces by John Wannerton on a cover from Norway to New York via Canada. Walter Plomish illustrated a R.C.A.F./R.A.F. India Command cover and Wilf Whitehouse supplied

Groups Being Organized

Canadian Post Card Study Group: Colin Campbell, #303 - 1260 Raymer Ave., Kelowna, BC V1W 3S8

Map Stamp Study Group: Fred Fawn, 20 Palomino Cres., Willowdale, ON M2K 1W1

Miscellaneous Cancels and Markings: Robert A. Lee, #203 - 1139 Sutherland Ave., Kelowna, BC V1Y 5Y2

Precancel Study Group: Andy Ellwood, Box 40001, 2515 Bank St., Ottawa, ON K1V 0W8

Vice-President for Study Groups:

Douglas Lingard, 2425 Blackstone Cr., Ottawa, ON K1B 4H3

Letters, Kevin O'Reilly continued his monograph on Labrador Post Offices and there was a note on plating the 1933 Balbo airmail stamp. The August edition of *Confederation* contains an article by W.H. Manyuk "Unitrade Needs Revision." There are comments by Ron Ribler on various queries raised in previous issues. The *War Times* contains articles on Newfoundland censorship by Peter Burrows and World War II research resources by Bill Pekonen; mail "Held By Censor" by Chris Miller; and "Damaged by Fire and Water" also by Chris Miller. Tom Almond submitted an item on War Savings envelopes. The *BNA Perforator* for October also arrived. Jon Johnson submitted an article on "Postal History from the Director of Records Militia Council and Department of National Defence." Then, Barry Senior contributed a short item "Perfins on Stamps of Newfoundland." The September edition of *Postal Stationery Notes* contained an item about the post cards printed and issued under licence by the Postcard Factory. These are becoming a hot collecting item. There are updates on a number of subjects including Priority Courier, XPRESSPOST, Photo Mailers, Go Letters, and Sky Paks. There is also a reproduction of Post Office Department Order No. 7 (1871) dealing with Post Cards. Finally there is an illustrated piece by Michael Sagar on Cranbrook Trading Company wrapper advertisements. The Trans-Atlantic Newsletter contains an article from the Small Queen Large Queen era on combination covers. Dorothy Sanderson contributed a complicated registered cover from Upper Canada to Ireland (1858). This was followed by another example from St. John's Chapel, England to Upper Canada (1845, from the Martin Willcocks collection). These illustrations are followed by a brief discussion of the problems with early trans-Atlantic registered covers. There is an item from Jack Arnell on late fees. Malcolm Montgomery has indicated his intention of expanding the groups activities to include trans-Atlantic airmail material and has written a short piece on the use of air post "A Decision by the Postmaster General is approved."

The July/August edition of the *Corgi Times* contains an item on "Corner Paper Folds" by Donald Leblanc, Wilding period covers, rates and usage by Harry Machum and the Cameo-period 7¢ jet airmail by John Arn. John Hillmer submitted a piece on "Fun Items" in the Caricature and Landscape definitive series. Leopold Beudet sent along an item on the 1979 17¢ Postal Code commemorative issue. John Burnett submitted an article on interrupted mail.

That appears to have emptied the mail bag for this quarter. It just remains for me to wish you all a Merry Christmas and a prosperous New Year.

information on the 1939 Royal visit. There is also a listing of World War II serial number prefix letters. The newsletter is rounded out with additional information on previous contributions.

September saw the arrival of a newsletter from the re-vitalised Re-Entry Group with a nice article on Newfoundland major re-entries on the 1865 decimal currency issue (#31 & 39). The September/October issue of the Newfie newsletter contains items by Bob Dyer on a new First Day for the 1929 Re-Engraved 3¢ Publicity Issue. There was a piece on the COX Philatelic

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;

A further note concerning my article "The Three Cents Small Queen Issue of Canada. Revisiting L.D. Shoemaker's Classification of 1941" that appeared in the last issue of *Topics* (Vol. 56, No. 3, pg. 5-14). After thinking further about the situation, let me restate something.

The Kiusalas 65 predominates on the Ottawa printings, while 66 is the predominant perforation for the Montreal printing. Perhaps Table 2 would have sufficed without the Kiusalas entries. Many exceptions exist for several reasons, such as pins bending or breaking, imprecise settings for different runs, and possibly even paper shrinkage. I hope this clarifies and removes discrepancies. It remains extremely dangerous to make exclusive statements about anything pertaining to the stamp, because new varieties are constantly being discovered.

Ronald I. Ribler

Sir;

I would like to comment on or two subjects in the Jul/Aug/Sep issue just received, the first being on Ron Ribler's fears about the 'breath test' in his kind review of my latest opus. Perhaps I should have made it clear that I was referring to breath and not saturation; secondly I never thought of breathing on the back of any stamp let alone a mint one—a quiet 'huh' on the printed side is usually quite sufficient to start the stamp curling one way or t'other. Perhaps Ron was getting confused with my well known, tried and tested 'spit test' for faked postmarks!

On the subject of his review of Shoemaker's classification of the Three Cents Small Queen I was surprised to see in the revised table 1st Ottawa's as being in the main perforated 12 all round. I would not be so rash as to say such don't exist, but I don't have any (there's an opening for an enterprising dealer!). The earliest Indian/Copper Reds perf 11.9; the bulk and the rest of the 1st Ottawa's generally come in at 11.75 approximately—or as pointed out in R.A. Johnson's interesting article—this is actually 11.85. Or at least it usually is, but it can go as low as 11.80. The early Montreal printings, up to about autumn 1875, generally gauge around 11.6 x 11.85, and it is not until thereafter that one starts to get nearer a true 11.5 x 12 and 11.75, as well as concurrently 12 and a true 11.75 x 12 until 1879/80 when things steady down to generally 12—until 1887-1889 when again we have a compound—12 x 12.15 creeping up to 12.2 with some of the rose-carmine. One of the problems with perforation measurements that seems to be ignored by writers on the subject is that the spaces between the holes on the earlier printings are not even.

Which brings me on to the Kiusalas. I was lucky enough to be successful in one or two bids for some of the Lussey registered covers, but was at first puzzled by the measurements given. For example on a cover franked by a matching rose-carmine

3¢ SQ with a rose-carmine 2¢ RLS, the perfs were given as 12.11 all round. Using my trusty Instanta which is one of the old thick ones that measures 10 - 16 only, the SQ read 12 x 12.15, and the RLS 12.15 x 12—note different readings top and bottom to sides; it was the same story with my other acquisitions which had been gauged at either 12.11 or 12.3, and which weren't. Well I had to assume as distinguished a collector as Mr. Lussey would know how to use a perforation gauge, and it wasn't until a fellow Scot asked me to look at his collection of Small Queens which he wants to sell in order to collect other Canadiana (silly fellow!!) to find it all marked 12.11 or some such that the penny dropped. Because Perf. 12 according to the Kiusalas gauge is really 12.11, so everything had been marked. Well 12 ain't 12.11, it's 12. I find it difficult to understand the enthusiasm for the Kiusalas; it can't be used on stamps on cover, or on large blocks, nor as has been claimed on all single off-cover stamps because of the varied hole spacing referred to above. Apart from consigning the wretched thing to a retirement home for redundant aluminium, its only value as far as I am concerned, is to check the accuracy of one's Instanta, or other see-through traditional gauge.

John Hillson

Sir;

The cover article by Bill Longley in *Topics* Vol. 56, No. 3 incorrectly describes the postmark as a MOOD. It is in fact a MOTO.



Money Order Office Datestamp
(MOOD)



Money Order Transfer Office
(MOTO)



Money Order Office Number
(MOON)



Post Office Computer Organization Number
(POCON)

C.R. McGuire

Sir;

Second Edition of "OAT and AV2 Markings"

The first edition of the above book has been sold out and a second edition is now being prepared. Since publication of the first edition it has become obvious that a high percentage of covers with the above markings are held by specific country collectors—not necessarily aerophilatelists. Many collectors from all over the world have been most cooperative and, unsolicited, have sent me lists of their holdings as well as photocopies of individual covers.

In order to have as large and accurate a data base as possible, I would ask that collectors who have these covers, and with whom I have not yet been in contact, please send me photocopies (please have them full size and note the colour of the strike as well as the date of posting) or a letter detailing what they have. The results of this research will be of help to philatelists everywhere. Please send to Murray Heifetz, 49 Ternhill Cres., Don Mills, Ont., Canada M3C 2E4. In addition to OAT and AV2 markings, if you have the circular "Air Transit" marking applied in Hong Kong, this is also requested.

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Early Use of the Postal System for Free Mail in Canada. [History of free franking on legislative mail and printed matter in the mid-1800's is provided.]; Davis, Daniel B. Oct/Dec 1999, #481 v56 n4 p52(5)

Ontario

Postal Rates in Upper and Lower Canada: 1832-1859 - A Cover Study of Collect Rates. Part III. Eisenberg, Marc. Jan/Mar 1999, #478 v56 n1 p15(5) il bi

What's New. National Archives of Canada. [Recently acquired materials from the British American Bank Note Company, Canada Post, E.A. Smythies and William Weller are described.]; Morin, Cimon. Jan/Mar 1999, #478 v56 n1 p58(2)

Perforations

Early American Perforating Machines and Perforations 1857-1867 by Winthrop S. Boggs. [A comparison of two different versions of this publication is made.]; Johnson, Richard A. Jul/Sep 1999, #480 v56 n3 p16(13) il tb bi

Post Card Factory

Postal Pot-pourri. [New doings at the Post Office including information on XPRESS POST and PRIORITY POST; new views from the Post Card Factory; new official view cards; a new logo; and prepaid mailers for video tapes and photos.]; Covert, Earle L. Jul/Sep 1999, #480 v56 n3 p63(7) il

Post Cards - Private Order

A Small Study of a Large Card. [Goodrich advertising cards of the early 1940's are illustrated and described.]; Klass, Arthur; Walton, William C. Jan/Mar 1999, #478 v56 n1 p21(8) il

Post Cards - Regular Issue

The Steinhart Legacy. [A Canadian reply-card from the US to Canada, and an 1879 registered post card to the US are illustrated and discussed.]; Steinhart, Allan L. Jul/Sep 1999, #480 v56 n3 p51(2) il

The Steinhart Legacy: For a Penny or Two. [Rare (possibly unique) 2 cent UPU registered card to Germany is illustrated.]; Steinhart, Allan L. Oct/Dec 1999, #481 v56 n4 p65(2) il

Post Office - Equipment

Postal Pot-pourri. [Canada Post is offering new packaging material; a cube-it wheel for postage calculation; and special offerings for the Millennium.]; Covert, Earle L. Oct/Dec 1999, #481 v56 n4 p67(6) il

Post Offices - Openings/Closings

The Steinhart Legacy. [A variety of postal laws and regulations are reprinted from postal records including prepaid mail from Paraguay; prohibited publications; reply coupons.]; Steinhart, Allan L. Apr/Jun 1999, #479 v56 n2 p52(3)

Postage Due

Postal History Tidbits. [Lost hotel, automobile and steamship keys assigned their own postal rate.]; Longley, Bill. Jul/Sep 1999, #480 v56 n3 p57 il

Postal Stationery

Postal Pot-pourri. [A variety of new forms, labels, permits and rate schedules are shown and discussed.]; Covert, Earle L. Apr/Jun 1999, #479 v56 n2 p65(5) il
Postal Pot-pourri. [New doings at the Post Office including information on XPRESS POST and PRIORITY POST; new views from the Post Card Factory; new official view cards; a new logo; and

prepaid mailers for video tapes and photos.]; Covert, Earle L. Jul/Sep 1999, #480 v56 n3 p63(7) il

Postal Pot-pourri. [Canada Post is offering new packaging material; a cube-it wheel for postage calculation; and special offerings for the Millennium.]; Covert, Earle L. Oct/Dec 1999, #481 v56 n4 p67(6) il

Postal Stationery - 1911

Admiral Postal Stationery Stamps: Printing Methods and Die Types. Walton, William C. Oct/Dec 1999, #481 v56 n4 p51(10) il bi

Presentation Booklets, Cards and Sheets

Presentation Booklet for the 14th Universal Postal Union Congress, Ottawa - 1957. Jarnick, Jerome C.; Chung, Andrew. Jan/Mar 1999, #478 v56 n1 p29(4) il bi

The 1946 Chinese Delegation Presentation Booklet. Jarnick, Jerome C.; Chung, Andrew. Oct/Dec 1999, #481 v56 n4 p62(2) bi

Quebec

Postal Rates in Upper and Lower Canada: 1832-1859 - A Cover Study of Collect Rates. Part III. Eisenberg, Marc. Jan/Mar 1999, #478 v56 n1 p15(5) il bi

Railway Post Office Marks (RPOs)

Low Ludlow's RPO Cowcatcher. [A variety of the GWR/Mail Line (RR-73) is discussed.]; Robinson, William G. Jan/Mar 1999, #478 v56 n1 p83 il

Low Ludlow's RPO Cowcatcher. [The S-140 purser's ticket hammer of the British Columbia Coast Service is illustrated and discussed.]; Robinson, William G. Apr/Jun 1999, #479 v56 n2 p63(2) il

Low Ludlow's RPO Cowcatcher. [Possibility of a faked cover is discussed.]; Robinson, William G. Jul/Sep 1999, #480 v56 n3 p62

Rates

Postal Rates in Upper and Lower Canada: 1832-1859 - A Cover Study of Collect Rates. Part III. Eisenberg, Marc. Jan/Mar 1999, #478 v56 n1 p15(5) il bi

Readers Speak. [A different interpretation of an 1850 cover in the 1998 Fourth Quarter Topics article by Marc Eisenberg.]; Smith, Robert C. Jan/Mar 1999, #478 v56 n1 p79

Readers Speak. [Arnell offers comments on Victor Willson's article on 'pr. Arabian' (whole 475 p5) and Eisenberg's article on Postal Rates (whole 476 p8).]; Arnell, Jack C. Jan/Mar 1999, #478 v56 n1 p80(3) il
Canadian Mail to Mexico, 1882-1951. Willson, Victor L. Apr/Jun 1999, #479 v56 n2 p58(1) bi

The African Mail. Covers between British North America and Africa, 1851-1898: Part II. Murphy, Brian D. Apr/Jun 1999, #479 v56 n2 p13(18) il ta bi

How Expensive is Canadian Postage. [A table of postage rates from 1875 to 1997 is presented with a comparison to the hourly wage rates of each year.]; Speirs, Dale C. Apr/Jun 1999, #479 v56 n2 p43(4) tb

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. Murphy, Brian D. Jul/Sep 1999, #480 v56 n3 p29(16) il tb bi

Postal History Tidbits. [Lost hotel, automobile and steamship keys assigned their own postal rate.]; Longley, Bill. Jul/Sep 1999, #480 v56 n3 p57 il

The West Indian Mail: Late 19th Century Covers between Canada and the British West Indies by the Halifax Packets and by other Routes: Part II. Murphy, Brian D. Oct/Dec 1999, #481 v56 n4 p20(21) il tb bi

Samples to Overseas Destinations in the 19th Century. [An 1870's commercial package of samples is described.]; Willson, Victor L. Oct/Dec 1999, #481 v56 n4 p63(2) il bi

Registered Mail

Postal Pot-pourri. [Canada Post 1998 Christmas card is illustrated; new registration service and forms are featured; a variety of permits are illustrated.]; Covert, Earle L. Jan/Mar 1999, #478 v56 n1 p65(7) il

The Steinhart Legacy: For a Penny or Two. [Rare (possibly unique) 2 cent UPU registered card to Germany is illustrated.]; Steinhart, Allan L. Oct/Dec 1999, #481 v56 n4 p65(2) il

Research Methods

Editorial Page. [Electronic age may make future postal research more difficult.]; Lemire, Robert J. Jan/Mar 1999, #478 v56 n1 p3

Revenue and Tax Paid Stamps

The Wilmer C. Rockett Canada Revenue Collection - Part I. [Auction announcement by van Dam.]; Jan/Mar 1999, #478 v56 n1 p14(adv)

Rockett, Wilmer C.

The Wilmer C. Rockett Canada Revenue Collection - Part I. [Auction announcement by van Dam.]; Jan/Mar 1999, #478 v56 n1 p14(adv)

The Wilmer C. Rockett Canadian Revenue Collection - Part I. [An auction announcement by E.S.J. Van Dam.]; van Dam, E.S.J. Apr/Jun 1999, #479 v56 n2 p4

Saint Pierre and Miquelon

A Canadian 1¢ Victorian Post Card used at St. Pierre. [An 1888 Canadian post card used from Newfoundland to St. Pierre is illustrated.]; Taylor, James R. Apr/Jun 1999, #479 v56 n2 p47(2) il bi

Shoemaker, Laurence D.

The Three Cents Small Queen Issue of Canada: revisiting L.D. Shoemaker's Classification of 1941. Ribler, Ronald I. Jul/Sep 1999, #480 v56 n3 p5(10) il tb bi

Smythies, Evelyn Arthur

What's New. National Archives of Canada. [Recently acquired materials from the British American Bank Note Company, Canada Post, E.A. Smythies and William Weller are described.]; Morin, Cimon. Jan/Mar 1999, #478 v56 n1 p58(2)

Soldiers' Mail

The Steinhart Legacy. [1838 and 1841 covers are illustrated and described.]; Steinhart, Allan L. Jan/Mar 1999, #478 v56 n1 p55(2) il

South Africa

The African Mail. Covers between British North America and Africa, 1851-1898: Part II. Murphy, Brian D. Apr/Jun 1999, #479 v56 n2 p13(18) il ta bi

Squared Circle Cancels

Rounding Up Squared Circles. [A report on type one (thin bar) hammers.]; Gordon, John S. Jul/Sep 1999, #480 v56 n3 p58

Rounding Up Squared Circles. [Type two, Nova Scotia squared circles are listed.]; Gordon, John S. Oct/Dec 1999, #481 v56 n4 p57

Stamps - 1868 - Large Queens

Another Funny Fable from Sixty-five Years of Philately. [The moral of the story is to buy it when you see it.]; Harrison, Horace W. Jul/Sep 1999, #480 v56 n3 p54(3)

Stamps - 1870 - Small Queens

Canada's Small Queen Issue. Printing Plates. [Plate records for Small Queens found at the National Archives.]; Nixon, J. Edward. Jan/Mar 1999, #478 v56 n1 p5(8) tb bi

Small Queen Dates of Earliest Use. [An inventory of earliest dates is provided.]; Ribler, Ronald I. Jan/Mar 1999, #478 v56 n1 p48(6) tb

Readers Speak. [Discussion of J. Edward Nixon's article on the plates of the small queens appears.]; Hillson, N. John A. Apr/Jun 1999, #479 v56 n2 p79(2)

The Three Cents Small Queen Issue of Canada: revisiting L.D. Shoemaker's Classification of 1941. Ribler, Ronald I. Jul/Sep 1999, #480 v56 n3 p5(10) il tb bi

Stamps - 1870 - Small Queens - 3¢

Readers Speak. [Ribler adds some further comments to his small queen article (Topics v56 n3) concerning perforations; Hillson comments on the small queen article (Topics v56 n3), and finds comments on some problems with the Kiusalas gauge; McGuire suggests the cancel identified as a MOOD (Topics v56 n3) by Longley is actually a MOTO.]; Ribler, Ronald I.; Hillson, N. John A.; McGuire, C. Ronald. Oct/Dec 1999, #481 v56 n4 p80(3)

Stamps - 1897 - Jubilees

What's New. National Archives of Canada. [New material from the Gundersen collection; defaced plates of the Jubilees; and the papers of Colin Bayley concerning his philatelic activities.]; Morin, Cimon. Oct/Dec 1999, #481 v56 n4 p58

Stamps - 1973

Full Imperforate Errors on the 1973 R.C.M.P. Centenary Set. [Speculation that some of these imperforates are printers waste is discussed.]; Monteiro, Joseph. Jul/Sep 1999, #480 v56 n3 p47(4) il bi

Stamps - 1998

New Issues. Wilson, William J.F. Jan/Mar 1999, #478 v56 n1 p60(3) tb

New Issues. Wilson, William J.F. Apr/Jun 1999, #479 v56 n2 p59(3) tb

Stamps - 1999

New Issues. Wilson, William J.F. Apr/Jun 1999, #479 v56 n2 p59(3) tb

New Issues. Wilson, William J.F. Jul/Sep 1999, #480 v56 n3 p59(2) tb

New Issues. Wilson, William J.F. Oct/Dec 1999, #481 v56 n4 p59(2) tb

Steinhart, Allan L.

Another Funny Fable from Sixty-Five Years of Philately. Harrison, Horace W. Jan/Mar 1999, #478 v56 n1 p47(2) il

United Nations

United Nations Stamps Valid Only in Canada. Arn, John D.; Hillmer, John M. Apr/Jun 1999, #479 v56 n2 p50(2) il

Readers Speak. [Comments on the use of the "First Day of Use" cancel.]; Jarnick, Jerome C. Jul/Sep 1999, #480 v56 n3 p81

Universal Postal Union

Presentation Booklet for the 14th Universal Postal Union Congress, Ottawa - 1957. Jarnick, Jerome C.; Chung, Andrew. Jan/Mar 1999, #478 v56 n1 p29(4) il bi

van Dam, E.S.J. Ltd

The Wilmer C. Rockett Canada Revenue Collection - Part I. [Auction announcement by van Dam.]; Jan/Mar 1999, #478 v56 n1 p14(adv)

Watermarks

Another Funny Fable from Sixty-five Years of Philately. [The moral of the story is to buy it when you see it.]; Harrison, Horace W. Jul/Sep 1999, #480 v56 n3 p54(3)

Weller, William

What's New. National Archives of Canada. [Recently acquired materials from the British American Bank Note Company, Canada Post, E.A. Smythies and William Weller are described.]; Morin, Cimon. Jan/Mar 1999, #478 v56 n1 p58(2)

West Indies

The West Indian Mail: Late 19th Century Covers between Canada and the British West Indies by the Halifax Packets and by other Routes: Part II. Murphy, Brian D. Oct/Dec 1999, #481 v56 n4 p20(21) il tb bi

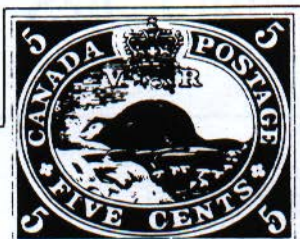
World War I

A Canadian in the R.A.F. in World War I. [The personal history of a 1918 letter from Harry Lobb, famed pilot, to his family.]; Heifetz, Murray. Apr/Jun 1999, #479 v56 n2 p48(2) il

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