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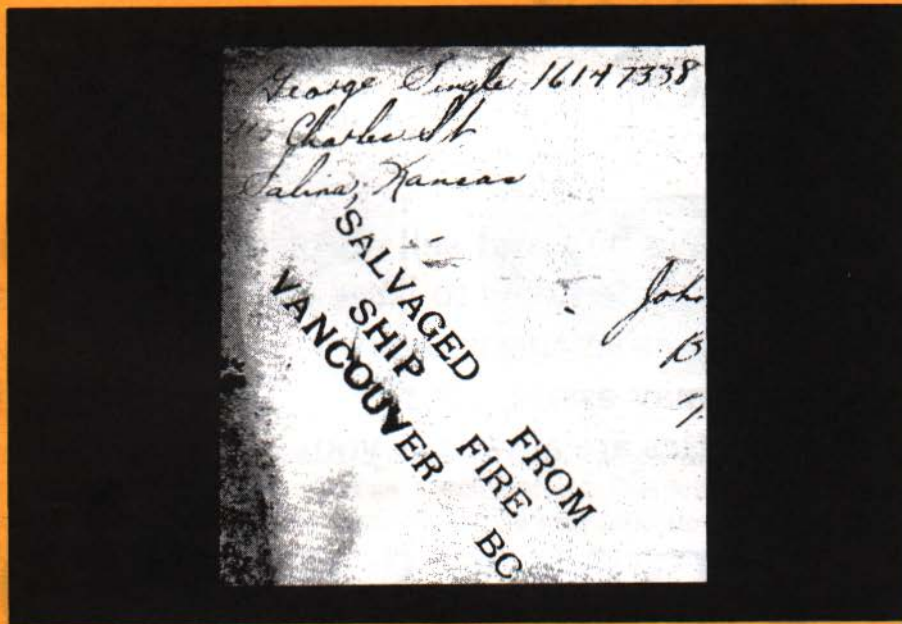
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Featuring

Z Force: Canadian Army in Iceland, 1940-41

by CD Sayles

The official Journal of BNAPS—

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BNA**T**opics



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Volume 57 Number 3 Whole Number 484

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BNA**T**opics, Volume 57, Number 3, July–Sept 2000

Editorial: Why are new books so %&*#\$@!*! expensive?

NOT all new philatelic books are overly expensive, of course—those published by non-profit organizations tend to be priced reasonably. However, many new books, including some reviewed recently in this journal, seem to be priced to sell to the well-off collector, leaving the rest of us to scrimp (or xerox).

With authors taking word processing into their own hands (frequently with disastrous results typographically), publishers receive the document ready-to-go—either as a set of electronic files or as camera-ready copy. The expenses due to typesetting and proofreading are gone.

Small runs (for small markets), say 300 copies, are claimed as a reason for the high prices. My experience (negotiating directly with printers) suggests otherwise—printing costs per book *are* higher for small runs, but not significantly so.

A good quality wire-binding (for opening flat) costs a few dollars per book in these quantities. In most cases, there is no need for hard covers. Instead, many readers would prefer acid-free heavy non-glare paper. This does add to the costs, but again this is relatively small.

Moreover, high prices are self-defeating. Aside from limiting the potential market to the people who really, really want the information and are willing to pay through the nose to get it, people may xerox (for their own use) significant portions of the book. If the book costs 15¢ per page, people will buy the book rather than xeroxing it—but if the book costs 35¢ per page, there is a real financial incentive to xerox it. Some recently published books have scaled the c50¢ per page plateau.

There isn't anything new about high prices for new books. When *el Presidente* Horace Harrison's classic *Canada's registry system: 1827-1911* (now in cut-out limbo) was published in 1971 at US\$7.50 (for a slim hardcover under 90 pages long), Horace was outraged at the high price. Now however, preparation and printing are relatively inexpensive. There is no reason to charge according to the perceived value to the purchaser.

In the academic world, research texts, journals, and even textbooks (especially from western Europe) are often priced astronomically (e.g., US\$1+ per page for books typeset by the authors). This is a case of greed, pure and simple, exploiting a relatively captive market. To what extent this applies in the philatelic world is unclear, but I am sure it is part of the reason.

More uses of the 10¢ small queen

Charles J G Verge FRPSC

RECENTLY, I had access to the 10¢ small queen covers in the Brigham Collection, and I thought it would be appropriate to use these to update George A Arfken's excellent article [A]. In his article, Arfken provides a survey of some 240 ten cent covers. The Brigham Collection contains another 52 unlisted 10¢ covers, including a second cover bearing the earliest date of use (Figure 1). As well, with the Brigham Collection holdings, I can update the information for 13 other covers in Arfken's survey.

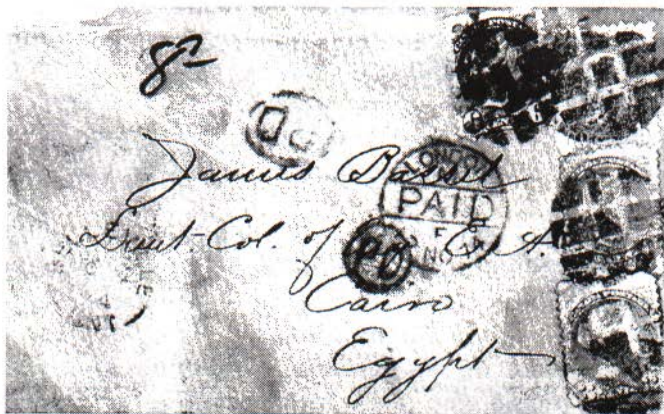


Figure 1. Belleville–Cairo (1874)

The earliest known date of use of the 10¢ small queen, 2 November 1874. The only reported pre-UPU small queen cover to Egypt. The stamp is pale lilac magenta perf $11\frac{1}{2} \times 12$.

The listings for the new (Table 2) and updated (Table 3) covers will be in a format similar to that of [A]. As almost all of these covers are in the Brigham Collection, the "Ref" column will be replaced by a comments column.

The distributions by destination and registration in Arfken's Table 2 (op. cit.) are updated. There is no marked difference in the percentages. The only significant change is an increase in the number of covers to the United Kingdom, and the corresponding decrease in the number of covers to the rest of the world. This decrease should be expected, as the rest of the world figures are artificially inflated by the 71 covers to India, of which 54 come from the Baskerville correspondence.

Keywords & phrases: 10¢ small queen

Table 1. 10¢ small queen covers by destination

Destination	not reg'd	reg'd	total	[A] %	new %
Domestic	(1) 26	10	36	13	12
United States	7	4	11	4	4
United Kingdom	55	20	75	21	25
rest of world	148	26	174	62	58
unidentified	3	0	3	1	1
Totals	239	60	299		

(1) At least two of these may be parcel post.

Percentages are rounded to the nearest integer; small differences are not significant.—*ed*

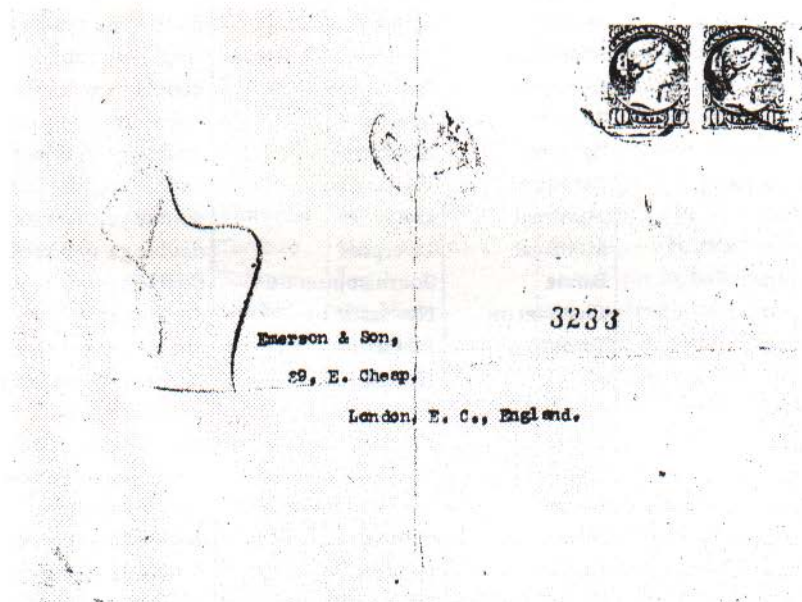


Figure 2. Imperforate pair (1900)

Ten cents pale lake brown paying the registered triple UPU rate to the British Isles. Posted at Montreal on 21 August 1900 and backstamped at London nine days later.

The few occurrences of "20" in the *stamps* column in Tables 2a & 2b refer to the widow weeds issue, and of course "RLS" refers to registered letter stamp. An unmodified city name (such as Paris, London, Cairo, etc), means the large city, not the place in southern Ontario. The notation SM, # refers to the SJ Menich collection with lot #, as given in the Firby auction of 22 June 2000, which are not part of the Brigham Collection's updates.

Table 2a. New 10¢ small queen covers to 1889

Date	stamps	from	to	comments
2 NO 74	10, 6, 3, 1	Belleville	Cairo	20¢ single rate (1)
29 JY 76	10	Quebec	Tönsberg, Norway	to Norway via London
28 AU 76	10	St Thomas ON	London	double 5¢ rate
14 FE 77	10	Ottawa	Gulleyhem, Belgium	10¢ pre-UPU rate
7 JU 77	10 (× 2)	Montreal	Marseilles	double 10¢ rate
5 SE 77	10	Gaspé Bassin QC	Paris	double 10¢
6 SE 77	10, 3	Toronto	Stratford UK?	5¢ preferential rate
20 SE 77	10	R du L QC (2)	Clitheroe UK	double 5¢ rate
22 OC 77	10, 3	Alliston ON	Tackingham UK	5¢ + 8¢ reg'n
23 DE 77	10 (× 2)	Montreal	Mons, Belgium	double 10¢ pre-UPU rate
23 JY 78	10	Stellarton	La Ville Dieu, France	single 10¢ rate
4 AU 78	10	Saint John	Edinburgh	double 5¢ UPU rate
28 DE 78	10	Toronto	Madras	10¢ 8/78-7/79 rate
26 MR 79	10	Toronto	Edinburgh	double 5¢ UPU rate
11 DE 79	10 (× 3)	Ottawa ON	Wellington NZ	double 15¢ rate
4 JU 80	10	Montreal	Liverpool	double 5¢ UPU rate
25 JU 80	10	Montreal	Liverpool	double 5¢ UPU rate
4 OC 80	10	Barrie	Southampton UK	double 5¢ UPU rate
23 JA 81	10	Chatham ON	Newcastle UK	double 5¢ UPU rate (3)
10 JU 81	10	Toronto	Bixton UK	double 5¢ UPU rate
c 82	10	?	Harold, Dakota Terr	patterns & samples rate
10 FE 82	10	Toronto	New Orleans	3×3¢; overpaid
7 JY 82	10	Halifax	London	double 5¢ UPU rate
2 JY 83	10, 2	Stanstead	Buctouche NB	parcel post, double 6¢/4oz
3 MR 84	var	(4) Guelph	Sydney, Australia	(SM, 88) see note
10 MR 84	10	Ottawa	Cannes	double 5¢ UPU rate
13 SE 84	10	Toronto	London	double 5¢ UPU rate
11 DE 84	10	Laurentides QC	Fribourg, Switzerland	double 5¢ UPU rate
16 DE 85	10	Toronto	Falmouth, Jamaica	10¢ rate via Halifax
3 NO 86	10	Halifax	London	double 5¢ UPU rate
10 AU 87	10 (× 2)	Halifax	Liverpool	quadruple 5¢ UPU rate
22 JY 87	10, 5 RLS	Granby QC	Birmingham	double 5¢ rate & 5¢ reg'n
2 MY 88	10	Charlottetown	Rio de Janeiro	double 5¢ UPU rate
? AU 89	10, 3 (× 2), 2 RLS	Shediac NB	Moncton	4×3¢ + 5¢ reg'n; overpaid
30 NO 89	10	Montreal	Buenos Aires	double 5¢ UPU rate
26 DE 89	10, 15 LQ	Montreal	Buenas Aires	(SM, 83) 4×5¢ UPU + reg'n

(1) Earliest known use of the 10¢ small queen.

(2) Rivière du Loup en Haut QC

- (3) Undeliverable and returned.
 (4) A small stamp collection: 2¢, 3¢, 5¢, 10¢ (2) small queens, 15¢ large queen, and a 5¢ RLS—plus a strip of three 2d NSW. The Canadian postage to the Australian States was 15¢ per rate plus 15¢ for registration, and the NSW stamps paid for redirection (required since the Australian states were not part of the UPU).

Table 2b. New 10¢ covers, 1890–1900

Date	stamps	from	to	comments
10 JY 90	10	Dundas	Cocanada, India	10¢ rate via Brindisi
13 AP 91	10, 5, 5 RLS	Halifax	Modena, Italy	(SM, 195) triple 5¢ UPU + reg'n
1 NO 92	10	Guelph	London	double 5¢ UPU rate
21 DE 92	10	Saint John	Moncton	triple 3¢ per 1/2 oz, overpaid 1¢
2 AP 93	10, 3, 2 (× 3)	Toronto	Lucknow ON	(ed) quintuple 3¢ + 5¢ reg'n
1 AU 93	var (1)	ship	Germany	(SM, 173) see note
29 SE 93	10, 1	Paris ON	Hamilton	11 × 1¢ per oz, fifth class
20 DE 93	10	Ottawa	Paris	double 5¢ UPU rate
? DE 94	10	Montreal	Stockport UK	(SM, 149) 2 × 5¢ UPU, train wreck
18 FE 95	10	Toronto	Skive, Denmark	double 5¢ UPU rate
23 MY 95	10, 20, 2 (× 2)	Toronto	?	34 × 1¢ per lb, bulk newspaper
17 JN 95	10 (2)	Quebec	Stockholm	(ed) quadruple 5¢ UPU rate
30 SE 95	10, 5	Montreal	Kingston, Jamaica	triple 5¢ UPU rate (2)
16 DE 95	10, 20	Cobourg	Congleton UK	sextuple 5¢ UPU rate
26 DE 95	10	Ottawa	Rathgar, Ireland	double 5¢ UPU rate
27 FE 96	10	Montreal	Glasgow	double 5¢ UPU rate
3 JY 96	10	Montreal	London	double 5¢ UPU rate
21 JY 96	10	Montreal	Glasgow	double 5¢ UPU rate
19 AU 96	10, 5 (× 2)	Toronto	Colchester, England	triple 5¢ UPU + 5¢ reg'n
25 AU 96	10	Montreal	Glasgow	double 5¢ UPU rate
4 DE 96	10	Montreal	Paris & Florence	double 5¢ UPU rate
15 JU 97	10	Ottawa	Mexico	(SM, 204) 5¢ UPU + reg'n
15 DE 97	10	Quebec LA	Paris	(SM, 165) 5¢ UPU + reg'n
29 AU 98	10	Ottawa	Portsmouth UK (3)	5¢ UPU + 5¢ reg'n
21 AU 00	10 (× 2)	Montreal	London	triple 5¢ UPU + 5¢ reg'n (4)

(1) 1¢, 2¢, 3¢, 5¢, 10¢ small queens, a 15¢ large queen and a 1¢ Columbian (us) on a 10¢ Columbian stationery. [Readers can decide for themselves if this is philatelic.—ed]

(2) Undeliverable and returned.

(3) Royal Yacht *Victoria & Albert*.

(4) Paid by pair of imperforate 10¢ stamps; likely philatelic.

Table 3 fills in missing information on some covers that were incompletely described in Arfken's survey [A]. New information is italicized.

Table 3. Updates on some 10¢ covers in [A]

date	stamps	from	to	comments
12 FE 75	10	Sherbrooke	Vézinet, France	
9 SP 75	10, 2	Paisley ON	Edinburgh	
10 JA 76	10	Québec	Glasgow	
10 NO 76	10	Québec	Vézinet, France	
24 NO 76	10	Québec	Vézinet, France	
15 DE 76	10, 6	Montréal	Vézinet, France	
17 JA 77	10	Ottawa	Guileyhem, Belgium	via Courtrai
6 NO 77	10	Chatham NB	Genoa, Italy	
9 MR 83	10	Halifax	London	
3 NO 88	10	Woodstock ON	Cocanada, India	
24 MR 90	10	Wolfville	Bobbili, India	
10 DE 90	10, 5(×6), 8RLS	Québec	British PO Constantinople	
7 AU 96	10	Montréal	Rothsay, Scotland	redirected from Glasgow

Figure 3 updates Arfken's chart of 10¢ small queen covers ([A, Figure 4]). It covers the period 1874–1900, taking into consideration the new covers listed in Tables 2a & b. This table shows a marked increase in 1877 and supports Arfken's theory of increased use until the advent of the UPU rates 1 August 1878. It also more or less renders uniform the usage 1879–1887 (with the exception of a low in 1880 and a high in 1885). For the period 1888–1898, Arfken's theories on the use of 10¢ small queens still hold. The late use shown in Figure 2 is in the Brigham Collection and is dated 21 August 1900. As it is franked by an imperforate pair, it is likely philatelic.

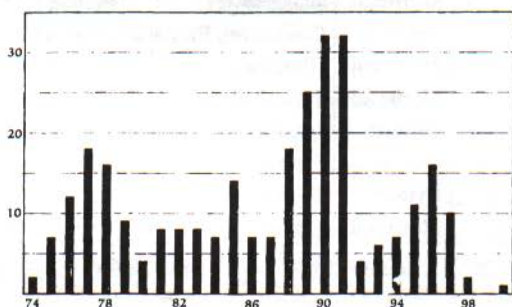
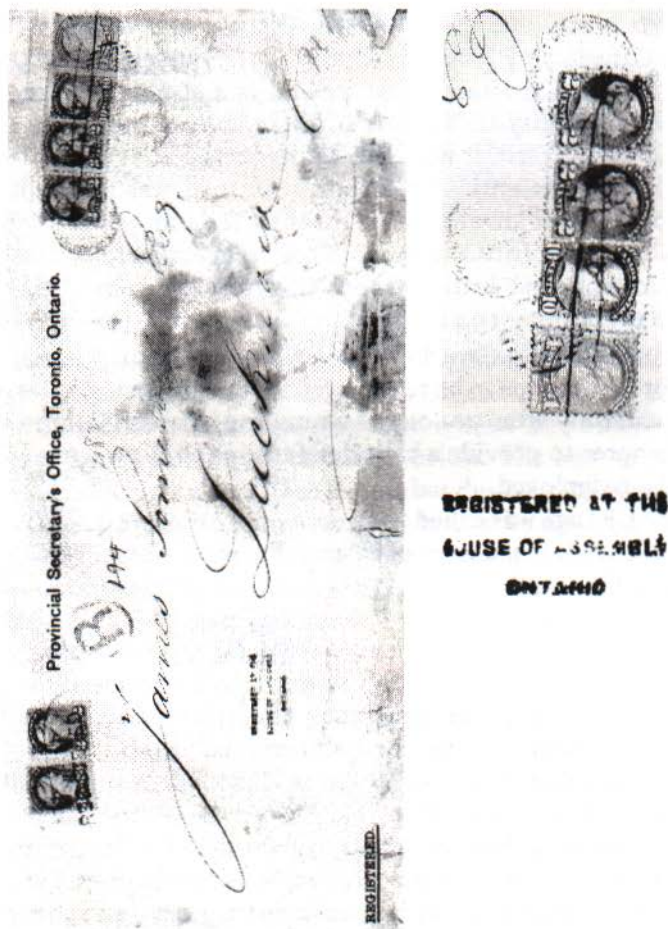


Figure 3. Yearly distribution of 10¢ small queens covers
 Number of covers are recorded vertically, the year horizontally.
 This is based on Arfken's survey, revised according to the Brigham collection updates.

I am grateful to Ron Brigham for the use of his material for this article.

References

- [A] G A Arfken *Postal Usage of Canada's 10¢ small queen* BNA**Topics** # 5 (1993) 32-39.



A BIG 10¢ small queen cover (1893)

Possibly the biggest intact one (34.4 × 15.4 cm), certainly one of the ugliest. There is chemical or bacterial staining occupying most of the upper right quadrant. Postage of 20¢, made up of 5¢ registration fee (lower left) and quintuple domestic rate. With the fairly scarce handstamp indicating registration at the House of Assembly in Toronto. Ex-Stulberg & Steinhart. —ed

Z force: Canadian Army in Iceland 1940–1941

C D Sayles

ICELAND is situated in the North Atlantic, approximately halfway between Canada and Britain. To any power which seeks to control the Atlantic Ocean, possession of Iceland is a strategic prize of great importance for its ability to harbour ships and aircraft near the centre of the Atlantic. By early 1940, it was clear to the British that control of the North Atlantic sea lanes, essential for Britain's survival, was in doubt. The establishment of German air and naval bases in Iceland would turn an already dangerous situation into a disaster. The Germans were believed capable of capturing Iceland, and British troops therefore preempted this by occupying Iceland on 10 May 1940.

Almost immediately, Canada was asked to provide an occupation force, to allow the British troops to be redeployed to more pressing areas. Ottawa was reluctant, and only after prolonged wrangling between Ottawa and London did Canada agree to provide a brigade of troops to allow some of the British troops to be redeployed.

Brigadier L F Page was called to Ottawa on 5 June 1940, and told he was to command a brigade sized force of infantry, named Z force. The Brigade headquarters and the Royal Regiment of Canada left Halifax 10 June and arrived safely in Iceland on the 17th. They were followed by the Fusiliers Mont Royal and the Cameron Highlanders of Ottawa (MC) who arrived 7 July 1940, bringing the force to its full strength of 2800 men. This was an infantry force only—all other arms, such as artillery, anti-aircraft, and naval and aerial protection remained British responsibilities.

The personal intervention of Winston Churchill ensured that the stay of the first two units was to be short. He wanted these "first class" troops available for the defense of Britain. This was fortunate for the troops concerned, for Z force had been hastily organized, and was hardly prepared for Icelandic conditions. Rain and very high winds were the norm, and the temperatures cool, even during summer. It was impossible to dry wet clothing or footwear. The port of Reykjavík was lacking in wharfage and unloading equipment at this time, so much of the unloading of supplies had to be done by hand. As Z force had almost no engineering resources, the building of defensive positions, camps, and roads had to be done mostly by the troops' hand labour.

Keywords & phrases: Iceland, Z force, field post office

This study is based on covers or photocopies which I own or have had the opportunity to examine. An appeal to the members of BNAPS' Canadian Military Mail Study Group for examples of Canadian soldiers' mail resulted in approximately 70 covers being made available. The National Archives of Canada provided much useful material, particularly the daily orders issued to the troops which sometimes dealt with mail and censorship matters.

Summary: Canadian Units in Z force

Unit	Arrival Date	Departure Date
Z Force Brigade HQ	17 June 1940	31 Oct 1940
Royal Regiment of Canada (RRC)	17 June 1940	31 Oct 1940
Fusiliers de Mont Royal	7 July 1940	26 Oct 1940
Cameron Highlanders of Ottawa (MC)	7 July 1940	27 April 1941

The postal history

The Canadian force was part of and under the command of the British force in Iceland known as *Alabaster force*. The Post Offices used were British FPOs to which the Canadian troops were given full access. The offices believed to have been used by Canadians are tabulated below. The hammers used were the standard British Field Post Office number double ring types. FPO 306 is notable in that it had two hammers, which may be distinguished by the length of the bars surrounding the number. (See Figure 1 below). One (on the left) is 26 mm in diameter, and its bars are 8 mm long; the other (on the right) is 27 mm in diameter, and has bars of length 6 mm. The spacing of the words "Field Post Office" also differs.

Table 1. British FPOs used by Canadians

FPO	Location
2	Reykjavík Transit Camp
3	Seyðisfjörður
304	Akureyri
305	Búðareyri
306	Reykjavík
307	Reykjavík-Geitháls
308	Borgarnes

Only surface mail service was provided; air mail was not available at this early date. Registration service was available—see Figure 2.

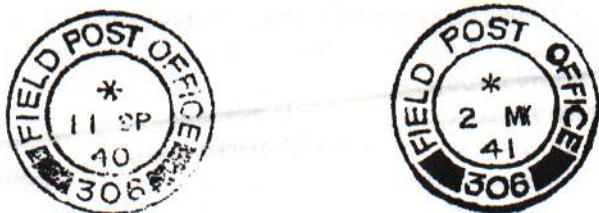


Figure 1. F P O 306 types



Figure 2. Registered letter from F P O 306

Paying the 3d registration rate. Part of the distinctive ON ACTIVE SERVICE handstamp of the Cameron Highlanders can be seen between the stamps and label. Lt R Rowley was the censor, and used censor handstamp No 2384.

Routes Documentation of the routing of Canadian mail to and from Iceland is sparse. Davis [2] asserts that initial Canadian mails moved via the UK, and illustrates a cover from a member of the Royal Regiment of Canada bearing the postmark of the Royal Engineers Home Depot, Plymouth.

This routing seems quite logical—the post offices were British, and were serving clientele that was predominantly British. The Canadian Postal Corps

in England was co-located with the Royal Engineers Home Depot around this time.

There is evidence that some of the early mail was bagged and shipped to the Base Post office in Ottawa, where it was canceled and put into the mail stream. Davis illustrates such a cover dated 17 June 1940, and Figure 3 shows a cover with the same date, from my collection. I suggest that mail handled this way was *en route* mail, which was bagged and returned to Canada with the ship which had transported the troops.

We also have this late August 1940 entry from the Daily Routine Orders:

Green envelopes are available for issue to units . . . should NOT be used . . . they will be censored in the UK, and delivery is bound to be slower than with unit censorship.

This is a reference to the so-called *honour envelopes*, which were not censored at the regimental level, but only liable to censoring at the base. By inference, this order may be interpreted to mean that mail which was censored regimentally in Iceland had a more direct and faster route to Canada than via the UK. The first mail from Canada arrived 3 July 1940, and was distributed to the troops the next day. How this mail travelled to Iceland is not known.

All mail from Canada for Z force went first to the Base PO in Ottawa. There was a steady stream of small freighters bringing supplies from Canada to the Force via US ports. It is reasonable to assume that they were pressed into service to carry the mails. There are several references in the unit War Diaries of August and September 1940 to mail arriving from ships on the “regular New York—Reykjavík” run. Each of the unit War Diaries records the receipt of a large mail on 30 Sept/1 Oct “which is the first direct shipment from Canada.” It included letters written up to 19 September.

There is an intriguing note in the Cameron Highlanders Routine Orders dated 29 January 1941. It reads

Official notification has been received. Despatch # 44 which left Ottawa 4 Dec 40 has been lost at sea through enemy action. This is the first consignment of mail from Canada which has been lost. A despatch of 3rd Dec has been received, so it is presumed only one days mailing has been lost.

This would seem to indicate that the Base PO was clearing the mail for Iceland daily, even though that mail would have to accumulate somewhere awaiting the next ship.

To summarize, it appears that outgoing Canadian *en route* mail was bagged and returned to Canada on the troopship. It was then sent to the base Post Office in Ottawa, and there franked with the Base APO hammer and released into the mail stream. For a short period after the troops had arrived, their letters were sent to Britain and franked at the Royal Engineers Home Postal

Depot before release into the mail stream. Subsequently, the ships which provided the regular service between Reykjavík and New York were utilized to carry the Canadian mails. Finally, we know that on at least one occasion, mail was shipped directly to Iceland from Canada.

Rates The applicable postal rates for surface mail were published in RRC daily orders as follows.

Surface rates

destination	weight	rate
British Empire	under 2 oz	free
	2-3 oz	3½ d
	additional oz @	1 d
Canada	gifts to parents	free
United States (1)	under 1 oz	2½ d
	additional oz @	1 d
foreign	under 1 oz	3 d
	additional oz @	1½ d
registration		3 d

(1) Originally, mail for the us required 27 Icelandic Aurar postage; the exchange rate in July 1940 was \$c1 = 5.80 Icelandic kronur.

Censorship All outgoing mail was censored. We are fortunate that the Royal Regiment Part 1 Orders give us a lot of information about censorship. First, we have this order issued on 11 June 1940, while the RRC was still en route:

All such mail will be handed unsealed to Coy Office, where it will be censored by the O.C. the Coy or designate. He will sign with name and rank in the upper right hand corner of the front.

And, on 7 July 1940:

Letters will be franked (i.e., censored) at the end of the text and in the lower left hand corner of the envelope.

Note that there is no mention of a censor handstamp—I suspect that none were supplied to the Canadian units until they reached Iceland. Taken together, these orders indicate that covers with the censor's signature in the upper right hand corner must be from the RRC, and have been censored between 11 June and 7 July 1940. Figure 3 below illustrates such a cover.

Another daily order informs us of the censoring process used after the units reached Iceland. Letters had to be handed in to the Company office, to be censored by Company officers. They were then forwarded to the battalion Orderly Room, and onward to the FPO. I wonder if this was done to

ensure that Canadian mail was kept separate, so that it could be dispatched separately from mail bound for Britain? On 21 September 1940, the censorship regulations were reiterated in the Daily Orders because numerous violations had been found. Some excerpts follow.

Routine Censorship Regulations

- 1 Each letter must bear the Sender's name, rank and serial number, but this must not be written on the back of the envelope.
- 2 The Censoring Officer must sign his name at the end of each letter, and also on the bottom left hand corner of the envelope. He must not put his rank or unit.
- 3 The Unit Censor Stamp should be treated as a Secret Document, and only entrusted to a reliable person . . .
- 4 Units not in possession of a Censor Stamp should . . .



Figure 3. Censored 17 June 1940

The censor's signature in the upper right corner (A A Duncanson) signifies that the letter was censored earlier than 7 July 1940. This cover was probably written during the outbound trip on the

troopship *Empress of Australia*, returned to Canada with the ship and sent by sealed bag to the Base PO in Ottawa.

I think that British censor handstamps were issued to the Canadian units after they arrived in Iceland. With one possible exception, they are all Daynes Type A-102, as illustrated below.

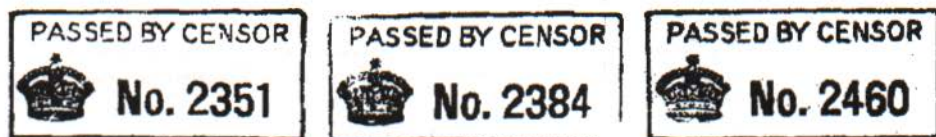


Figure 4. Some censor handstamps used by Canadians
Daynes Type A-102.

Identifying the unit It has always been difficult to identify the unit from which Iceland covers originated. Some and I think probably all of the FPOs occupied static locations. For example, we know that FPO 306 was located at 17 Hafnarstræti, Reykjavík. Since the Canadian troops often changed locations (at least in 1940), we cannot establish a reliable link between the individual units and any of the static FPOs.

Return addresses cannot help us—the troops were explicitly forbidden to put return addresses on the envelopes. I have seen a few covers where this order was violated, but too few to allow reliable identification.

This leaves the censor handstamps and signatures as a possible way to identify units, and fortunately this is usually possible. The key is to know which unit each censoring officer belonged to. I could not find a nominal role of officers for any of the subject units, and so was forced to compile my own based on a reading of the unit War Diaries and Routine Orders. While these “homemade” lists are undoubtedly incomplete, they enable units to be identified in almost all cases where the censor’s signature is readable.

Cameron Highlanders of Ottawa This unit had the longest stay in Iceland, so covers from it are more numerous than from the other units. They are also the easiest to identify. All covers dated after October 1940 carry a 75 × 6 mm handstamp “On Active Service” on the front (Figure 5). The origin and use of this handstamp may be explained by Routine Order 159, issued to the Cameron Highlanders on 7 Sept 1940:

ARMY POST OFFICE—IMPORTANT

All ranks are warned that the recipients of letters, the envelopes of which are not marked “On Active Service”, will have to pay double postage.

The handstamp appears only on mail from the Cameron's. It seems safe to speculate that the handstamp was used in the Cameron's Orderly Room to ensure that their troops' mail did not arrive postage due. The earliest date seen is 26 Oct 1940, and the latest is 4 Mar 1941.

The A-102 censor handstamp #2384 appears to be unique to this unit and is the one most commonly seen. I have also seen one example each of A-102 #1171 & #1657 on covers from this unit.

Censor signatures seen in the study sample are: G Armstrong (Lieut; Signal Officer), E C N Browne (Lieut), R Dickson (Lieut), E G Jamieson (Lieut), W S MacKenzie (Maj), G W Mersereau (Lieut), A S Pettapiece (Capt), R M Ross (Lieut), J W H Rowley (Capt), R Rowley (Lieut), and A S Whiteacre (Lieut).



Figure 5. Cameron Highlanders

Mailed 15 November 1940 at FPO 2, showing the distinctive "ON ACTIVE SERVICE" handstamp used by this regiment. The censor signature is that of Lt A S Whiteacre.

Fusiliers de Mont Royal The only way to identify covers from this unit is by the actual censor signature. I have seen: C P Gaboury (RCAMC), C P Hébert (Lt), and H N Langlois (Capt & Adjutant).

Censor stamps type A-102 #1171 and #2388, in about equal proportion, have been seen on this unit's mail.

Headquarters, Z force To date, I have seen no covers from the Force HQ which can be identified with certainty.

Royal Regiment of Canada The only way to identify covers from this unit is by the censor signature. I have seen: D M Baldwin (Lt), C B Burden (Cdn Legion Auxilliary Services), B S McCool (Maj), G G McKnight (Lt), D L McWhinney (Lt), R L Marks (Lt), F L Nichols (Lt), and G G Sinclair (Capt).

Censor stamps type A-102 #2460 is the one most commonly seen, but I have also seen single examples of A-102 #1121, #1171, #2276, #2306, and #2384 on this unit's mail.

Use of British censor handstamps Figure 6 below illustrates a cover which does not fall into the censorship scheme outlined above. It is from FPO 2 (Reykjavik Transit Camp) on 9 April 1941; the signature of the censor is that of G W Mersereau of the Cameron Highlanders. However, the censor handstamp is Daynes type A-201 #3333. This type was in common use by British troops in Iceland. I think the best explanation for its appearance on a Canadian's letter is that as part of the Cameron Highlanders' preparations to depart Iceland later in April, the British censor handstamps were returned to the British. This example then is not a censor handstamp issued to and used by the Canadian troops, but rather a case of a handstamp borrowed from, or applied by, its British owner.

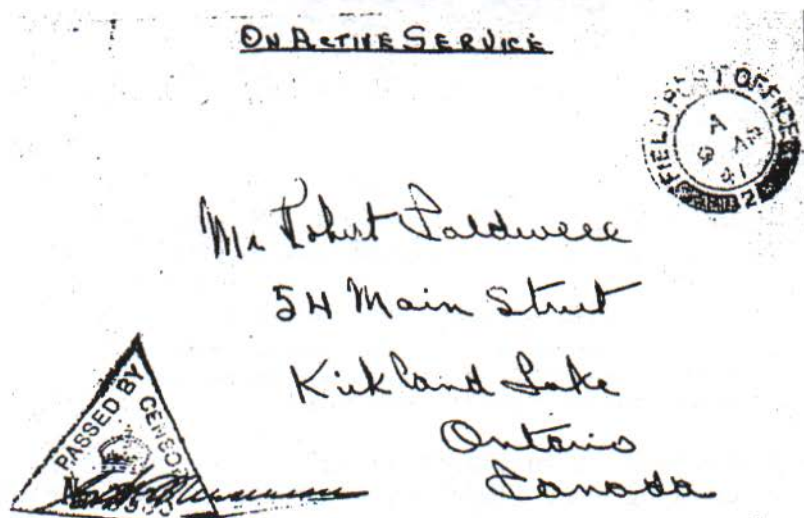


Figure 6. British censor handstamp

This article has concentrated on the Canadian Army troops in Iceland. The RCAF was also present in 1944–1945. In earlier years, many Canadians served in Iceland as part of their duties as flying crew in Coastal Command. The air side of the story may be the subject of a future article. The author wishes to express his gratitude to the members of the Canadian Military Mail Study Group who responded so handsomely to his request for study material. This article could not have been written without their help.

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[This article appeared originally in two issues Military Mail study group's newsletter. The editor would like to thank Frida Kalbfleisch for her help with Icelandic spellings. The letter ð (eth) that appears in some names has phonetic value "th", as in mother.]

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Early P O attitudes toward air mail

Chris Hargreaves & David Whitelely

IN [1], Plomish observed that information about air mail rates to Canadian destinations was not readily available from the Post Office prior to 1930. He speculated that this was because of "minimal interest" and a very efficient railway system. We present a number of announcements gleaned from Monthly Bulletins in this period; there is a great deal of information in them, which suggest that perhaps the Post Office *was* interested in air service after all.

Plomish's work was based on extensive searches through Record Group 3 (RG 3), *Records of the Post Office Department* in the National Archives. He did not find any references earlier than March 1930 in either the Canada Postal Guides or their monthly supplements to rates on mail from Canada requiring air mail service within Europe. He did find a letter from the Inspector General of Posts for Switzerland to the Postmaster General of Canada inquiring about rates for air mail service available to Canadians on mail destined for Europe.

The reply dated 8 March 1929, from the Deputy Postmaster General, was reproduced in [1]. It asserted that the service is restricted to destinations within Europe available from Great Britain, and the rate is made up of the British rate plus the regular postage from Canada to the destination. Air mail to the either Canada or the US from Canada was charged 5¢ for the first ounce and 10¢ for each additional; to Mexico, the charge was 10¢ per half ounce in addition to the ordinary postage. The reply did not inform the recipient what the rate was for mail from Canada to Switzerland requiring air service from London, and could have been much more helpful. The correspondence confirmed that air mail services within Europe were available from Canada in 1929, and that rates information was not easily obtained.

In [1, p 28], Plomish commented,

The Canadian Post Office Ottawa prior to the March 1, 1930 monthly supplement didn't let Canadians know these services were available, or what the air charges were. If you wrote the Ottawa Postmaster General and inquired, they would have sent a letter with the information and the rates. I believe from reading these letters and reports to the Postmaster General that because of a minimal interest and because of the very efficient railway system for handling mail speedily, airplane use for mail was discouraged by the Canadian Post Office at this time.

Keywords & phrases: air mail

In recent years, the second author has also been doing extensive research on Canadian air mail rates to foreign destinations. Like Walter, he was unable to find details of rates for air mail services within Europe in the Canadian Post Office Guides and supplements, before March 1930. However, we have formed a very different opinion from that of Walter, regarding the attitude of the Canadian Post Office towards air mail services. Although the Postal Guides did not give a consolidated table of air mail rates before March 1930, there were numerous announcements of new services, and admonitions to postmasters to bring these services to the attention of the public. For example, the Monthly Bulletin for February 1927 contained the following announcement:

(14) *Extension of Cairo-Baghdad Service to Basra (Persian Gulf)*: The fortnightly airplane service for all classes of mail in operation between Cairo, Egypt, and Baghdad, Iraq, has been extended to Basra, Iraq. Articles intended for this air service should be marked "By Air Cairo-Basra". The special charge of 6¢ per ounce additional to the regular postage remains in effect. Postmasters will please amend the third paragraph opposite Egypt on page 93 and Iraq on page 100 in the 1927 Postal Guide.

Later issues of the Monthly Bulletins included details of the inauguration of the Cleveland-Pittsburgh Air Mail Service [CAM 11] (May 1927); Air Mail Service to Panama Canal Zone and to Bahamas, Cuba, Dominican Republic and Porto Rico (February 1929); Air Mail Service to Australia (July 1929); and Air Mail Service in Japan (September 1929). The last of these announcements is typical of the detailed information being provided:

(9) *Air Mail Service in Japan*: The Japanese Postal authorities advise that effective immediately air mail maybe despatched to Japan for conveyance over the following air services in operation in that country.

Tokio & Osaka	12 double trips a week, exc Sunday
Osaka & Hakata	9 double trips a week, exc Sunday
Osaka & Darien via Urusan (near Fusan) & Keijo	3 double trips a week, exc Sunday

All classes of unregistered mail matter, except reply post cards will be accepted for conveyance over these services, and the fee for air transmission in Japan is 5 cents per half ounce or fraction thereof, to be prepaid by Canadian postage in addition to 5 cents for the first ounce and 10 cents for each additional ounce or fraction if transmission by air mail service in Canada or the United States is also desired, the above fees must be paid in addition to the regular postage rate from Canada to Japan.

If air transmission in Japan only is desired, the article should be prepaid at the rate of 5 cents per half ounce or fraction, in addition to the regular postage rate from Canada to Japan. Mail matter not fully prepaid as regards postage and air mail fees will not be given air transmission in Japan. Mail matter for conveyance over these air mail routes should bear the inscription "Par Avion"

on the address side to be followed by the course it is to follow, e.g., "From to"

Postmasters will please give the above every publicity.

We were also struck by the amount of information given in the July 1929 supplement regarding the new Montreal–Detroit air mail service:

New Air Mail Service: MONTREAL–DETROIT: On the 15th July, 1929, regular air service, daily except Sunday, each way, was inaugurated between Montreal and Detroit, via Toronto, Hamilton, London and Windsor. This new service places the Prairie Provinces and the Canadian Far West in close touch with Eastern Canada and Western Ontario through the United States air mail system and will enable materiel [sic] gains in time to be effected both ways. The following are typical of the gains made on the westbound movement. Mail connecting with the plane leaving Montreal at 9.15 AM (standard time).

Arrives at	By Air	By Rail	Gain
Toronto	12 noon, first day	5.40 PM first day	18 hours
Detroit	4.40 PM first day	12.35 AM second day	8 hours
Chicago	7.20 PM first day	7.25 AM second day	12 hours
Winnipeg	11.20 PM second day	10.00 AM third day	11 hours
Vancouver	2.30 PM third day	9.30 AM fifth day	48 hours
Los Angeles	5.25 PM second day	8.30 AM fifth day	63 hours

Similar gains are made on the eastbound movement.

Matter to be conveyed in this way will require to be prepaid at the air mail rate of 5 cents for the first ounce and 10 cents for each succeeding ounce or fraction, and may be accepted for registration and special delivery if the required fees are prepaid in addition to postage at the air mail rate. Air Mail letters should be plainly marked "Via Air Mail" and enclosed, if possible, in special air mail envelopes such as can be obtained at most stationery stores. Wherever possible, air mail stamps should be used to prepay the postage, but if such stamps are not available ordinary Canadian postage stamps may be used.

If the public, and particularly business men, can be induced to test the time-saving qualities of this new service, there is no doubt that they will become habitual users of air mail.

The energetic co-operation of postmasters in bringing this to the attention of their patrons will not only benefit the mailing public, but have a definite bearing on the future development of air mail activities in Canada.

Although we were unable to find details of rates for air mail services within Europe in the Postal Guides and supplements before March 1930, we think that the instructions to promote the advantages of the new air mail routes demonstrates the Post Office Department's commitment to air mail services both within Canada and to overseas destinations.

However, we also noticed a lack of balance in the publicity given by the

Canadian Post Office to new air mail services—a great deal of information was provided for some services, but many other services started during this period with no mention at all. Why, for example, was Cleveland–Pittsburgh the only American service reported?

We wonder if this lack of balance is a key factor; perhaps a consolidated table of air mail rates was not published before March 1930, in part because nobody was keeping an eye on the big picture?

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[This is a modified version of an article that originally appeared in the June 2000 issue of *The Canadian Aerophilatelist*.]



Baghdad to Toronto via Baghdad-Cairo airmail (1927)

Registered, with postage of $7\frac{1}{2}$ Annas applied on reverse (inset at upper right). This cover obviously “needs work”. One of the stamps is tied by a faint red hooded London registered cancel dated eight days after mailing. There are no Canadian handstamps. There is less competition for air mail covers to Canada. —ed

What does an offset prove?

Ronald I Ribler

THIS is an interesting and unusual item for collectors of the registered letter stamps (RLS) or the small queens. Figure 1 shows a 3¢ small queen Montreal printing (Scott/Unitrade 37c) with a registered cancel—a common stamp with a common cancellation. The back of the stamp (Figure 2) is the interesting element because it shows clearly an offset of the 2¢ RLS. How did it get there and what does it mean?



Figures 1 & 2. Front and back of a 3¢ small queen

It seems likely that a sheet of 3¢ small queens was laid on top of a newly printed sheet of 2¢ RLS and the ink transferred from one to the other. If this is indeed the case, it follows that the stamps were printed not only in the same place, but also at the same time and most probably using the same inks. It also means that the stamp was printed no earlier than November 1875, the date of issuance of the 2¢ RLS. Since the impression remained on the stamp after it had been soaked (to remove it from its cover), the offset occurred prior to the application of the gum and before the perforation process. The gum was applied prior to perforation, so the offset must have occurred at the printing plant. The offset reveals only a partial imprint of the RLS, although specks of colour are on other parts of the surface.

On the other hand, is it possible that the offset is the result of two stamps having been pressed together after they had been soaked off the covers? If that is even a possibility, the entire analysis in the previous paragraph becomes moot, at best.

Perhaps someone more expert than I in the printing operations and inks of the time could shed more light on this.

Keywords & phrases: offset

The *Greenhill Park* explosion

Alec Unwin & Gray Scrimgeour

THE explosion of the 10 000-ton ocean-going freighter ss *Greenhill Park* (sometimes written *Green Hill Park*) was one of Vancouver's most memorable events of World War II [1–4]. The *Greenhill Park* was berthed on the west (Pier B) side of CPR Pier B–C. Starting just before noon on 6 March 1945, downtown Vancouver was rocked by a series of four blasts. Flames came from the hold of the ship, with trails of crimson light. Smoke rising from the ship could be seen many miles away. Windows were broken in many downtown buildings. Fire trucks soon arrived and poured tons of water into the burning ship. Before 1 PM, she was towed away from the wharf—water still being poured into her (Figure 1).



Figure 1. The *Greenhill Park* in flames
After the explosion. Courtesy of Vancouver Maritime Museum.

The *Greenhill Park* was beached near Siwash Rock off Stanley Park, where fireboats finally extinguished the blaze several days later. Eight men died from the explosions; six were longshoremen and two were crew. Fortunately, the explosion occurred at lunch time, so many workers were away from the ship or out of the holds.

Keywords & phrases: transpacific, explosion, wreck cover, pickles

The *Greenhill Park* was owned by the Park Steamship Company Ltd [4, 5]. The Canadian government formed this Crown Corporation in March 1942 to operate ships to carry war material. They owned 176 ships (named after Canadian parks); 114 were standard 10,000-ton freighters [4–6]. Park Steamship allocated management of the government-owned ships to established shipping companies, such as Canadian Pacific on the Atlantic coast and Canadian-Australasian Line Limited on the Pacific coast. The private shipping companies managed the Park ships on a fee basis. “By this means, private operators were given additional experience in the management of ships, whilst the profits earned by the vessels were turned back through the Park company to the treasury to offset the cost of their building.” [5]

The Canadian-Australasian Line managed ships in the transpacific trade to Australia and New Zealand from Vancouver. Park Steamship did not announce who the managing companies were, probably for war security reasons. In the Pacific, their ships carried normal commercial shipments as well as war material. As we shall see, they also carried mail.

The Park ships were used on two major routes: from North America to Australia, New Zealand, and Fiji (with trade to the west coast of South America), and to South and East Africa, India, and Ceylon (with trade to the east coast of South America). A crew member described a round-the-world voyage from Vancouver that the *Greenhill Park* had made just before the explosion [4]. The ship reached Sydney (Australia) 30 days after leaving Vancouver. She then went on to Hobart and Fremantle, where she joined a convoy going to Colombo (Ceylon).

The next ports were Cochin (India) and Capetown. After travelling up the west coast of Africa to the Belgian Congo and the Gold Coast, the *Greenhill Park* headed across the Atlantic to Port of Spain (Trinidad). After passing through the Panama Canal, she returned to Vancouver after stops at San Francisco and Portland. Other Park ships returned to Vancouver from Australia via Fiji (bringing raw sugar), and via Peru (with coal from Australia) and Portland Oregon (with concentrates from Peru).

Back in Vancouver, the *Greenhill Park* took on cargo for Australia—12 military aircraft for the Royal Australian Air Force, lumber, newsprint, tinsplate, whisky, eight tons of pyrotechnic flares, 120 tons of sodium chlorate (as weed killer), and tons of mustard pickles. After the explosion, the 2000 steel drums holding the sodium chlorate were smashed and nothing remained of the chemical. The whisky barrels were completely destroyed. The planes were reduced to burned debris. Pickles were all over the place. Lumber in the Number 5 hold was salvaged. The explosion probably started as a small fire lit by a careless smoker (or by someone pilfering whisky). This

ignited some spilled whisky, and the resulting fire spread to the flares and the sodium chlorate.

A hearing into the explosion of the *Greenhill Park* concluded that proper procedures had not been followed. Circulated notices had warned not to stow more than ten tons of sodium chlorate in one hold, and to keep it away from explosives (such as the signal flares) and combustibles (such as whisky). All of the combustible material had been put in the Number 3 hold.

The ship was refloated and, after several moves, taken to North Vancouver, to Burrard Dry Dock (the yard where she had been built in 1944). The hull had been badly damaged, and the ship was declared a constructive total loss (i.e., the cost of repair exceeded the market value). However, it was rebuilt, and sold in 1946. She was renamed *Phæax II*, and in 1956 became the *Lagos Michigan*. She was scrapped at Kaohsiung, Taiwan in 1967.

Mail from the *Greenhill Park*



Figure 2. Cover salvaged from the explosion
Mailed from Edmonton on 13 February 1945.

Little has been published concerning the carriage of transpacific mail during World War II. From the 1944–1945 Canada Postal Guide (page 85):

Owing to war conditions, postal communication with certain countries has been considerably disrupted or suspended entirely and, consequently, the information shown under the country headings in the following tables is liable to modification. Up-to-date information can be obtained at all post offices.

Before the war, the Canadian Australasian Line performed a regular service

between Vancouver and Sydney with stops in Honolulu, Suva, and Auckland [7]. After the war started, the *Niagara* was sunk but the *Aorangi* (11) and the *Awatea* continued this service until September 1941. The *Aorangi* resumed regular service in August 1948. Little is known concerning mail carriage in the intervening seven years. The Canadian post office did not pay any subsidy to the company during the period 1942–1951. However, surface mail was carried on the route, probably on an unscheduled basis, by freighters of the Park Steamship Company.

We have seen three pieces of mail that were saved from the explosion of the *Greenhill Park*. All were addressed to Australia, and were processed by the District Director of Postal Services, Vancouver.

The first letter (Figure 2) was mailed at Edmonton on 13 February 1945, the enclosed letter having been written the previous day. There is some water damage to the envelope and contents, and the stamp is missing. The envelope bears a wide-spaced three-line handstamp reading

SALVAGED FROM
SHIP FIRE
VANCOUVER BC

There is no way to tell if this letter had been returned to the sender or forwarded to the addressee, although we suspect the former, since it came from an Edmonton dealer.

The second letter was written and mailed in Montreal on 19 February 1945. One edge of the envelope was scorched, as was the letter. On 5 April 1945, the letter was returned to the sender in a brown Canada Post Office ambulance envelope. Enclosed with it was a mimeographed note reading:

OFFICE OF DISTRICT DIRECTOR OF POSTAL SERVICES
VANCOUVER, B.C., CANADA.

The enclosed letter was damaged by fire & explosion on a ship at Vancouver, B.C.

G. H. CLARKE
District Director of
Postal Services.

The third cover (Figure 3) was mailed on 20 February 1945 at Salina (Kansas) by a soldier, and was marked 'Free'. Free soldiers' mail traveled by surface, not by air. The United States Post Office must have known that a Canadian ship would be carrying mail from Vancouver to Australia. There are several oily smudges on the cover. The envelope bears the three-line handstamp saying that it had been salvaged from a ship fire. It was folded and put in an ambulance envelope, and mailed on 5 April 1945 to the addressee in Melbourne (Australia).

None of these letters had been censored; by this time, mail between Canada and Australia was not routinely censored. Why one was returned to the

sender while another was forwarded is not clear. The earliest letter likely reached Vancouver by 15 February, so had waited over three weeks for a ship.

While these covers give an intriguing snapshot of the transpacific surface mail routings during World War II, full understanding of this mail service will require much additional research.

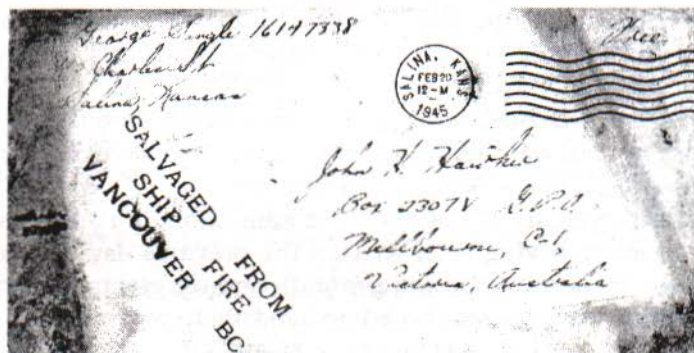


Figure 3. 'Free' cover from Kansas
Mailed 20 February 1945, and forwarded Vancouver-Melbourne.

The second author remembers seeing the smoke from the explosion as he walked home for lunch from Lord Nelson school. His sister phoned home from the Credit Foncier Building, which overlooked Pier B-C, to say that she was safe. One of her colleagues, a young man who had just come from England, ducked under a desk at the first blast, by reflex action. Others in the room eventually did the same.

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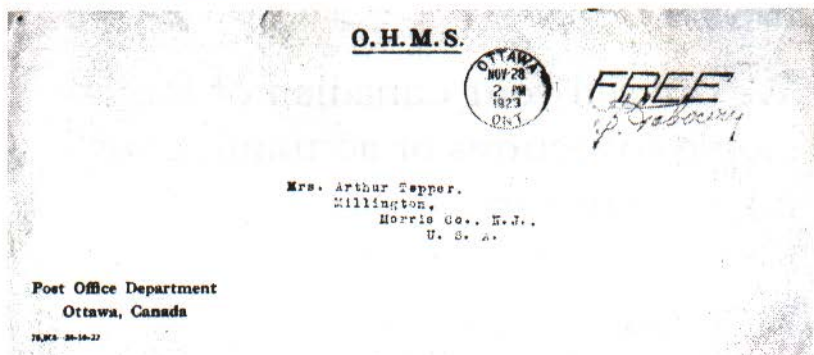
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Stamp availability in 1923

J Randall Stamp Jr

SHOWN is a 1923 cover from the post office to the US. It passed free even though to a foreign destination, for either of two reasons—it was from the post office (mail from any UPU member's post office passed free to any destination within the UPU), or because of an 1888 treaty between the US and Canada, allowing free mail from one country to continue being free in the other. However, the contents are the feature of interest.



Free franked to the US (1923)

The envelope was mailed from the Postage Stamp Division of the Post Office to a Mrs Arthur Tepper. The carbon copy letter (precursor to form letters) begins "Dear Sir", and gives a list of mint stamps for sale at that time. Available (in limited quantities) are the 1917 Confederation stamp, the 1916 perf 12×8 1T¢ Admiral, and four denominations of the 1908 Quebec tercentenary series. Going further back, the 1898 map stamp was still available. All of these cost only face value.

Somewhat astonishingly, even the $\frac{1}{2}$ ¢ 1897 Jubilee stamp was available, albeit at 5¢ (with a limitation of one per customer), and so were the officially sealed stamps of 1905 on blue paper (one to a customer, at 50¢) and on white paper (at 25¢). The letter actually refers to "Queen Victoria Officially Sealed Dead Letter stamps", which should be the 1879 issue, but distinguishes blue and white papers. Even the Queen Victoria 1¢ letter cards were available at face, as were "Queen Victoria reply post cards".

This provides more evidence for something many philatelists believe—

Keywords & phrases: philatelic sales from the Post Office

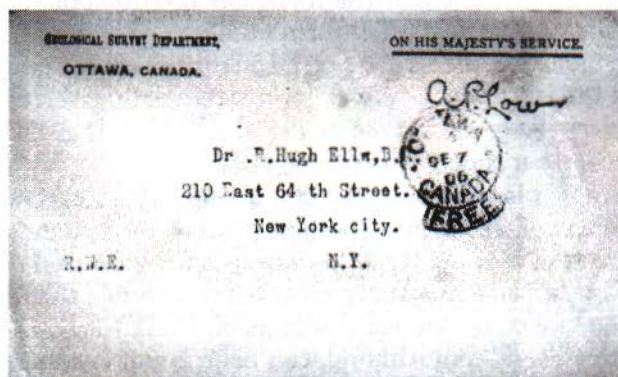
that mint Canadian stamps were available from the Post Office well beyond their normal use. Perhaps most surprising is the ½¢ Jubilee, which initially was sold only with higher values, for fear that a small group of people could purchase the entire issue.

The letter closes, "When remitting, kindly include thirteen cents to cover postage and registration"—so, even though postage was free from the post office, and clients were paying full face (or more) and were very unlikely to use the stamps, the Post Office expected the postage to be paid!



Not free to the US (1884)

Mailed from the Québec agency of the Marine & Fisheries Dept, originally free franked, but a stamp was required for US mail.—ed



Free to the US (1906)

From the Geological Survey of Canada, free franked by a hand-stamped signature of A P Low (initials RWE are probably those of the sender), to New York. From 1888, mail between the US and Canada that was free in the originating country remained free in the destination country.—ed

Watermarks on A R forms

The Editor

AR forms, used in Canada from 1879 to the 1920s, were attached to registered letters and were to be signed and then returned to the sender of the registered item. This service, known as *avis de réception*, was never very popular in Canada, and perhaps only five or six dozen such forms are known. For more details on AR service and forms, see [A], [S], and [H]. This article reports a surprising phenomenon, namely that some of them were printed on watermarked paper. Even more surprising is a connection with Newfoundland revenues, described at the end.

The papers on which AR forms are printed vary from blue-white to yellow-brown (with one remarkable exception—the 1879 first printing is purple). These colours are not “shades” of paper, but are the result of high acid content, poor storage, and general mistreatment. They typically have numerous tears and holes (e.g., caused by lawyers’ spindles), rust stains (from paper clips and staples), . . . My impression was of poor quality paper.

In mounting one for exhibit recently, I inadvertently passed it in front of a light—and noticed a watermark. I then went through my supply of forms and found five different watermarks.

The printings of AR forms (and later, the cards that superseded them) are easily distinguished from each other by the print order data that appear in a corner. Typically, they are of the form “**39 B.**—100,000—23-12-18”; the bold **39 B.** indicates the post office form number (39 B for all forms but the idiosyncratic first one), the 100,000 the quantity ordered (and presumably printed), and the last three numbers represent a date, given as day-month-year. This is very likely the date on which the order was authorized or sent to the printer (rather than the printing date).

The following table (updating that appearing in [H]) summarizes known printings and use of AR forms. The first column, “P/O date”, refers to the print order datum. In the early & late use column, a centred date means all reports were in the same month. In chronological order, the following contributed to the table: the late Allan Steinhart, Hank Narbonne, Bob Smith, Ed Harris, Larry Paige, Tom Almond, Len Belle, & Bill Pekonen.

That there are five different watermarks, likely from different manufacturers, suggests that a variety of papers were used by the printers. More printings might exist on watermarked paper.

Of particular interest is the latest one to have a watermark, print order

Keywords & phrases: watermark, AR, Newfoundland revenue stamps

date 27-9-17. I have four examples of this AR form, three mailed on the same date! One of this triplet—a watermarked one—is illustrated in [s, p 64]. Each of the triplets is a delayed AR form (also known as “subsequent” or “after-the-fact”, i.e., sent *after* the registered letter was mailed), but only two of them are watermarked. The fourth is also watermarked.

Table of known Canadian A R forms

P/O date	Quantity	Early & Late Use	Watermark
27-3-79	5,000	DE 1883	
2-11-92	2,500	DE 1896	
16-7-1900	1,000	JA 1903 JN 1903	
17-6-04	4,000	MR 1905 1906	“Columbia” & shield with non-serif SUPERFINE
23-11-04	6,000	NO 1906	
22-11-07	13,000	1909	serif “Adelie”(?) with gryphon and large maple leaf
20-07-08	18,000	NO 1908 AU 1909	typescript LAURENTIAN WOVE
7-7-09	20,000	JY 1910	
7-7-10	30,000	MR 1912 JN 1913	
30-11-10	40,000	JN 1915	
30-5-12	100,000	NO 1914	non-serif E . . . BOND (extrafine bond?)
19-6-13	100,000	AP 1914	
19-1-14	100,000	SP 1915 MR 1918	
27-5-15	75,000	Oc 1916 JN 1918	
10-5-16	90,000	DE 1917 AP 1919	
2-2-17	90,000	Oc 1917 DE 1919	
27-9-17	100,000	MR 1918 JA 1919	script “Colonial Bond”
21-6-18	100,000	1921 1925	
23-12-18	100,000	AU 1919 JY 1920	
24-7-19	125,000	AP 1920 JA 1921	
23-7-20	150,000	JA 1921	

Serendipity About a week after I had written a draught of the preceding, I absent-mindedly opened BNATopics # 481 at John Walsh’s article, [w], on Newfoundland revenue stamps issued in 1907 & 1910. He, with the help of numerous people, had painstakingly pieced together most of a watermark, but still hadn’t completely described it. I immediately recognized it as the watermark appearing on the form with print order date 17-6-04. This particular AR form is very difficult to find—I know of only two examples, one in my collection, and the other reported in an auction (and there is no reason that the latter should be watermarked).

Since AR forms are large, the entire pattern is visible. The outlined text reads COLUMBIA with a fancy C. (John had determined this from just one pair and a number of single stamps, a very difficult task.) The complicated design is of a shield, with the word SUPERFINE diagonally across it. Tantalizing bits of the shield and lettering are shown in [w, p18]. The shield is shown in Figure 1.

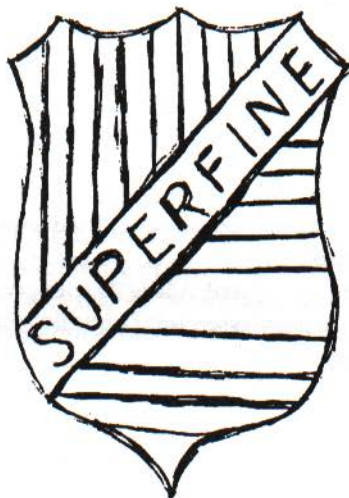


Figure 1. Shield portion of the watermark (facsimile)

At full size; this watermark appears on the 17-6-04 AR form and the Newfoundland revenues, along with the word COLUMBIA. The paper is folded exactly where the missing horizontal line may be. Of course, to compare with watermarks on stamps, this should be held up to a mirror. (Thanks to Bob Smith and his light table.)

It would be interesting to determine the paper manufacturers and printers of the revenues and AR forms. It also might be worthwhile checking any other watermarks that appear on BNA stamps and revenues, to see if they are compatible with those on the AR forms.

References

- [A] George B Arfken, *Canada and the Universal Postal Union*, The Unitrade Press (1992).
- [H] David Handelman, *Avis de réception*, PHSC Journal # 88 (1996) 13-21.
- [S] Allan Steinhart, *Acknowledgment of receipt* pp 62-67 of *Allan Steinhart, Postal Historian* edited by D Handelman & K G Scrimgeour, PHSC (1997).
- [W] John M Walsh, *Newfoundland revenue stamp watermarks*, BNATopics # 481 (1999) 16-18.

Watermarks

[Reprinted with some revisions from *BNATopics* vol 17 (1960), p 185. The article was attributed to a printing class at an English technical school, and was supplied by an instructor at what is now Ryerson University.]

THE story of watermarks is intimately connected to the history of papermaking. The early Chinese pounded mulberry bark or hemp mixed with water in a stone mortar, pouring the resultant pulp into a shallow wooden frame and allowing it to dry in the sun. They were the first to make paper. The principles of papermaking are virtually the same today. The original method permitted the water to drain off through a screen of woven grass; some later genius conceived the idea of a mould, from which the sheet could be removed while still moist. This, the Chinese *laid* transfer mould, had a covering of thin rounded bamboo placed side by side, 23 laid lines to the inch, and was stitched together at intervals of an inch or so, with silk, flax or horse-hair to form the *chain* lines. These laid and chain lines on the paper have been called the first 'papermarks'. The laid lines are horizontal and the chain lines are vertical.

These early bamboo moulds did not lend themselves to watermark designs. However, when wire was substituted for the original bamboo and horse-hair moulds, applied designs (interlaced with the original laid and chain lines of the mould) became possible. Where the interlaced wires of the superimposed design appear on the mould, the fibres are thinner, leaving an impression of the design on the wet sheet. This is the watermark.

When one holds a sheet of modern handmade paper to the light, the watermark (usually the name of the paper mill and a design) can be seen. In the background are the laid and chain lines resulting from the wire mesh.

A sheet of machine-made paper will not show laid or chain lines, and only an expert would be able to identify the fine continuous wire mesh on which the sheet was formed. However, a watermark may be visible. This was made by a *dandy-roll*—a small wire mesh cylinder under which the moist paper stock passes after the sheet is formed. [See *Papermaking & its processing ...* by A E Hutton Jr, *BNATopics* vol 57 no 1 (2000) p 23–26.]

Why watermarks developed is wrapped in mystery, as is so much else in the long history of paper-making, but the most acceptable explanation is that the marks were emblems or trademarks of craftsmen who were proud of their workmanship.

Keywords & phrases: watermarks

Italians of the 13th century were the earliest Europeans to use watermarks. The first paper used in England was of foreign manufacture, and the earliest watermark itself found in a book in England was of a ram's face. This appeared in paper used for a book (likely of French origin) around 1330.

The first book printed on English-made paper appeared c1495–1496, bearing a watermark of a wheel or star. This is credited to John Tate, who built the first paper mill in England (1495).

The paper used for the printing of the famous 42-line Bible (1450–55) has a bunch of grapes as its watermark; this appears with unusual clarity.



Getting your stamps water-marked (June 1939)

This is one of very few registered "wreck" covers addressed to Canada. Mailed from Adelaide (Oz) and recovered from the Imperial Airways *Centurion*, which crashed in the Hoogley River near Calcutta. There were no casualties, and most of the mail was recovered. It was sent to Britain (sealed with tape on reverse), where it was reregistered, and it eventually made its way to Ingersoll (ON) after only 25 days travel time. The upper right stamps and the original registration etiquette washed off, and another stamp fell off after the cover was salvaged. It may have contained stamps, and these would have been soaked, hence water-marked. —ed

A peaceful invasion

Lionel F Gillam

NUMBER 142 of the RPO Newsletter (of the RPO study group), contained an illustration of the first timetable of the Nelson & Fort Sheppard Railway, supplied by Ken Ellison. This sparked my immediate interest. That it was a Canadian railway there was no doubt. Fort Sheppard had a Hudson's Bay Company ring to it, which I quickly found to be so: Long abandoned, Fort Sheppard was situated more or less on the province line and a stone's throw from Washington state. It connected with the American line of the Spokane Falls and Northern Railway. Both lines were built (and owned) by a go-getting American, Daniel Chase Corbin, who combined entrepreneurial skill with a somewhat devious character—qualities which were essential in North American railroading in the nineteenth century.

In plainer language, Corbin had an eye for the main chance, and in this case his eye was on the vast deposits of silver (and other minerals) that were to be found in the South Kootenay district of BC. In the normal course of events, neither the provincial nor the federal governments of Canada would have entertained an "invasion" of Canadian territory by an American line that was obviously designed to syphon off the riches of the Kootenays, and thus deny them to the Dominion in general and BC in particular.

Indeed, there were many in Victoria and Ottawa who, in the beginning (if not in the end), opposed the granting of a charter to Corbin whose designs were so obviously at variance with Canadian interests. Now, by calling Corbin "devious", I may be doing him an injustice. I should perhaps lay the charge at his attorney—who assured the BC government that the real aim of his client was to build from the south end of Kootenay Lake to the coast (with a short detour into American territory, rendered necessary by the difficulties of penetrating the chain of mountains on the west bank of the Columbia River).

Here then was an American railway tycoon promising to fulfil a British Columbian "impossible dream", a coast-to-Kootenay railway that had obsessed Canadians on the Pacific coast before Vancouver was even thought of (it was called Coal Harbour), and at least since the early 1860s when during the American Civil War, some footloose Americans strolled over the imaginary 49th parallel and struck it rich. There was truly "gold in them thar hills" at Wild Horse Creek in the East Kootenays, and at Rock Creek.

Keywords & phrases: RPO, CPR, BC gold rush, Daniel Chase Corbin

Within weeks of their “lucky strike”, thousands of their fellow Americans poured over the border. In terms of the earlier California and later Klondike gold rushes, this was a relatively minor affair. However, many Americans returned home very rich men—even richer than they might have been if they had paid the gold royalties which the British government demanded (in a very weak voice).

The rush was over by 1866, and in 1871 the Canadian province of British Columbia came into being—on the promise of a railway connection with the Atlantic coast. The rest, as they say, is history.

However, if mainland British Columbians threw their hats in the air when the CPR was completed, Victorians on Vancouver Island looked sour. They never did get their bridge to the mainland across the Seymour Narrows that Van Horne had promised them. Nor did British Columbians get their coast-to-Kootenay railway until 1915.

That Van Horne was instrumental in initiating the construction of this longed-for railway is often forgotten. That Sandford Fleming laughed his socks off at the very idea of a railway through the Crow’s Nest Pass and over (or through) the Rockies, the Selkirks, and the Monashees is on record; nor was he by any means alone. The cost of such a line was unthinkable and the difficulties mind-boggling in the 1870s.

Now what has this to do with Canadian railway postmark collectors? Not much. The Nelson & Midway RPO is well enough known not to need comment. If anyone wonders why there was no RPO service between Midway and say, Hope or Vancouver, as I did once, the answer lies in the 300 miles of mountain wilderness between Midway and the Pacific coast.

There was a baggage car service, of course; and at Nelson both the Medicine Hat & Nelson and the Nelson & Midway RPOs dispatched US mail to the Spokane Falls & Northern Branch of the Great Northern Railway for onward transmission by the American postal authorities. The Canadian portion of this line was originally the Nelson & Fort Sheppard Railway.

One last question: did Corbin really intend to build from Nelson to Hope or Vancouver? If so, then why did his attorney not say so? The latter said that his client intended to “build to the coast”. Could that have meant Seattle or Tacoma for instance? Van Horne certainly feared that might be the case. He was well versed in American railway jiggery-pokery, and was not above practising a bit of it himself. After all, he was an American too. As someone once said, “the only difference between Canadian and American railroaders is that the Canadians do their cheating before they sign on the dotted line.”

[*The preceding appeared originally in the newsletter of the RPO study group, whole number 149, August 2000.*]

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Stories behind my covers (42): U K late fees on transatlantic letters

Jack Arnell†

IN the late 18th century, the practice of charging an extra fee to put a letter into the post between the time a particular mail was closed and the stage left with the mail bags was introduced in London. Subsequently, this came to the Scottish and Irish Head Post Offices in Edinburgh and Dublin, and some provincial offices. Most such charges are found on local and inland letters; pre-1840, they may be identified by a square datestamp, in place of the usual round one. I have never seen such a datestamp on a transatlantic letter from Great Britain to North America.

Apart from a study by the late Stitt Dibden published by the Great Britain Philatelic Society (London, 1966), very little information is available about late fees. The fee appears to have been 6d sterling prior to 1840 and 1 thereafter for 30–60 minutes after the mail had closed. This is reflected in quotations from 1837 & 1843 *British Almanack and Companion*.

[1837] The business of [the GPO London] was transferred to the New Post Office on 23 September 1829; and Branch Offices opened at Charing Cross, Vere-St, Oxford Street, Blackman-St, Borough; and in Lombard-Street, for the receipt of inland, foreign, and ship letters, where notice will be given of the arrival of foreign mails, &c. The Branch Offices are open for the receipt of letters until a quarter before seven, PM, and in Lombard-Street, till seven; after which hour no letters are received except at the General Post Office, St Martin-le-Grand where they are received till half past seven, paying 6d each; or till a quarter to eight o'clock, if the postage is paid, and 6d additional.

[1843] EVENING MAILS. The Receiving Houses are open for general post letters till five and at St. Martin-le-Grand and the Branch Offices at Charing Cross, Old Cavendish-Street, Blackman-Street, Southwark, and Lombard-Street, till six, without fee, and at the four Branch Offices till half-past six, and at the General Post Office, St. Martin-le-Grand, till seven, paying 1d each; the extra penny on all inland letters to be paid by a stamp, but upon foreign, colonial, or ship letters, the penny may be paid either by a stamp or in money.

My earliest examples of late fees on letters to British North America date from 1850, when many of the larger offices were accepting such letters. Figure 1 was mailed at Scarborough in Yorkshire on 10 April 1850 with a one penny adhesive paying the late fee. It was backstamped at the main Liverpool office and packet office the following day, marked with 1/2 (i.e.,

Keywords & phrases: transatlantic, late fee

† Dr Arnell died on 15 April 2000

one shilling two pence sterling) to show the amount of the unpaid postage [the adhesive stamp was not counted as part payment of postage—ed] and put in a closed bag for Toronto to be carried by the *Cunard Cambria* on 13 April, arriving in New York on 2 May. At Toronto, it was struck with an encircled 1^s/4^dCy: handstamp, to show the postage due in local currency.

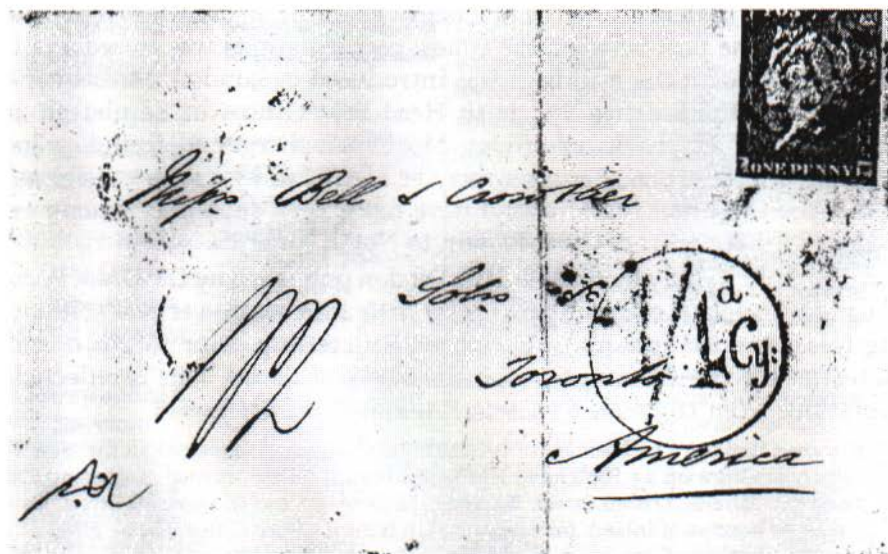


Figure 1. Yorkshire to Toronto (1850)

The next two covers (Figures 2 & 3) were mailed at Glasgow with one penny adhesives. In addition to the stamp canceller, they were struck with a small broken circle GLASGOW with inscribed L to show the late fee. Glasgow was the only office to use such a handstamp. The first was mailed on 10 April 1850 and marked 1/- to show the British unpaid postage via Halifax. It was also carried by the *Cambria*, as in Figure 1, but was landed at Halifax. There it was backstamped with the packet office handstamp on 29 April and struck with an encircled 1^s/1½CY. to show the postage due in currency.

The next letter was mailed on 4 July 1854 and has a similar Glasgow late fee mark. At the Liverpool packet office it was struck with 7d handstamp to show the British debit and put in a closed bag for Kingston. It was carried by the *Cunard Niagara* from Liverpool on 8 July to Boston on 20 July, and struck with 10^d at Kingston to show the postage due in currency.

Figure 4 is interesting in that a one penny embossed envelope was used to pay the late fee. It was mailed at Brighton on 29 April 1858, backstamped at Bedford later the same day, and handled at the Liverpool packet office on the

next day. It was put in a closed bag for Montreal and carried by the Cunard *Persia* from Liverpool on 1 May to arrive at New York on 11 May. It was backstamped at Montreal on the following day and struck with a handstamp showing the amount of postage due, 10d cy.

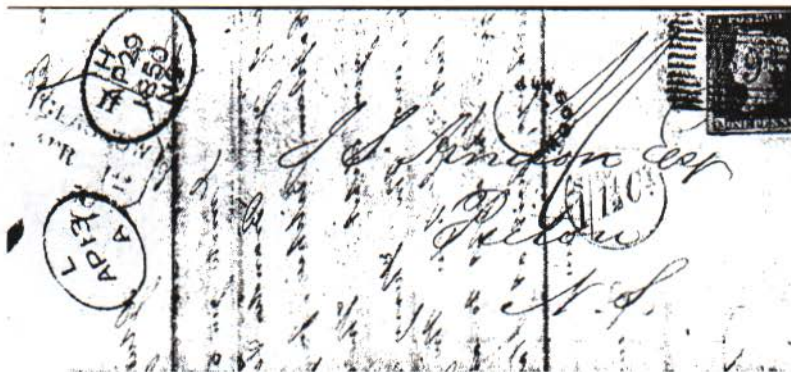


Figure 2. Glasgow late fee handstamp; to Pictou (1850)



Figure 3. Glasgow late fee handstamp (1854)
Mailed to Kingston.

Although Stitt Dibden did not identify two pence and three pence late fees as applicable until the late 1880s at the main London office, there is evidence from covers that it was practised much earlier at some offices. Dibden noted that in 1889 at the London main office the mail closed at 6 PM and the late fee was 1d until 7 PM; 2d until 7:15 PM; and 3d until 7:30 PM.



Figure 4. Embossed envelope to Smith's Falls (1858)

However, I have an unpaid letter to Montreal (Figure 5), which was mailed at Newcastle-on-Tyne on 26 September 1842 with a blue two penny adhesive on it and marked with a manuscript 1/2, the correct postage due in sterling. It was carried by the Cunard *Britannia* from Liverpool on 4 October in a closed bag for Quebec and arrived at Halifax on 16 October. At Quebec, it was struck with a double lozenge 1/4 CY to show the postage due in currency. There is a manuscript *Postage 1/5* on reverse, indicating the 1d carrier fee in Quebec. [It is quite possible that this is not a late fee cover, merely that the adhesive did not count towards the postage.—ed]

Figure 6 illustrates a letter from London, mailed on 16 February 1871, with two 1d adhesives paying the late fee and the postage paid in cash as shown by the manuscript 3 and the PAID datestamp, both in red. This may have been delivered directly to the night train to connect with the Allan ship *Caspian*, which sailed on her maiden voyage from Liverpool that day. It arrived at Portland (Maine) on 28 February. It was datestamped at Montreal the next day. Note the year date error.



Figure 5. Newcastle-on-Tyne to Montreal (1842)



Figure 6. London to Montreal (1871)

Note the late use of the "C.E" broken circle at Montreal.

Figure 7 shows a letter mailed at Glasgow on 17 October 1856 to New York, and is included here because it shows unequivocally the 3d late fee paid by three 1d adhesives with the special Glasgow late fee handstamp beside them. The packet postage of 1/-stg was paid in cash. It was carried by the *Cunard Asia* from Liverpool the same day, arriving in Boston on 31 October.

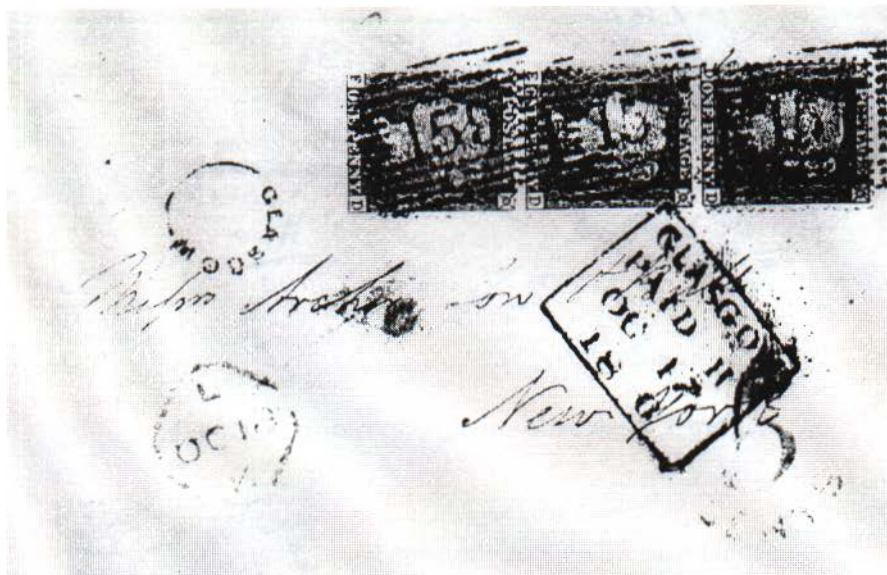


Figure 7. Glasgow late fee, to New York (1856)

The 5 CENTS handstamp covers the internal United States postage due, Boston to New York.

Figure 8 shows a letter which has the appearance of being an unpaid 3d late fee letter, in that it has three 1d. adhesives and is struck INSUFFICIENTLY PREPAID. However, it is merely shortpaid. The manuscript 4½ shows the British debit, the 3d share of the postage via the US, plus half the 3d unpaid fine. It was mailed at Aberdeen on 20 July 1874 and was intended for the *Cunard Java* sailing from Liverpool the next day. However, the *Java* reached New York on 31 July and the letter would have reached Halifax before the 9 August backstamp, so it must have missed this connection. It seems likely that it was held over at Liverpool and was carried by the *Inman Caspian* from Queenstown on 29 July, direct to Halifax on 9 August, where it was back-stamped on that day and struck with CTS 12. This indicates 12¢ postage due, made up of each 6¢ short payment and 6¢ fine. Letters such as this provide much of the fascination of postal history.



Figure 8. Shortpaid (not late) Scotland–New Brunswick (1874)
Note ms rate notation and handstamp to its right.

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Presentation booklets of the 1952 Brussels U P U congress

J C Jarnick & A Chung

THE thirteenth Congress of the Universal Postal Union convened in Brussels in May 1952. Following the usual custom, the Canadian Post Office prepared 450 souvenir booklets for distribution to the delegates. The booklet measures 152 mm × 104 mm. It is bound in blue pin-grained morocco leather with a white silk marking cord. The Canadian Bank Note Company manufactured the booklets at a cost of \$2580. Delivery was made to the Post Office in three shipments, the final one on 26 March.



Figure 1. Booklet cover
In morocco leather with white silk cord

The cover of the booklet (Figure 1) is gold stamped CANADA. The fly-leaf (Figure 2) bears an emblem with a maple leaf, the CP monogram, and *SERVIRE POPULO* (Latin for public service). On the following page is:

POST OFFICE DEPARTMENT
CANADA
XIIITH CONGRESS
OF
THE UNIVERSAL POSTAL UNION
BRUSSELS, BELGIUM
1952

Keywords & phrases: UPU, presentation booklet

Following the English title page is another title page, repeating the information in French:

MINISTÈRE DES POSTES
CANADA
XIII^e CONGRÈS
DE
L'UNION POSTALE UNIVERSELLE
BRUXELLES, BELGIQUE
1952

The 16 pages in the booklet are separated by spider web interleaves on which is printed a bilingual description of the stamp. Blocks of four are affixed to the page at the top two stamps. The stamps are inside a simple black frame, which has been printed on the page. In the booklet are the 4¢ George VI issue of 1949, the responsible government commemorative, blocks of the Newfoundland and Halifax commemoratives, blocks of the 50¢ oil wells, the 10¢ fur resources and \$1 fish resources stamps, blocks of the Sir Robert Borden and Mackenzie King commemoratives, the 4¢, 5¢, 7¢, and 15¢ stamp centenary commemoratives, the 1951 royal visit commemorative, the 20¢ forestry products issue, and the 1949 2¢ George VI issue.

Apparently, the Post Office did not have on hand a sufficient quantity of the responsible government stamp for all 450 booklets. As a result, 400 booklets contain a block of four of this stamp, while 50 booklets were manufactured with a smaller frame holding only a horizontal pair.



Figure 2. Insignia on the flyleaf

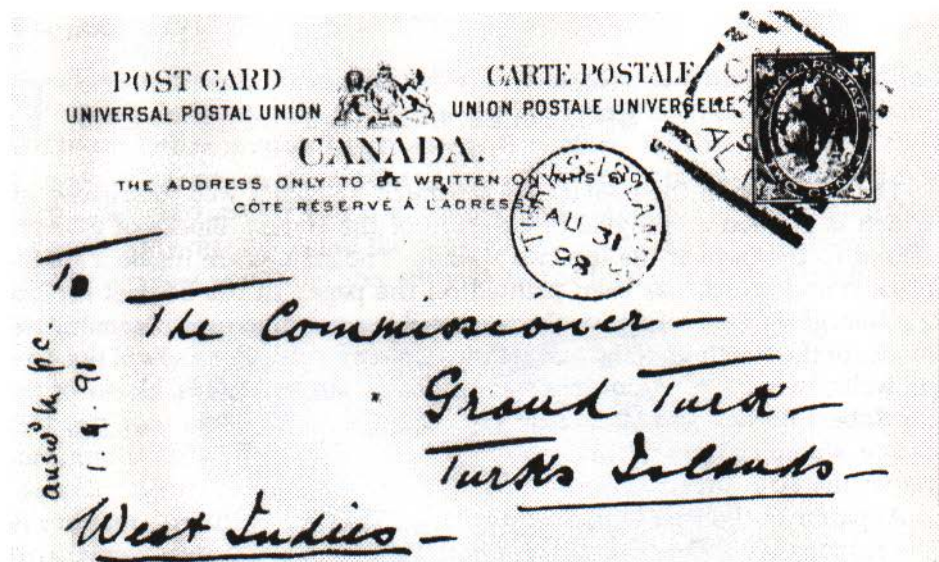
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L Seale Holmes *Official booklets and portfolios of Canadian postage stamps*, Specialized Catalogue of Canada and British North America, eleventh edition, Toronto, Ryerson Press (1963) p 202.

National Archives of Canada, RG3, all acc 86-87-396, Box 17, File 8-6-17.

The Steinhart Legacy

Allan L Steinhart



An unusual UPU destination
On the short-lived orange UPU card, in its proper period.

THE 2¢ orange maple leaf UPU rate post card had a short period of use before the similar 2¢ blue card was issued in August 1898. The majority of the orange cards are found properly used *after* the blue card had been issued. Orange cards used in the period before the issue of the blue card are scarce and at a premium.

The vast majority of such cards are used to the more mundane destinations such as Britain, France, Germany, etc. Generally, the more unusual the destination, the scarcer the card to such a place. The card shown above was used 9 August 1898, before the issue of the blue card, or, at least, about the same time, addressed to the unusual destination of Turks Islands, in the British West Indies. To add to the desirability of the card, it is a territorial usage from Calgary, and also bears a Calgary squared circle cancellation.

[This note is part of a series of short notes and longer articles that had been submitted by Allan prior to his sudden death in September 1996.—ed]

Keywords & phrases: UPU, post card

What's new?— National Archives of Canada Philatelic Collections

Cimon Morin

This column is provided on a regular basis in order 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 ON K1A 0N3 [fax: (613) 995-6274; e-mail: reference@archives.ca; Internet website: <http://www.archives.ca>]

ArchiviaNet

[*Internet website:* <http://www.archives.ca>] I wish to announce that *ArchiviaNet*, the National Archives online research tool, has recently expanded to include the General Inventory of fonds, collections, and accessions. This comprehensive research tool gives on-line visitors access to high level descriptions covering a significant portion of the archival holdings of the National Archives of Canada. The launch of the General Inventory is the culmination of a year-long effort to transfer data from the MIKAN control module to a web-based interface. It also represents a huge accomplishment by all National Archives staff who have been involved in sustained effort to implement control standards, create MIKAN, and populate the database with descriptions of our holdings.

The National Archives of Canada has custody of millions of textual, photographic, iconographic, audio, philatelic, cartographic, architectural, and other documents from all sources on all types of media. These documents, which mainly, but not exclusively, illustrate Canadian life, are organized into fonds, collections (which are themselves subdivided into sous-fonds, series, sub-series, sub sub-series, etc), and accessions, which reflect the activities and functions of a person, family, or organization. There are descriptive entries for each of these groupings, and all of these descriptive entries can be found in one broad database that also includes some item descriptions.

The search screen allow researchers to query the thousands of descriptive entries contained in the database. This screen includes two fields in which users can type in the terms that they are looking for in a description and a series of buttons for limiting the search. Based on the selected parameters,

the system will search for an exact entry title or specific expression and display the results, if any, as a list of links leading to the actual descriptive entries. A search by *Keyword* makes it possible to retrieve any term or group of individual terms through appropriate logical operators (see the *Search Syntax* link for further information). As this is a full text search system, once triggered, the search covers all fields of the database.

Approximately 800 philatelic acquisitions are described in the General Inventory database. These acquisitions have occurred, for the most part, since 1988—the year that the philatelic collections were transferred from the former National Postal Museum to the Canadian Postal Archives (at National Archives of Canada).

Canadian Postal Archives

Recent changes have occurred at the Canadian Postal Archives. The newly appointed National Archivist, Mr Ian E Wilson, has recognized the importance of making Canada's postal heritage more accessible to Canadians as has been noted in several forums. More recently, additional information on the Postal Archives was added to the National Archives website. The potential development of a virtual postal archives, to reside on the NA website, with links to related institutions, would increase the visibility and accessibility of our postal heritage. Although resources do not yet exist to undertake all that we would like to accomplish in this area, the focus of existing resources on the priorities of postal description and Web access will move the CPA closer to this goal. For this reason, the Canadian Postal Archives has been moved to the Researcher Services Division to focus on description of philatelic holdings, postal website development, and public service. The acquisition of philatelic materials from Canada Post, including stamps and materials leading to the production of stamps, will be maintained by another branch of the archives. The acquisition of private sector records will be kept to a minimum for the next few years in order to favour the new priorities of the Postal Archives.

In short, the NA will enhance its access to the philatelic collections through the website, as well as improve its on-site services to the philatelic community; this will include better access to its philatelic library. In future columns, I will provide readers with details of plans as they develop.

There is a line in the Unwin-Scrimgeour article on the *Greenhill Park* (this issue), that is one of the most memorable I've ever seen, in or out of context:

Pickles were all over the place.

—ed

Lew Ludlow's Cowcatcher



William G Robinson OTB

LAST time, we mentioned a number of unlisted markings from ships that were not authorized to carry or cancel mail. Here (and in the next column), we list markings of doubtful legitimacy. Some of these may be delisted or shown in a subsidiary listing in the next edition of the *Catalogue of Canadian railway cancellations & related transportation postmarks*.

Canadian Pacific Railway Company

s-122	ss Princess Elizabeth	1934-36	Type 1L	Atkinson
s-123a	ss Princess Marguerite	1934-39	1L	Sherlock
s-124	ss Princess Kathleen	1934	1A	Hertzberg
s-125	ss Princess Kathleen	1932	22C	Smuckler
s-128A	Barge Transfer No 2	1908	1L	
s-130h	ss Princess Joan	1958	1L	Kiefner
s-130i	ss Princess Elizabeth	1950-53	1L	Yates
s-131	ss Princess Elaine	1934-37	1K	Holton
s-135c	ss Princess Charlotte	1929-47	1J	Lund, Erle
s-135e	ss Princess Elizabeth	1930-46	1J	Hill
s-135i	ss Princess Marguerite	1936-39	1J	Atkinson
s-135j	ss Princess Marguerite	1949-72	1J	Groves
s-135k	ss Princess Mary	1933-51	1J	Mann
s-135l	ss Princess of Nanaimo	1951-58	1J	Porter
s-136b	ss Princess of Vancouver	1979	23A	Topping
s-139b	ss Princess Victoria	1936-49	1J	Morant

These vessels were all on the Vancouver-Victoria run. They normally handled only bagged mail and had no reason to cancel mail.

s-141	Steamer Moyie	1946	1J	Paul
s-144	Steamer Moyie	1937-57	1L	Atkinson, Ramsay
s-145	ss Rosebery	1938	1L	Atkinson
s-148	ss Minto	1938-49	1I	Upleger
s-149a	Steamer Minto	1944-54	1J	Morant
s-149b	ss Sicamous	1932-36	1J	Schell

These vessels on Kootenay and Okanagan Lakes used the steamer markings as corner cards. The actual cancellations were the w-106 series on Okanagan Lake and the w-131 series on Kootenay Lake.

Ludlow's listing criteria were:

- 1 name of vessel specified in the cancellation
- 2 cancellation expected to be found with legitimate postal use
- 3 vessel could be expected to have handled mail.

I can be contacted at # 301-2108 West 38th Ave, Vancouver BC V6M 1R9.

Keywords & phrases: doubtful ship markings

Rounding up squared circles



John S Gordon

CONTINUING the listing of earliest and latest recorded dates and years of no recorded use (NSR: no strikes reported), in preparation for a possible fifth edition of the Handbook. Please report any new data to me at 2364 Gallant Fox Ct, Reston VA 20191 (e-mail: jkgordo@hotmail.com).

Type II Ontario, C-M

Cornwall OC11/94-MY 8/00 (Look for small os in the year in 1900.)

Dundas PM/AP 9/94-AM/DE21/00 about 29% are AM (small zeroes in the year in 1900)

Dunnville FE 4/95-AU 22/99

Durham MY 26/94-AU 18/95 with an isolated late MR 24/96

Flesherton AP 24/94-MY 4/00 (small zeroes in the year in 1900)

Fonthill JY 3/93 one strike on 3¢; reported years ago (J M Allen collection)

Forest MR 29/917-JY 2/98 with an isolated late JU 17/99.

Formosa Hammer I proofed AU21/93, but no strikes reported

Formosa Hammer II, State 1 AP 10/95-OC 8/96 proof date unknown; just two dated strikes reported

Formosa Hammer II, State 2 OC 15/96-AP/6/09 NSR: 00, 02, 05; Periods of use: to NO/7/99, period 1) (latest two-line date is NO 3/98, earliest three-line date is DE/ 14/98). Isolated reports: FE/1/01, AP/11/01, JA/6/03, AP19/04; MR/28/06 to end, period 4)

Fort William West OC 23/93-AP 13/97 NSR: 96; periods of use: to JY 4/94, period 1; isolated report MR 21/95; JA 30/91-end, period 2.

Galt PM/AU 24/93-PM/JY 5/95 time marks AM, PM (PM about twice as common).

Georgetown FE 1/94-MY 4/03 (look for one capital O (oh) in year 1900).

Glamis 29 OC/94-MR/20/03 latest two-line report is AU 23/98, except isolated AP 13/99; earliest three-line report is JY/1/98; atypical date arrangements on earliest and 15/MR/00. Look for 93 dates on covers with 1903 backstamps

Glencoe JY 31/93-FE 9/98 nude strikes on 1¢ & 2¢ numerals and map stamps

Goderich JA 26/94-AP 2/06 (small zeroes in year 1900)

Gore Bay MY 6/95-AU 20/28 NSR: 11, 21-23 (small zero in the year 1900)

Grafton NO 26/94-NO 2/98 isolated late NO 6/00

Gravenhurst PM/SP 23/93-PM/MR 28/01 time marks almost exclusively PM with a few AM: SP 27/93, OC 17 & 30/93, JA 9/94, OC 24/94, JU 28/95, SP 3/95, MY 26/97, AU 17/97.

Keywords & phrases: squared circles

- OC 22/00; collectors possessing others should report them
- Guelph ?/FE 27/94-PM/MR 18/97 Time marks: AM and PM (27% are AM)
- Hagersville JA 28/95-JU 6/98
- Hamilton 20/DE15/94-?/AP13/96 period 1, isolated use 19/AP 15/96, 4/OC 4/96; 19/FE 26/13-9/AU 20/14, period 2, isolated use N018/15; time marks 1-24
- Harriston AU 29/93-AP 7/00 isolated reports AU 6/01, NO 1/04, NSR: O2, O3
- Hawkesbury JA 27/94-AU 2/97
- Humberstone JA 2/94-NO 18/98 mostly blank above date, with a few PM reports in early 1895
- Huntsville OC 29/94-DE 16/99 blank above date until MR16/95 and occasionally in 96, 98, 99; time marks AM and PM beginning AM/AP 4/95
- Ingersoll AU 25/93-PM/JA 31/98 isolated PM/MY 13/98, usually blank above until SP 5/93; time marks AM, PM beginning AM/AU 30/93 (75%+ are PM).
- International Bridge AU 31/93-NO 23/95 blue or purple strikes exist early on.
- Iroquois DE 22/94-OC 11/00 (small zeroes in the year in 1900).
- Kincardine NO 1/94-JY 18/95 period 1, isolated report ?Y 24/97; AP 6/99-OC 6/99, period 2; NSR: 96, 98
- Kingston Hammer I ?/OC 10/93-?/DE 31/93 two isolated reports dated DE 26/03. Time marks 2, 3, 4 with 1 scarce in 93 and 11, 12 seen in 1903; NSR: 94-02
- Kingston Hammer II 4/JA 1/94-4/DE 7/98 time marks 2, 3, 4 with 1 scarce, also abnormal: blank, inverted 4 (AP, MY, OC 1898), 04, 14, NT
- Kingston Hammer III 12/JUL 22/02 one reported; receiver mark on card
- Kingsville FE 4/95 one reported; on 1¢ small queen
- Lakefield 2/MR 3/94-1/MR 28/05 time marks 1, 2 with occasional blank in MR 98, MR 00, JY 01, (2 more than twice as common as 1); small zero in the year in 1900; three-line date (e.g., MR/1/95) reported in DE 94, FE-MR 95

The listing will be continued next issue.

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New Issues

William J F Wilson

IN a "first" for Canadian stamps, the Post Office has issued Canada's first tête-bêche pair, commemorating the ritual of the calling of an engineer. Each stamp shows half of an engineer's ring, and by printing the stamps toe-to-toe (although tête-bêche literally means head-to-foot) the two halves make a complete ring. Both stamps in each pair are identical, except for orientation on the sheet. Some interesting engineering precision has crept into the official description of the stamp—both *Canada's Stamp Details* (Vol 1X # 2, 2000, p 23) and the Canada Post website (given below) list the stamp height as 25.94 mm instead of 26 mm. The measurement may be correct, but it is not verifiable from the two-stamp-height of my inscription block!

Collectors of map stamps have an unusual and very effective stamp to add to their collections with the jig-saw map in the "Stampin' the Future" issue. Canada's young stamp designers did a great job, and Canada Post's images bring the artwork out well. Choosing these four designs from 56,000 entries must have been a daunting but very enjoyable task.

Not many scenes on Canadian stamps are set in the US. Krieghoff is seated on the American side, looking across the American Falls towards Canada's Horseshoe Falls in the distance when he painted *The Artist at Niagara*. The large-format stamp shows the painting well, and is an excellent addition to the Masterpieces of Canadian Art series.

There appear to be minor errors in the data published by Canada Post. The Supreme Court issue is listed in both *Canada's Stamp Details* (op. cit., p 20) and on the Canada Post website as four-colour lithography, but there are five colour dots in the selvedge. Five dots are also shown in the illustrations of full panes in both op cit. and on the website. The same situation occurs with the Boys and Girls Clubs of Canada stamp (op. cit., p 24), except that the stamps are listed as five colour lithography whereas the selvedge and the pane illustrations all show six dots. The situation is reversed with the Stampin' the Future issue—the stamps are listed as six colour lithography, whereas the selvedge and the pane illustrations all show five dots.

A similar error in the Tall Ships booklet seems to have been corrected on the website, since op. cit., p 15 lists the stamps as six colour lithography, whereas the website, the booklet itself, and the booklet illustrations show the printing as eight colour lithography. In another apparent error, op. cit.,

Keywords & phrases: new issues

p 16 and the website both list the gum on the Fresh Waters booklets as PVA, but for a peel-and-stick booklet, the gum must be pressure-sensitive.

Finally, both op. cit., p 12 and the website list the Queen Mother stamp as 38.2 mm in width. However, the three stamps in a horizontal row on the souvenir sheet take up 114.0 mm, not 114.6 mm, and this is certainly an easily-measurable difference; hence, the width is 38.0 mm, not 38.2 mm. In addition, the horizontal perforations measure 13.15 on my Instanta gauge, agreeing with 38.0 mm for the width (which with 25 teeth gives perf 13.16) rather than 38.2 mm (giving perf 13.09).

The Tall Ships issue is listed in op. cit., p 15 and the website as having "printed bars" tagging, but it is not clear how this differs from four-sided general tagging. Since the design crosses continuously from one stamp to the other in each pair in the booklet, the vertical tagging along the inside edges (where the two stamps join) crosses the design, but other than that the tagging looks like regular four-sided tagging.

The information in the accompanying table came from Canada Post's booklet *Canada's Stamp Details*, from the Canada Post website,

<http://www.canadapost.ca/cpc2/phil/stamp/other.html>


and from philatelic inscriptions on the stamps. Size, perforations, and number of teeth are my own measurements, and are given as horizontal × vertical.

Table 1

Stamp #	Supreme Court	Engineer	Rural Mailboxes	Picture Postage	Queen Mother
Value	46¢	46¢	4 × 46¢ (ST)	46¢	95¢
Issued	10 Apr 00	25 Apr 00	28 Apr 00	28 Apr 00	23 May 00
Printer	CBN	A-P	A-P	A-P	CBN
Pane	16	16	12	5 & 5 stickers	9
Paper	c	c	c	JAC	c
Process	5CL	6CL	5CL	5CL	7CL
Qty (10 ⁶)	5	7	15	.92 (bklt)	3.87
Tag	G4S	G4S	G4S	G4S	G4S
Gum	PVA	PVA	PVA	P-S	PVA
Size (mm)	40 × 30.5	48 × 25.94	56 × 26	40 × 31.5	38 × 32
Perf	12.5 × 13.1	12.5 × 13.1	12.5 × 13.1	11.7 × 11.7 (DC)	13.2 × 12.5
Teeth	25 × 20	30 × 17	N/A × 17	N/A	25 × 20

Abbreviations. 3 (5, 6, ...) CL: three (five, six, ...) colour lithography; A-P: Ashton-Potter; c: Tullis Russell Coatings (coated paper); CBN: Canadian Bank Note Company; DC: die cut G4S: general tagging (four sides); JAC: Canadian Jac; M: thousand; P: Peterborough paper; P-S: pressure sensitive gum; st: setenant; ss: souvenir sheet; sh: sheets; UPS: uncut press sheet.

Table 2

Stamp 	Fresh Waters	B & G Clubs	Seventh-Day Adv	Stampin' Future	Kriehoff
Value	5×55¢, 5×95¢	46¢	46¢	4 × 46¢ (ST)	95¢
Issued	23 May 00	01 Jun 00	29 Jun 00	01 Jul 00	07 Jul 00
Printer	CBN	CBN	A-P	CBN	A-P
Pane	5	16	16	A,16; B,4	16 (ss)
Paper	JAC	C	C	C	C
Process	5CL	6CL	6CL	5CL	5CL (1)
Qty (10 ⁶)	2.5 ea	5	3	pane, 5; ss, 1	4
Tag	G4S	G4S	G4S	G4S	G4S
Gum	P-S	PVA	PVA	PVA	PVA
Size (mm)	50 × 26	26 × 40	40 × 26	45 × 33	40 × 48.5
Perf	DC	13.1 × 13.0	13.5 × 13.1	13.3 × 13.3	12.5 × 13.2
Teeth	N/A	17 × 26	27 × 17	30 × 22	25 × 32

(1) and one-colour foil

Tall Ships: 46¢; 19 Jul 00; A-P; booklet of 10; JAC; 8CL; 12×10⁶; tagging; printed bars; P-S; 58 × 27; 5mm; 4.8 × 4.8 (die cut); N/A

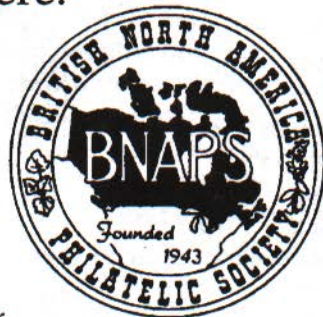
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Book Reviews

✉ *Airmails of Canada • 1925–1939* by George B Arfken & Walter R Plomish; edited by K Gray Scrimgeour. Soft cover, 230+viii pages, 8½"×11". Published by Charles G Firby. Price: \$Us67.50 plus shipping; available from the publisher, 6695 Highland Rd, Suite 101, Waterford MI 48327–1967.

SUBTITLED *The development and postal history of national and international mails*, this book concerns the official routine air mail services to, from, or through Canada in the *classic* airmail period.

Much of Canada's mail, even its domestic air mail, went by US carrier in the early days—so a detailed treatment of the early US air services (including routes, schedules, and rates) is provided. This prepares for the next chapter, the development of Canada's domestic service. up to 1939.

After dealing with air mail to the US and Bermuda, subsequent chapters proceed geographically—thus, Great Britain and the Empire, followed by Europe, the middle east, British Africa, British Asia, Australia, the far east and Pacific, the West Indies, Central America, and South America. In each case, there is a detailed discussion of the local carriers, their schedules and rates. A series of appendices deal with the 1927 Hague Conference (which ultimately led to the unification of rates and services), a 1929 Post Office Department circular to postmasters concerning the treatment of air mail letters, and most important of all, air mail (and surface) rates.

In the early days of air service, rates depended on local conditions (i.e., carrier, destination, etc), and were very sensitive to weight and distance. (In fact, some South American countries charged by the *gram!*) They also changed very frequently, as new agreements superseded old ones, and technical developments and increased use made air mail more popular. Even though it occupies less than ten pages of the book, the rates section (Appendix 2) is what people will use the most. No other single source for air rates is as complete for this period (although Bob Smith's privately published *Selected Canadian postage rates* does contain a lot of information).

In general, the book is well-written and easy to follow, considering the complicated nature of the subject. I note that the cover illustrated in Figure 92 (p 102) almost certainly has an incorrect explanation of its postage. A registered air mail cover to South Africa has 35¢ postage, at a time when

✉ By editorial fiat, as of 1 November 2000, *all* publications for review in BNA**T**opics *must* be sent to the Editor, who will select the reviewer.

air mail was 15¢ per unit of weight and registration was 10¢. The explanation given of the unaccounted-for 10¢ is the AR fee—except (a) in 99.44% of Canadian AR covers during 1900–1977, the AR fee was paid on the accompanying AR card (or form), *not* on the cover (the two known exceptions are errors in handling during the Admiral period), and (b) in about 99% of cases, Canadian AR covers are *marked* AR, usually with a handstamp. A far more likely explanation is that the cover was double rate and a 5¢ stamp has fallen off. It does appear that a stamp is missing, although it is difficult to decide this from the figure.

There is a fairly complete and useful index (except for those counter-productive dot leaders!). There are dozens of covers shown, illustrating the text. These are an essential part of a treatment of the subject, but I am somewhat concerned that almost all came from the collection of the second author. There are substantial collections of this material on which to draw, and there are plenty of single items that are owned by other collectors. Restricting material to one collection, no matter how complete, narrows the appeal and scope.

The appearance of the illustrations, and indeed the printing in general, leaves much to be desired. I note that the rightmost two centimetres of almost every figure is fainter than the rest (which is none too clear itself). The handwriting, the manuscript endorsements, and even some handstamps on the covers are difficult to read. There are distracting large white spaces above the figures. This creates the impression that the book was thrown together rather sloppily. However, the black and white maps come out very sharply.

No attempt was made at quality typography. The paragraph spacing is ridiculously large, and probably increases the size of the book by ten percent. A uniform weight non-serif font was employed; proponents of this type of font should start to reconsider their use of it by asking themselves whether | means I, l, 1, or |. Curiously, the font for the figure captions is serified; when the book's editor saw the manuscript, the whole thing was in a serif font. Evidently, the font was changed by the publisher, which may have resulted in the very large spaces around the illustrations. Aargh!

Also annoying is the consistent lack of accents—*jusqu'à* (which of course appears dozens of times) is missing the grave, *retour* the acute, and so on. (Do I detect an American-style disregard of languages other than English? Note to the publisher: *French* has been the language of the GPU/UPU since the latter's inception.)

On the other hand, the binding is extremely resilient. I tested it by repeatedly bending it backwards as far as possible, and dropping it while open (don't try this at home). It appears to be able to take years of abuse.

The book costs about \$C100. For this, you get the definitive work on this important and fascinating subject, but printed and typographed poorly, although pages will not fall out for a while. Serious students would buy the book at this price even if it were printed in ~~MACINTOSH~~ on onion skin. Unfortunately, collectors with only an incidental interest in Canadian air mails will not be willing to fork over a c-note.

The authors seem to promise another book, dealing with air mail during and just after World War II (p200). I hope that *its* publisher takes more care with it.

—The Editor

☞ *Railway postmarks of the Maritimes—A study of the cancellation devices 1866–1971* by Ross D Gray. Spiral bound, 107 pages, 8½"×11". Published by the BNAPS Canadian railway post office study group. Price: \$C15.95 (\$C13.95 to BNAPS members) plus shipping; available from BNAPS Book Department, c/o Saskatoon Stamp Centre, PO Box 1870, Saskatoon SK S7K 3S2.

DURING the period 1972–1979, Lewis M Ludlow published many articles in BNA**T**opics concerning hammer analyses, dates of use, train numbers and other details of railway postal markings of the Maritime provinces. He was assisted in this study by the reports of the members of the Canadian railway post office study group of BNAPS, which was formed at the Calgary convention in 1973.

Lew had intended to combine and update this long series of articles into a book on the railway postmarks of the Maritimes. He had intended this to be the first of several studies of the railway postal markings of the several regions of Canada. Unfortunately, Lew suffered a serious stroke in March 1990, and was unable to continue his work. He died in August 1997.

Fortunately, Ross Gray—a serious student of these markings—took on the project, and has now completed ten years of work updating and extending the information. Many newly discovered hammers are described, there are clear illustrations of all hammers, and the work has benefitted from the use of modern desk-top publishing software. We hope this is only the first volume of a series on RPO markings of the various regions of Canada.

For anyone interested in the railway postmarks of the Maritime provinces, this book will be an essential reference.

—WG Robinson OTB



☞ *Fancy Cancels on Canadian stamps 1855 to 1950* by DM Lacelle. Soft cover, wire binding, 194 pages, 8½"×11". Published by BNAPS. Price: \$C24.95 (to BNAPS members) plus shipping; available from BNAPS Book Department, Saskatoon Stamp Centre, PO Box 1870, Saskatoon SK S7K 3S2.

WHEN I started specializing in Canadian material in the late 1960s, I was immediately attracted to fancy cancels on cheap stamps (packages of 100 three cent small queens (unpicked—for cancels) were readily available at \$1 each). There was a good reference, Day & Smythies *Canadian fancy cancellations of the nineteenth century* (D & S), and articles were appearing regularly in this journal and *Maple Leaves*. With a subsequent edition of D & S in the early 1970s, my interest waxed. A few years later, a new edition was apparently “in the works”. A decade passed by, and nothing appeared. My interest waned. I put away my fancy and numeral cancels. Almost twenty more years pass. This new book appears.

In the US, *fancy cancel* encompasses corks as well as devices showing letters, numbers, animals, what-not, while in Canada, for a “cork” to be considered a fancy cancel, it has to be of a recognizable object (not simply a bunch of lines or dots). In the book, the Canadian definition is used, of course. There is always the problem that one person sees a turtle or a butterfly while another sees an irregular blob. The author is refreshingly frank about this.

The author lists and illustrates over 1700 fancy cancels, complete with his own number, the D & S number (if available), dates of use, and relatively detailed notes (certainly more detailed than D & S). In addition, there are over 750 deletions (from D & S) and miscellaneous—these are items believed to be faked, or incomplete strikes listed as distinct hammers, or multiple interpretations of the same cancel, etc. The illustrations are shown on facing pages to the relevant text, except for the notes to the deletions and miscellaneous, which appear as endnotes. There are also separate appendices dealing with town name fancy cancels, foreign cancels on Canadian stamps, the use of crown seals on stamp or cover, the Toronto “2”s, and a listing of fancy cancels by post office of origin. Naturally, a great deal of the information came from members of BNAPS fancy cancels study group.

The images of the cancels are quite good; most were obtained from the original source. They are organized by appearance—thus, Chapter 1 deal with numeral cancels, Chapter 2 with stars and crosses, Chapter 3 with flora, fauna, bogeys, etc, and Chapter 4 discusses a selection of geometric cancels.

The book opens completely flat. The text is mostly in an ugly dot matrix,

the rest in a mind-numbing non-serif font. This should and could have been fixed. I would have preferred that the deletions be a separate category from "deletions and miscellaneous," but this is a minor point.

On the whole, this is a very informative and extensive update and revision of *D&S*. The price is right (for a change). Anyone who has even a casual interest in Canadian fancy cancels should buy this book. It is now the standard reference.

Will it make me dig up my fancy cancels? Probably.

—The Editor

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First day AR card (1 Oct 1998)

Franked with two copies of the short-lived 45¢ "coil" issued at post offices on this day (and from retail postal outlets on the previous day, which was a Sunday). The domestic rate for which the stamp was issued changed just three months later (reminiscent of the 8¢ numeral exactly one century earlier). The card was improperly franked (after 1977, the AR fee was to be paid on the registered cover, not the card), but it got through, and was properly signed and returned from Aarberg, Switzerland. The 90¢ AR fee is correct. Some details of the address have been deleted.

To reduce the "philatelic" nature of this card, one of the postal agencies (more likely Canada Post than the Swiss post office) has kindly creased the upper right corner, so that *both* stamps have been damaged.

—ed

Readers speak

A column for readers to express their views, ask questions, or add information to previously published articles.

From Richard Thompson with more on the Three cents small queen issue of Canada—revisiting Shoemaker (*Ronald I Ribler BNA Topics vol 56, # 3*)

- 1 *Perforations*. Ribler is in effect measuring perforations to about the nearest .2 using the Kiusalas gauge; why does he not report it as he finds it? For example, he differentiates K66 and K65, but reports them both as perf 12. They are of course 11.9 and 12.1 respectively. One can easily distinguish these with an Instanta or a Kiusalas gauge. The stamps that measure K68 are 11.6, not 11.5 as reported by Ribler and the catalogues; furthermore, K64 is not 12¼ but 12.3. [Some people, including the editor, consider such differences to be of limited or no significance—see the Editorial in the previous issue—ed]

All this agrees with Arfken's observations as Ribler quotes them in his point 6, "The primary value of distinguishing between the perforations of 11.93 and 12.11 is that they were produced using different perforating machines, thereby permitting us to determine when and where the stamp was produced." Rounding perforations off to the nearest quarter is one of the inaccuracies of the past, let us get rid of it.

- 2 *Paper*. Ribler has two descriptions for paper B, three for paper D and two for paper E: B—hard smooth surface toned paper with design showing through (item 5); thick soft paper with perfs usually adhering (item 6). D—medium weight toned white, pebbly surfaced paper (item 10); white paper (item 13); hard paper (item 18). E—design shows through with poorer quality paper, pebbly toned paper; thinner paper, poorer quality. Can we have a hard paper in the same group as a thick soft paper? That aside, are these descriptions complementary, that is could they be combined to give one description for each paper?
- 3 Is it possible that Ribler's items 7–9 are from the same delivery but on three different paper types? Their earliest reported dates are close, and the apparent colour differences might be due to the paper(s).

Ron Ribler *responds* Mr Thompson's thoughtful comments on the article raises several important points of error, omission, or confusion that I hope to correct, complete, and clarify. First, I would like to thank him for taking the time to note his questions and suggest that others might do the same. We all read articles where questions remain unanswered.

Concerning perforation measurement, I wanted to offer a variety of methods used by collectors, catalogues and students of the issue. When referring to perf 12, for example, I was attempting to indicate the "nominal" perforation used by most collectors and catalogues. The fact that the 12 gauge perforations vary from 11.9–12.2 may not indicate that different perforating machines were used at different locations (which would have permitted us to determine production dates of the stamps). It is possible that the perforating pins were set differently at different times, but at the same locations. Records are so scant and confused that we really cannot be certain when or where each of the perforations was produced.

Second, Mr Thompson indicates that the descriptions of the papers are confused. He is absolutely correct! I can only blame myself for the inconsistency. If the duplicate descriptions are removed, the tables will reflect the intent. I apologize for this obvious oversight. Thank you, Mr Thompson.

Third, he asks whether items 7–9 could be from the same delivery. That certainly is a possibility. It is highly likely that different papers were used as they became available. Paper was an expensive item and every usable piece was most likely used.

From John Hillson (Annan, Scotland) on Perforation Gauges—metric or Imperial

It will be no surprise to most that I am no fan of the Kiusalas Perforation Gauge which is based on Imperial measurements, i.e., inches etc, but until recently I did not think its use particularly mattered. If one wished to use it and found it easier and apparently more accurate than the traditional type of gauge based on so many holes per two centimetres, so be it. I have changed my mind—I believe it does matter. The reason for my change of heart is the appearance on the market of the Lussey collection of registered material, where the measurements used are based on Kiusalas, *and are all suspect*.

I was fortunate in acquiring a few lots from the sale, as were some other members both of BNAPS and the CPS of GB over here, and we have found similar difficulties with Mr Lussey's perfining. To cite two examples of covers now in my collection: first, lot 364 (p 11 of the BNAPS publication dealing with Lussey's collection). It was described as 2 × 3¢ rose carmine small queens matched with a registered letter stamp (RLS) of the same shade, perf 12.11. I do not expect to find the 3¢ rose carmine to show the same gauge top, bottom and sides, and checking with my 45-year old (or so) Instanta, both small queens gauged 12 × 12.15, and the RLS measured 12.15 × 12. In case anyone believes one cannot perf to this accuracy, it falls midway between .1 and .2. The point is that Lussey's measurements showed the same gauge all round, and however suspect one might hope my measurements

are, at least accept that I can decide if I am getting different readings, top versus sides.

Next, we examine lot 524 (p 154, op. cit.); the orange RLS is described as perf 12.3 × 12.11. In fact, it was exactly the same as the rose carmine above—12.15 × 12. As I could not understand how so distinguished a collector as Mr Lussey could make such elementary mistakes, I felt it was time I went back to square one to find out what gave rise to the misconception that metric gauges are not relevant to Canadian Victorian stamps.

In an article in the January 1992 number of *Maple Leaves*, George Arfken asserts that "For nineteenth century Canadian stamps, the traditional two centimetre scale has no rational basis. Nineteenth century Canadian machinists did not use centimetres; they used inches." A reasonable assumption, as was Boggs' statement in *Early American Perforating Machines* (p 20) that "... early perforating machines manufactured in England and the US were made by mechanics using the English system of mensuration and, therefore, the number of holes per inch was the usual unit for setting up ..." As will be seen, in one particular, he was quite wrong.

The first successful stamp perforating machine was invented in England by William Archer. He rejected various methods, including rouletting and rotary punching, as unsatisfactory. In January 1850, he began a series of trials of what in the US is called a *stroke machine*, and we over here [and in Canada] call *comb perforating*. These proved successful.

A comb punches out the top line and sides of one row of stamps at a time. His specification was for a comb that contained 16 pins to two centimetres (see *The Postage Stamps of Great Britain*, part 2, *The perforated line engraved issues*, edited by WRD Wiggins and published by the RPSL). The reason for this measurement is a simple one. Penny reds are centered at two centimetres; put another way, if one measures the distance from the left or right edge of a stamp to the same side edge of its immediate neighbour, i.e., including one whole margin, normal size Victorian British stamps measure two centimetres. Why should this be relevant to Canadian stamps of the same period? Well, the 1859s, the half-cent large queen, and the small queens share the same characteristic—they are centered at two centimetres.

Alright, you have to be accurate with a comb perforator—but American machines were rotary, and providing the wheels carrying the pins—or *punches* if you prefer—can be distanced two centimetres apart, it really has no relevance to the probable fact that these pins were inserted at so many per inch, not centimetre. True, but now I come to the heart of the matter—that a gauge based on centimetres is perfectly relevant to the the large queens, small queens, provincials, and even the RLS. Why?

Let us return to Boggs' monograph on early American perforators. Toppan Carpenter bought the first machine to be used in the US. They obtained it from the British firm of Bemrose & Sons, who had been in correspondence with the British stamp printers, Perkins Bacon & Co, trying to persuade them to use their rotary equipment to perforate British postage stamps. When the correspondence took place, they would have been aware that the stamps were distanced in centimetres—in fact a new comb had just been introduced reducing the pins from 16 per two centimetres to 14. It is interesting that the first and only issue of stamps perforated using the Bemrose machine—the US 1857 issue—gauges exactly 15 holes per two centimetres. If you don't trust a gauge, count the number of holes in two centimetres; I did.

Next, Boggs points out that in an early illustration of a treadle-operated perforating machine, the diameter of the roller appeared to be six inches; he also mentions that in 1871, the National Bank Note Co were using one of 12 inch diameter, and he gives a table of various gauges at so many holes per inch. Let us take his figure for gauge 12. A 6" diameter wheel has a circumference of 18.75". Boggs shows 274 pins to 18"; this amounts to 286 pins to 18.75". The latter is 47.625 cm; now divide that figure into the number of pins. It comes to six, which yields 12 per two centimetres.

Again with the 12" diameter wheel, the circumference is very close to 37.7" or 95.8 cm. If as Boggs says, there are 550 pins to 36", then the wheel would have 576 pins. The same arithmetic arrives at a figure very close to 12 per two centimeter. I think this shows that the long-held assumption by some that traditional gauges are not relevant to these stamps just does not hold water, and I am afraid the Kiusalas can lead one right up the garden path, or up the creek without a paddle.

On another interesting point, the reprint of the Bemrose patent in Boggs' monograph shows they invented a rouletting machine where the top roller consisted of blades and the lower was grooved with wires inserted to clear the waste. I have pointed out elsewhere that early Canadian perforations are neither uniformly distanced nor in strict line, so that it is difficult to see how the patented lower female roll corresponding to an upper male-pinned one would work without continual jamming and pin-breaking [*of the male-pinned roll—sounds painful!* ed]—not a problem that would be encountered with the accurate combs in use in the UK! One can't help wondering if Toppan Carpenter quietly appropriated a lower rouletting roll in their first machine, and that was the pattern for the subsequent American pirating of the British invention.

[Concerning the editorial "Holey Wars" in the last issue,] I don't think [*I am*]

... too much at odds [*with it*]; the Kiuskalas has mathematically spaced dots, while Canadian perforators of the nineteenth century did not have mathematically placed pins. The Brits did! I think some of the editorial's arguments re ambient temperatures etc, fall down because British Victorian stamps don't exhibit the same variations as Canadian Victorians ...

I think a lot of the minor differences in perf gauges are due, not to changes caused by the conditions that the stamps have existed through, but simply to the irregular spacing of the perforation pins, and one really can make too much of it. To two decimal places is enough—and as for fractions, heaven help us!

From Colin Campbell (*Kelowna*) on UK to NS (1888)—via Rimouski? (*The Editor*, *BNATopics* vol 57 (2000) # 2, p 43)

The [*following portion of the*] page from my reference lists two ships using the name *Rimouski*. Both *dates of building* make it probable that the sender [*of the letter*] was making reference to a ship. *Rimouski* 2540 appears to be the more likely.

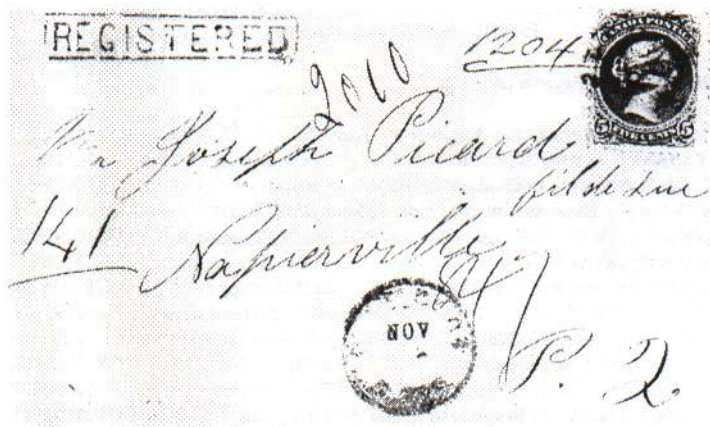
From John M Mills *Canadian coastal and inland steam vessels 1809–1930* (1979) p 101:

serial #	name	tons	building port & date	remarks
2449	<i>Rimouski</i>	105	Montreal, 1876	no mention after 1878
2450	<i>Rimouski</i>	125	Montreal, 1882	wrecked Jan 1900 at Lunenburg NS

From Fred Fawn (*Toronto*) on Odd use of the 5¢ large queen (*The Editor*, *BNATopics* vol 57 (2000) # 1, p 33)

This 1875 cover (below) with 5¢ large queen paying the combined registration and domestic fee is from the same correspondence as that of the article. The boxed REGISTERED handstamps and the unclear circle dater seem to be the same. The backstamps are MONTREAL (3 NOV 1875), STOTTVILLE (*not* Stouffville [*and of course I must have been half asleep at the time, since the latter is in Ontario—ed*]) the same day, and Napierville the following day.

Unfortunately, I can't identify the postmark either. Could it be Sud Bolton or Bolton Sud? There are three pairs of registration numbers 2010 (on this one) & 2106 (in the article); 1204 & 1276; and 602 & 741. There is also an unmatched 847 on the original. [*Smaller towns restarted their registration numbers at 999. The relatively large number of registered items processed in the two-week period suggests that the mystery town is not a small one.—ed*]



Mystery town, again (1875)

A very similar example to that in the previous issue, but dated about two weeks earlier. Dated either NOV 2 or NOV 3.

The Editor needs more letters!

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Study group centreline

David H Whiteley

ANOTHER summer has passed and many collectors will be getting out their collections again. Since the last column, many of you will have attended many of the shows and hopefully filled in some of those gaps. Judging from the mailbag the study groups have been busy, so I will get down to business without more ado.

The summer issue of the *The Registry*, the registration group newsletter, contains a number of items from David Handelman: some of the highlights include items on a PEI money letter, an early US-Canada AR cover, "pre-money letters", an unusual use of a singleton 3¢ small queen and a postage due registered cover. Larry Paige contributed his usual paige of interesting items, John Rossiter submitted a piece on a heavyweight money letter. Peter McCarthy sent along an illustration of an interesting cover; and Len Belle submitted an item on postage due registered covers in the cents period.

The June 2000 Canadian Revenue Newsletter contained an article by Chris Ryan on user-pay garage tags from Ontario municipalities. Bill Walton submitted a piece on postal stationery with a receipt tax connection; John Harper submitted part 6 of his article on tobacco company cancellation dating codes. David Hannay sent along the third addendum on private perfins on Canadian revenues. Chris Ryan contributed another up-date on airport departure fees.

The July 2000 issue of *Postal Stationery Notes* contains an article, on CBNC wrapper and post band orders mid-1952-1959 by Robert Lemire. There is also an article on railway express cards. The RPO Newsletter for June 2000 contains a lengthy update of new finds and early and late dates of usage, together with a piece by Alex Price on combination CPR mail and baggage cars. The June 2000 *Nautical Times* has an article by Bruce Graham on R & O Navigation Company trip cards. Bill Walton sent along illustrations of a pair of Lake Huron/Superior steamer items. Bob Parsons also published the first part of his monograph on the Clarke Steamship Company.

The August issue of the airmail study group newsletter contains illustrations of pilot signatures on first flight covers. There is also an article on early mail services down the Mackenzie River, reproduced from the December 1953 issue of *The Postmark*, the monthly house journal of the Canadian Post Office.

The *Newfie* newsletter for March/April 2000 contains an item from Colin Lewis on an 1871 letter from New Zealand to Newfoundland and an article

by John Butt on MOON & MOTO cancels. There was also more of Horace Harrison's postal stationery, and a full colour article by John Jamieson on the John Guy imperforate sheetlets of four in unissued colours.

The May 2000 edition of the *War Times* contains information on airgraphs by John Rouse entitled "The Birth of the Airgraph". Chris Miller submitted a privately produced label of the Great West Life Assurance Company, issued to comply with Foreign Exchange Control Board regulations. Colin Pomfret submitted an item on Air Observer Schools. Extracts from 1938 Post Office circulars showing air mail rates from Canada to overseas destinations appear. Chris Miller also submitted an item on personal cables to war prisoners.

The Canadian re-entry group's April/May/June edition contained items on Scott #66, the half cent Maple Leaf; Bill Pekonen contributed an item on varieties of the 1946 airmail stamp (c9). Michael Smith sent along illustrations of a re-entry on the 5¢ Diamond Jubilee.

The July 2000 edition of *The Confederation* (newsletter of the large & small queens group) appeared. It contains an items by John E Milks with further discussion of inks and oxidation. John Hilson in his commentary, discusses the identification of small queens. Dr J Frank sent along an illustrated commentary on a 15¢ large queen cover to South Africa (1879). Roy Sass comments on the recent Menich collection sale by auctioneer Charles Firby, and the importance of the catalogue to large and small queen collectors.

The May edition of the 1898 Christmas stamp newsletter contains an article by Fred Fawn tracing the history of the naming of the stamp, Bill Pekonen continues his illustrated monograph, with more on plate four.

The *Round-Up Annex* (squared circles) for June 2000 contains a number of new reports and an update on the roster project. Jim Miller continues his series of articles on the Winnipeg Hammers. The *BNA Perforator* of July 2000 contained a report by John Jamieson on a new United States perfin catalogue which lists seven new identifications for the Canadian handbook. Neil Dowsley sent along illustrations of an unlisted New York Life Insurance Company (Seattle) perfin that is unlisted in the Canadian handbook. Ron Whyte sent along a short article entitled "Memories of PERFILEX '97".

The July edition of the miscellaneous cancels and markings group contains items by the editor, Clint Phillips, listing the suggestions of a number of members concerning areas of interest and of further study. He also discussed some cancellations and markings from Gladstone, Elphinston, and Gretna (MB), and from Charlottetown. Dean Mario showed some Great War covers from Winnipeg. The *Flag Pole* for March 2000 contained a listing of new dates; Bram Costin sent along a new first report of a French language

royal train flag dated 7PM mai 15. This is followed by a commentary and illustrations of other royal train material. There was also a clarification of Tom Almond's article on the early and late dates of the ENLIST NOW slogan of WW II. Geoff Newman discussed two spectacular items from Hamilton.

The *Corgi Times* for March/April contains in addition to the usual items, a listing of new books compiled by John Arn—he also contributed a piece on rating a semi-postal cover. Dean Mario discussed an unadopted stamp design; John Hillmer comments on stamp proofs (high value landscapes). The May/June edition contains the usual varied fair on different aspects of Elizabethan collecting. John Arn writes on scarce mid-value covers; John Burnett discusses interest in collecting 1958 material; Jack Schmidt comments on imperforate error varieties found in the G D Maas collection; and John Aiken comments on covers where more than the minimum registration fee has been paid.

This completes the mail bag for this quarter. I hope that everybody has had an enjoyable summer and is looking forward to getting the albums out once again.

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The PHSC publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, awards prizes for postal history exhibits at philatelic shows across Canada, and publishes important books and monographs relating to Canadian postal history.

In addition to recent publications, such as *Allan Steinhart, Postal Historian* (a limited number of copies remain @ \$29.69ppd to Canada), and the newly-published *Ontario Broken Circles* (@ \$35ppd to Canada), there are still a few copies left of the 200-page CAPEX '87 Fifteenth anniversary issue (cheap at \$15ppd). More monographs and books are planned for the near future.

For more information or membership forms, please contact the Secretary,

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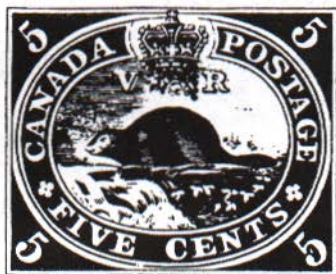
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Mr W H P Maresch
R. Maresch & Son
330 Bay Street, Suite 703
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Dear Bill,

19 March 1997

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

When I approached you last fall to discuss the possible disposition of my collection, I did so with trepidation. Guided by your advice over many years, and with key acquisitions from your sales, I knew I had formed a collection of quality and some philatelic value. I was nonetheless concerned about the timing, how the material would be catalogued, and whether I would have any input. I need not have worried.

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