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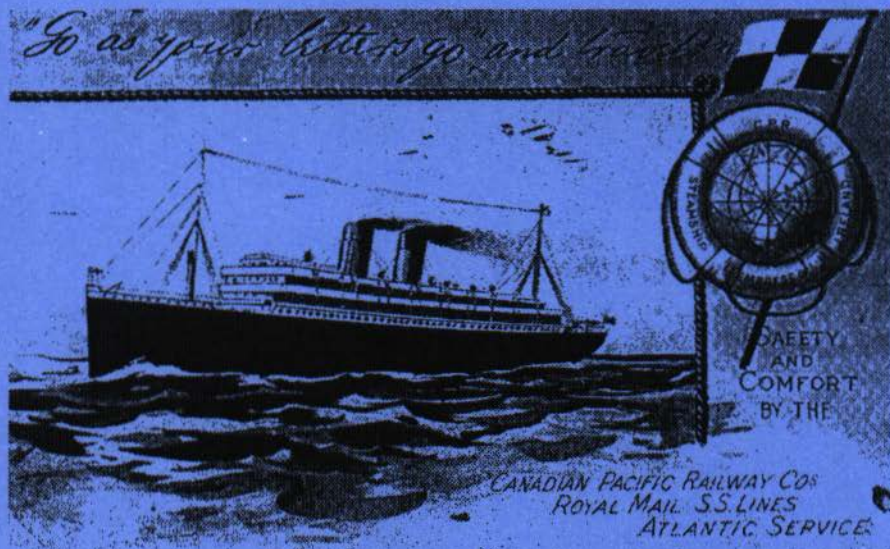
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Featuring

Early Colombian airmail: the Canadian connection

by Walter Plomish

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The Society for Canadian philately

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BNA**T**opics



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Editorial: e-Bayitis

“**M**ARKED by nervousness and agitation when away from an internet-capable computer; physical symptoms include pains in the neck, shoulder, upper arm and wrist on the dominant side, eyestrain, constipation, profound loss of libido,”

You won't find this in any medical dictionary (at least, not yet), but e-Bay is a fact of life for philately. For those who have been living on Mars for the past few years, e-Bay is an internet-based auction service for selling goods and services (e-Bay is one of many, but by far the biggest and most successful). For a relatively small fee, a vendor can list an item for auction with a 3–10 day deadline, and people may bid, with e-Bay acting as honest auctioneer (but without responsibility for bad deals—*caveat emptor* is the operative expression). There is no buyer's fee.

Its influence on Canadian philately is primarily at the lower end of the scale. I haven't seen many individual items in the \$250+ range, although lesser gems crop up from time to time. There are great piles of dross, and even with search facilities, it is still time-consuming to wade through. It doesn't (currently) threaten the conventional auction houses, despite the latters' 10–15% vigorish, typically both ways. Many stamp dealers do much of their business on e-Bay, as it provides a potentially huge market.

It is a means for collectors to buy and sell items that are not significant enough for auctions. Viewing what's available on e-Bay is rather like looking at the stock of hundreds of dealers all at once. More importantly, it provides (indirectly) a means of locating others with similar interests, either bidders on similar material or as buyer/seller with respect to each other. Unfortunately, recent policy changes by e-Bay have made this more difficult, while at the same time doing nothing to curb the monotremal practice of *sniping*.

It seems clear e-Bay has greatly aided the dissemination of philatelic material. It has only been a few years since e-Bay and similar ventures began, and I expect that the quality of the material will improve as the service matures. As the older generation of collectors and dealers subsides, I anticipate that electronic selling and trading will become dominant.

Currently, it is quite easy to pay electronically (and I am assured, safely) with charges to a credit card. The next step will be to get the stamps and covers directly out of your computer! (We might have to wait a while for this; although quantum teleportation exists, it has only been successful with seven qubits and for infinitesimal periods of time; scaling by a factor of 10^{20+} is unlikely to come within the next millennium, if ever.)

Early air mail in Colombia: the Canadian connection

Walter R Plomish

THE Republic of Colombia lies in northwest South America, bordered by Panama, the Caribbean, Venezuela, Brazil, Ecuador, Peru, and the Pacific. Where the Andes meet the Caribbean, they are divided into three mountain ranges that have an adverse effect Colombia's economy. One range reaches toward Central Venezuela, the second towards the Goajira Peninsula, and the third extends into the Gulf of Darien. This mountainous terrain divides Colombia into three distinct areas differing in climate and culture. The high mountain ranges placed almost insurmountable barriers on transportation and communications thereby retarding Colombia's industrial development [1].

Prior to railway lines being constructed, all freight and mail passing between Bogota (capital city of Colombia), and the Caribbean was transported on flat-bottomed sternwheeler boats that traveled 600 miles up the Magdalena River. In order to transverse the rapids, cargo had to be offloaded, transported 50 miles over land, re-loaded onto another steamer, and transported up the Magdalena to Girardot. From Girardot, cargo was carried by mules 8000 feet up the mountains to Bogota. This journey could take as little as a week or as much as a month [1].

Even under ideal conditions, the cost of transporting freight (including taxes and import duties) exceeded the value of the cargo in most cases. To alleviate this, a railway was constructed, first connecting Bogota with the Magdalena River. This cut the the time and cost of circumventing the river rapids. Later, a railway was constructed from Medellin to the Magdalena River and on to Cali. Even with these improvements, the Magdalena River was still relied upon to transport goods and mail [1].

Compania Colombiana de Navegacion Aerea

Considering these difficulties in transport, Colombia took to the air. On 19 June 1919, an American aviator named Knox Martin flew a pioneer flight between Barranquilla and Puerto (Colombia), a distance of 30 km. Shortly thereafter (28 September 1919), a group of Colombian businessmen started the first aviation company in Colombia, the *Compania Colombiana de Navegacion Aerea* (CCNA) with a capital of 500,000 gold pesos. On 3 Decem-

Keywords & phrases: early airmail, Colombia, SCADTA

ber 1919, the Colombian government approved a contract for the CCNA to transport mail in Colombia. The contract specified that the CCNA was required to organize an air mail system wherein Colombian mail would be flown on company air mail routes to the interior of Colombia [1].

The early demise of the CCNA was attributable to many factors, including numerous accidents, difficult economic times, and the arrival of superior German airplanes purchased by the newly founded (1919) Sociedad Colombo-Alemada de Transportes Aereos (SCADTA). In light of this, the shareholders of the CCNA decided to cease the operation of the company. The contract to carry airmail went to the new company [1]. The CCNA issued airpost stamps, Scott C 2-11. They were intended to prepay airmail services in Colombia but were not sold in foreign countries.

The preceding paragraphs give the reader an insight into the challenges faced by early aviation companies in Colombia. For a more thorough and comprehensive understanding of the history of the CCNA, the author suggests *The first fifty years of airmail in Colombia*, published 1975 in Bogota by Eugenio Gebauer & Jario Tamayo. Regrettably, this book has long since been in cut-out limbo. It contains a complete history of air service in Colombia, and also contains describes SCADTA's airmail service in Ecuador [1].

SCADTA: Sociedad Colombo-Alemana de Transportes Aereos

On 5 December 1919, the Sociedad Colombo-Alemana de Transportes Aereos (SCADTA), also known as the Colombian-German Air Transport Society, was granted a contract to carry airmail in Colombia. SCADTA was financed by Colombian and German businessmen with a capital of 100,000 gold pesos. The goal was to establish an internal air service in Colombia, utilizing German aircraft and technology. SCADTA's aircraft, hydroplanes from the Junkers Aircraft Works Limited at Dessau (Germany), were constructed entirely of metal and could withstand the varied tropical climates of Colombia. The first hydroplane was delivered in July 1920. Shortly afterward, an airport was constructed at Barranquilla; this is located at the mouth of the Magdalena river, the gateway to Bogota by steamer [1].

By October 1920, two airplanes were providing service to Girardot (on the upper Magdalena river), which had a rail connection to Bogota. Operating without government subsidies, they had put into operation a regular weekly air service Barranquilla-Girardot (1000km), Girardot-Neiva (150km), followed by Barranquilla-Cartagena (120km) by mid-September 1921. Efforts were made to ensure concordance of SCADTA schedules with those of the incoming and outgoing steamships at Barranquilla. The time

saved by airmail service over government surface mail was 9–11 days for the Barranquilla–Bogota connection. SCADTA maintained 15 collection points for the pickup and delivery of airmail in Colombia. Once the internal airline was well established, SCADTA extended its service outside Colombia. Several agencies were opened abroad, first in the United States, later in Germany and Panama [1].

The contract with the Colombian government not only gave SCADTA the legal right to carry airmail in Colombia, it also gave SCADTA the right to issue its own airmail stamps (to prepay SCADTA airmail fees in Colombia). The Colombian government received 2% of the total revenue from the sale of SCADTA stamps. These stamps were not issued with philatelists in mind, but they became a major source of income for the company [1].

SCADTA's first and second issue airmail stamps, Scott c 12–16 (1920–1921) and c 17–24 (1921) were never sold outside Colombia, and are therefore outside the scope of this article. SCADTA's third airmail issue, Scott c 25–35 (1921) were overprinted for sale in some countries outside Colombia, but Canada was not among these. However, SCADTA's fourth airmail issue, Scott c 38–50 (1923–1928) were overprinted CA., and sold in Canada through Colombian agents [1].

Third issue—consular surcharge On 19 December 1921, SCADTA issued its third set of airmail stamps, Scott c 25–35, inscribed *SERVICIO POSTAL AEREO DE COLOMBIA*. The centavo values show an airplane (with wheels, not floats) over the Magdalena River, and with the volcano *Tolima* in the background. The peso values show the main square of the city of Bogota. A chapel appears on the right mountain; this was an error which was corrected on the fourth issue, where the chapel appears correctly on the left mountain. The 60 centavo value was issued on 1 April 1923.

With this issue, more agencies were opened abroad. These agencies sold SCADTA stamps overprinted with a large letter, the initial of the country of origin, in Spanish. These issues were overprinted to prevent currency speculation, and for statistical reasons. SCADTA agents could decide immediately which of their agencies had sold a specific stamp. These overprinted stamps were only sold in countries with which Colombia had a large amount of trade, and in 1921, Canada was not among them. The third issue was withdrawn from use effective 15 August 1923 [1].

Fourth issue—consular surcharge On 4 June 1923, SCADTA issued a fourth set of airmail stamps, Scott c 38–50 inscribed *SERVICIO DE TRANSPORTES AEREOS EN COLOMBIA*. This issue differs from its predecessor in several ways. The colours differ; the centavo values show the airplane with floats instead of wheels; and the peso values depict the chapel correctly placed on

the left mountain. In December 1928, 40 and 80cvo values were issued. The 20cvo value was machine overprinted with a red "R" for registration. The designated overprint for Canada was CA., 7 mm high and in black. These were placed on sale to the public through SCADTA agents in Canada [1].

In 1923, 640 sheets of the 30cvo value "disappeared" from the steamer *Christian Horn*. This represented substantial revenue for SCADTA; in order to detect these stamps, the remaining issues were overprinted with a small dot on the front of the stamps. This has become known as the "secret dot" of the Fourth Issue. The secret dot is very difficult to detect, as the colour of the dot is the same as that of the stamp. The 10, 15, 30, and 60cvo stamps are all known overprinted with the secret dot, some even with with consular overprints. The missing 30cvo sheets were eventually recovered [1].

An official SCADTA map of 1923 air mail routes in Colombia is shown in Figure 1. The schedule was as follows [1],[8].

Tuesday & Friday: Barranquilla—El Banco—Barranca; Bermeja—Puerto; Berrio—Honda—Girardot (and in reverse)

Thursday: Girardot—Neiva—Girardot

Monday & Thursday: Barranquilla—Cartagena—Barranquilla

Thursday: Barranquilla—Santa Marta—Barranquilla.

Originally, SCADTA operated a two cover system, whereby the sender posted an outer envelope addressed to the SCADTA office at Barranquilla franked with stamps of the country of origin. The inner envelope, addressed to Colombia, was franked with SCADTA airmail stamps for prepayment of SCADTA services in Colombia. This proved to be unpopular and the two-cover system was abandoned in 1925. On 1 June 1925, the United States became the first foreign country to recognize SCADTA stamps officially. With this came mixed franking covers. The consular overprints issues were in use until they were replaced by SCADTA's fifth airmail issue. However, the consular overprints were still valid for postage until the issue was exhausted. These issues can be found used until 1934 [1].

Only a few Canadian commercial covers franked with CA. (consular overprint stamps) addressed to Colombia are known to the author. Early airpost collectors did not consider consular overprints to be airmail postage stamps, and were largely ignored. Almost all CA. covers posted in Canada to Colombia are addressed to banks or businesses and ended up in the trash [1].

The author is aware of only one commercial airmail cover posted in Canada, addressed to Colombia, and franked with the fourth SCADTA 1923–1928 issue that does not have the CA. overprint (Figure 2).

Fifth issue (for international incoming airmail service) SCADTA's fifth set of airmail stamps, known as the "gold issue" (Scott c 68–79), was issued 1 June 1929.

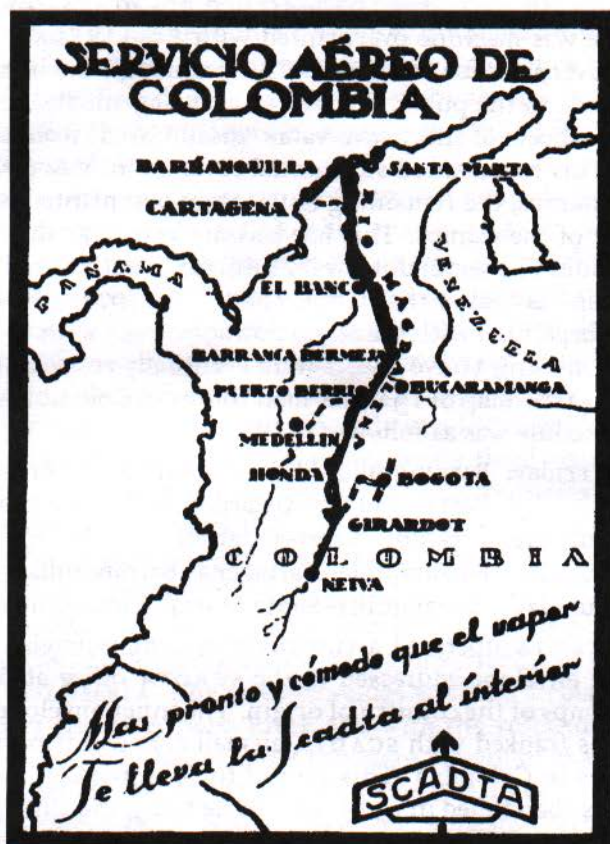


Figure 1. SCADTA map showing Colombian routes (1923)
Beneath it (not shown) was the schedule.

The value of these stamps is expressed in Peso O./am. [*"O" for oro—ed*], or US gold dollars. These stamps were sold in foreign countries at the current rate of exchange for the US gold dollar. The gold issue was printed for overseas use only to replace the consular surcharge stamps. The stamps of the gold issue were used together with the stamps of the country of origin for prepayment of SCADTA airmail services [1].

The gold issue was printed in the same colours as Scott c 55–67, with the exception of the new 25cvo violet (c 72), that was issued to pay the new 25cvo per half ounce letter rate from the US, Panama, Canada, or the Canal Zone. This denomination was issued some time after 1 June 1929. The



Figure 2. Canada–Colombia without consular surcharge (1928)

Mailed from Montreal on 20 November 1928, and addressed to Puerto Berrio (Colombia), a river port on the Magdalena River. The 8¢ Admiral paid the first ounce UPU rate to Colombia, and the 5¢ Canadian airmail stamp (C1) paid the supplemental first ounce fee for airmail within North America.

The cover is also franked with 10 & 20cvo SCADTA stamps (Scott C 39 & C 41), correctly paying the 30cvo rate (per 20 grams) for airmail service in Colombia, Cartagena–Barranquilla–Puerto Berrio.

The cover was transported by ship from Miami to Cartagena. The SCADTA stamps were cancelled in New York (foreign mail exchange office) rather than either Canada or Colombia. Canadian regulations required that foreign stamps affixed in Canada to prepay a foreign postal service not be cancelled in Canada.

A Cartagena 30 X1 1928 receiver is on the front, and a Barranquilla 1 X 1928 receiver is on reverse. This cover surfaced in a 1980 article by Allan Steinhart that illustrated a handstamp on the reverse [6]. It indicates where in Canada SCADTA stamps could be purchased. Information and stamps could be obtained from Wood Fleming & Co Ltd (Royal Bank Building, Toronto 2) and Guy Tombs Ltd (Montreal)

After the article appeared, Allan told the author that he had sold the cover for about \$1500. Seventeen years later, the cover re-surfaced as lot 331 of Harmers (London) sale 4666 (10 March 1998). It sold for £1331 plus buyer's premium. This serves to illustrate how rare [*expensive—ed*] Canada/SCADTA mixed franking air mail covers are.



Figure 3. Bathurst (NB) to Bogota (November 1929)

Over one ounce, but under three quarters of an ounce, the cover was possibly double rated at the UPU surface rate of 8¢ first ounce, plus 4¢ second ounce, paid by the 12¢ Confederation issue. It was not endorsed for airmail service in North America; however a 15cvo centavo SCADTA airmail stamp surcharged CA. (Scott C 40), and a green Correo Aereo SCADTA airmail label was affixed in Canada to indicate SCADTA airmail service in Colombia. The SCADTA airmail rate for Barranquilla to Bogota was 30cvo per 20g.

Upon arrival in Colombia, the cover was rated T 0.15 due with a purple boxed handstamp. Assuming that the cover was under one and a half ounces, the correct SCADTA postage would have been either 45 or 60cvo due, depending on the weight. A more likely scenario was that the cover was under one ounce, so the correct Canadian postage UPU surface fee would be 8¢, and the correct SCADTA postage would be 30cvo. This leaves us with a short payment of 15cvo, which is more in keeping with the postage due marking marking.

The purple A PARTADO handstamp signified that the addressee had gone and could not be located. The cover was not returned to Canada so the addressee must have been located later [7].

author cannot find a reference to the exact date the airmail rate changed, or the date that this stamp was issued [1].

The author knows of only one Canadian commercial airmail cover franked with the gold issue. Posted in Canada on October 1929 and addressed to Bogota, the cover is franked with two "gold" 25cvo violet stamps (Figure 4).



Figure 4. Montreal–Bogota by SCADTA (October 1929)

The 8¢ first ounce surface UPU rate was paid with scroll issue stamps. No airmail service in North America was requested, so the letter was carried by surface means to the SCADTA office in Colon (Panama), then flown by seaplane to Barranquilla. From there, it was carried by air to Bogota.

The SCADTA airmail fee was reduced from 30cvo per 20 grams to 25cvo per half ounce (14g). Over one half, but less than one ounce, the cover was properly franked with two copies of the gold issue violet 25cvo stamp (Scott C 72). A multilingual green "By airmail in Colombia" sticker was attached by the sender.

Fifth issue ("Bolivarian"—for domestic & outgoing international airmail service) On 1 June 1929, SCADTA issued a second set of airmail stamps, c 55–67. These were sold and used only in Colombia to pay the Colombian domestic airmail rate and the Colombian international airmail rate. They are inscribed *SERVICIO BOLIVARIANO DE TRANSPORTES AEREOS*; this highlights the fact that SCADTA not only provided air service in Colombia, but also to all of the *Bolivarian* countries, comprising Bolivia, Colombia, Ecuador, Peru, Panama and Venezuela. The centavo values show the Magdalena River and the volcano *Tolima* in the background. The peso values depict a SCADTA airplane and Columbus' vessel, the *Santa Maria* [1].

The author is aware of a correspondence of about twenty air mail covers posted in Canada and addressed to Mr Good Day [or *Goodday, eh?—ed*] at the Royal Bank of Canada in Girardot (Colombia). They are franked with the Bolivarian stamps. Although these stamps were issued for domestic and international air mail originating in Colombia, this correspondence shows that they were also accepted for use from outside to prepay SCADTA air mail services within Colombia (Figure 5).

On 4 February 1929, Pan American Airways (PAA) inaugurated a Miami–Cristobal (Canal Zone) air mail service (FAM 5). From 2 April 1929, service was tri-weekly. Up to that date, mail to and from Colombia was transported by ship via Cartagena. The permit to change this procedure and to deliver the mail to an employee of SCADTA at Colon (Panama) was issued 5 April 1929. Only when the Colombian government (Ministry of Communications) sent a cable to the purser of the United Fruit Company, did he deliver airmail destined for Colombia to the purser of SCADTA. The mail was then flown from Colon to Sautata on the mouth of the Atrato river, where a seaplane picked up the mail destined south to Guayaquil and Barranquilla [1].

On 10 March 1929, PAA inaugurated a Brownsville (Texas) to Mexico City service (FAM 8). On 21 June 1929, FAM 5 was extended from Cristobal to Cartagena and Barranquilla. On 1 August 1929, the first dispatch of airmail between Barranquilla and Panama by SCADTA lines occurred. On 13 September 1929, SCADTA initiated direct service between Buenaventura and Cristobal. On 15 January 1930, PAA FAM 8 was extended from Guatemala City (Guatemala) to San Lorenzo (Honduras). FAM 8 connected north & southbound with FAM 5 Miami to Cristobal at San Lorenzo. The PAA foreign airmail routes are listed in the American Airmail Catalog [1].

SCADTA's Director, Dr von Bauer, could see what was coming. With a worsening economic crisis, SCADTA was forced to take some difficult decisions. On 17 December 1930, SCADTA closed its service to Ecuador and Peru. All this time SCADTA had been operating without a subsidy. Under these circumstances, SCADTA had no alternative but to come to an understanding with Pan American Airways.

An arrangement that remained secret for years was made between Dr von Bauer (SCADTA) and Mr J Trippe (PAA). SCADTA received funds from PAA to purchase new planes (Sikorsky Clippers & Ford Tri-motors) in exchange for PAA carrying the mail north and south for destinations outside Colombia. The mail was collected at Barranquilla and Buenaventura [1].

On 20 November 1930, the first combined airmail dispatch (*Mancomun* service) was flown to the United States. *Mancomun* was a combined service of SCADTA, PAA, and Panagra. Special airmail stickers reading "Par



Figure 5. Vancouver–Colombia, triple mixed franking (March 1930)

Addressed to Girardot (Colombia). The Canadian 2¢ paid the preferred single (surface) rate to Colombia (effective 25 December 1929), and the 5¢ airmail stamp paid the airmail supplement for North America, in this case to Miami. The deep red Canal Zone stamp [which will likely not be legible—ed] above the two Colombia stamps is a provisional airmail stamp overprinted 20 (Scott c 5; issued 31 December 1929), affixed in Canada, for use on Pan American Airways, on the Miami–Canal Zone–Buenaventura service. The Colombian 5 & 20cvo SCADTA stamps (Scott c 55 & 58) prepaid airmail service to the interior of Colombia, Buenaventura to Girardot.

Colombia granted flying privileges to PanAm from the Canal Zone to Buenaventura, thus beginning a new phase in air transportation from outside Colombia.

This is the only example known to the author of a valid three-country franking mailed from Canada. Following Canadian regulations, the Canal Zone and SCADTA stamps were not cancelled by the Canadian Post Office, but were cancelled in Canal Zone and Colombia respectively.

Avion Correo Aereo Mancomun”, were printed for use on this service from Colombia. Incoming airmail to Colombia still had to have SCADTA airmail stamps affixed in the country of origin, if the sender desired airmail service in Colombia [1].

SCADTA service to Ecuador

Ecuador did not have a regular airmail service until 30 July 1928. On 10 June 1928, SCADTA flew a survey flight from Barranquilla to Guayaquil (Ecuador) via Cartagena and Buenaventura, the plane arriving two days later. On 28 June 1928, SCADTA and the government of Ecuador signed a contract that gave SCADTA the right to transport airmail in Ecuador. SCADTA opened offices in Ecuador and established agencies at eleven locations for mail to be collected. The mail was transported by hydroplane to the coastal cities of Guayaquil, Bahia de Caraquez, and Esmeraldas.

On 28 August 1928, SCADTA overprinted six stamps of the 1923 issue (Scott C 38–50) with PROVISIONAL at a 45 degree angle, ECUADOR on top, and the new value in Ecuador money, SUCRE, on the bottom. The overprints were in red ink. The *sucre* was equal to twenty Colombian centavos.

On 1 January 1929, SCADTA began a regular weekly air mail service to Ecuador. On 1 April 1929, SCADTA announced the extension of the services Guayaquil–Buenaventura–Barranquilla to the Canal Zone. By 1930, the competition from Panagra (with faster Sikorsky type s–38 aircraft) caused SCADTA to permanently suspend its service in Ecuador effective 17 December 1930. SCADTA's last flight took place on 27 December 1930 [1].

The author is aware of one Canadian cover that was flown by SCADTA services to Ecuador. The cover, cancelled Victoria, Paquebot, Posted at Sea, 6 May 1929, is philatelic and addressed to Everett Erle, care of Guayaquil Agencies, Apartado No 180, Guayaquil. The cover is franked with the first Canadian airmail stamp (5¢), prepaying airmail service in North America only, the 8¢ Scroll issue paying first ounce UPU surface fee to Ecuador. There are two 5 and one 20cvo centavo SCADTA 1923 CA. surcharge issues that correctly pay the 30cvo airmail rate Colon–Barranquilla–Buenaventura–Guayaquil. A SCADTA Colon, 22 May 1929 handstamp and Servicio Aereo Ecuador undated large boxed handstamp are on the front of the cover along with a green “from BARRANQUILLA via COLOMBIAN AIR MAIL” airmail sticker. Mr. Erle, a “sea post” collector, is well known for posting philatelically inspired covers to foreign destinations, addressed to himself.

The September 1928 supplement to the United States Postal Guide [2] stated that beginning with the 11 August 1928 dispatch from Barranquilla (scheduled to arrive in Guayaquil the following day), there will be a fortnightly air mail service from Barranquilla to Buenaventura to Guayaquil. Articles in the regular mails for Colombia, Ecuador, Peru, and Chile are to be accepted for dispatch via this route when prepaid with Colombian air mail stamps . . . , in addition to regular postage to be prepaid with United States postage stamps.

The Canadian Post Office did not issue such a bulletin. However, if a cover not exceeding one ounce originating in Canada had 5¢ Canadian postage affixed for all available air mail service in North America only, 8¢ Canadian postage affixed for the first ounce UPU surface rate, and 30cvo SCADTA stamps for 20 grams, and the envelope was endorsed, "By air Barranquilla-Buenaventura-Guayaquil", then air mail service would be provided [2].

The end of the line

The August 1931 supplement of the US Postal Guide [10] announced (effective 15 June 1931) reciprocal airmail arrangements between the US Post Office and the Colombian Postal Administration concerning the US foreign air mail routes between the US and Colombia (or the Canal Zone and the Colombian airmail routes from Colombian coastal ports or Cristobal to the interior of Colombia). Upon arrival of the air mails at a destination in the Colombian airmail system (this includes Barranquilla and other coastal cities), the air mails will be given prompt delivery by SCADTA. Return correspondence from the interior of Colombia will be given similar through air mail service to the United States (and Canada).

This arrangement heretofore in effect under which special Colombian air mail stamps have been recognized on mail posted in this country for dispatch by the Colombian domestic air mail service.

SCADTA was discontinued 15 June 1931. Mixed franking were no longer required and at the end of that month, SCADTA closed its Canal Zone office. A map of November 1931 (Figure 6) illustrates the airmail routes in operation [1],[9],[10].

In 1932, the Colombian government assumed control of Colombian airmail, but SCADTA (whose routes now covered all parts of Colombia) still carried the airmail. After the outbreak of World War II, SCADTA's status changed, and Avianca (*Aerovias Nacionales de Colombia SA*) was founded. Avianca continued the operations of the former company and still operates today, as Colombia's national airline [1].

Canada & SCADTA

The Canadian Post Office did not list SCADTA services in any of its postal guides, supplements, or bulletings issued to Postmasters. This differs from the United States Post Office, which first listed SCADTA services in the January 1924 Supplement to the US Post Office Guide. The first Canadian SCADTA reference known to the author is contained in the 5 April 1929 issue of the Commercial Intelligence Journal, published by the Canada Board of Trade [5]:



Figure 6. Route map (November 1931)
Joint operations of the three airlines.

Colombian & Ecuadorian Air Mail

James Cormack, Canadian Trade Commissioner

Havana, April 5, 1929—The Scadta airway system has just announced an extension of its Colombian air mail service, and the attention of Canadian exporters is drawn to the facilities afforded thereby. The service formerly consisted of the line from the base at Barranquilla to Girardot [near the capital and Bogota] and the line to Cartagena. Now the service was extended to daily journeys of the former and weekly journeys of the latter—further extended to Buenaventura [on the west or Pacific coast] and intermediate points. Both journeys are done in one day. This means a savings of many days' time for letters, parcels, and passengers.

Letter postage rates are 30 cents per two-thirds of an ounce plus the ordinary postage. Air mail stamps must be used for the air postage. Packages must be marked in red ink (or green label) "By air mail in Colombia".

A company is organizing an air line from Guayaquil (Ecuador), which is already connected by seaplane to Buenaventura, to Payata [North Peru], which will link up with Peru, Bolivia, Chile, and the Argentine with the present SCADTA service. Owing to the limited transportation in some of these countries, the air mail, which is well organized, offers special facilities. The SCADTA agents in Canada, from which further details, passages, and the requisite air mail stamps may be had, are Messrs Guy Tombs & Co., Montreal, and Messrs Wood Fleming Company, Toronto.

From the January 1930 Commercial Intelligence Journal [5]:

Letters to interior points, as Bogota or Medellin, sent by air, reach their destinations two or three weeks before letters sent by ordinary mail. The envelope should be marked "Por avion from Barranquilla". The air mail rate is 30 cents per ounce or fraction thereof, in addition to ordinary postage. Stamps may be secured from the Colombian Consulate in Canada. Registered mail is subject to greater delay in receipt than ordinary mail.

A letter of 1 May 1930 from Arthur Webster (Secretary, Canadian Post Office Department) addressed to the Postmaster at Montreal, in response to an inquiry, states in part [3]:

There is a daily air mail service between Barranquilla and Bogota operated by SCADTA air lines. The air mail fee, including postage, from Canada to Colombia is 35 cents per half ounce or fraction thereof.

This leads one to believe that the Canadian Post Office administration did not encourage the use of SCADTA airmail services. The Canada Post Office Weekly Bulletin # 469 (1 March 1930) [4], lists two options, the first being all-inclusive air mail service to Colombia at 35¢ per half ounce or fraction thereof. This rate included surface transmission, and all air mail services available en route and in the country of destination.

There is no mention of the sender having to affix SCADTA stamps to the cover in Canada in order to prepay SCADTA services in Colombia. This is evidence that an agreement with SCADTA must have been in place from at least 1 March 1930, because of the last clause of the bulletin of that date.

The letter from Arthur Webster seems to agree with this, as there is no mention in this letter of a sender in Canada being required to affix SCADTA postage to prepay airmail services in Colombia. The author is not aware of any surviving airmail covers that were posted in Canada with the all-inclusive 35¢ per half ounce rate for the period 1 March 1930–2 February 1931. The all-inclusive 45¢ per half ounce airmail rate to anywhere in South America then came into effect [4].

The second option listed in the bulletin of 1 March 1930 required the

sender to affix 7¢ for the first ounce and 12¢ for each additional ounce) for airmail in North America only, and surface mail beyond. Although not mentioned in the bulletin, if airmail service was desired in Colombia, the sender had the option of affixing SCADTA airmail stamps to prepay airmail service from Barranquilla to points in the interior where SCADTA service was available. If the sender also desired airmail service from Miami to Colombia, SCADTA and Canal Zone airmail stamps had to be affixed to the cover in Canada [4]. The author is aware of three airmail covers (Good Day correspondence) posted in Canada addressed to Colombia, that are triple franked with airmail stamps of Canada, Canal Zone, and SCADTA Airlines (Figure 5).

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- [10] *United States Postal Guide Supplement* August 1931.



Shipwreck of the *Empress of Ireland*

Marc Eisenberg

THE worst Canadian maritime disaster (aside from the Halifax explosion) occurred on the morning of 29 May 1914. The *Empress of Ireland* collided with the Norwegian freighter *Storstad* in the St Lawrence, off Father Point. This resulted in over 1000 deaths; there were about 450 survivors. These figures are comparable to those of the *Titanic* (two years earlier), but the *Empress of Ireland* is almost totally unknown.

In this article, we describe the circumstances of the disaster, and then discuss a number of covers recovered from the wreck.

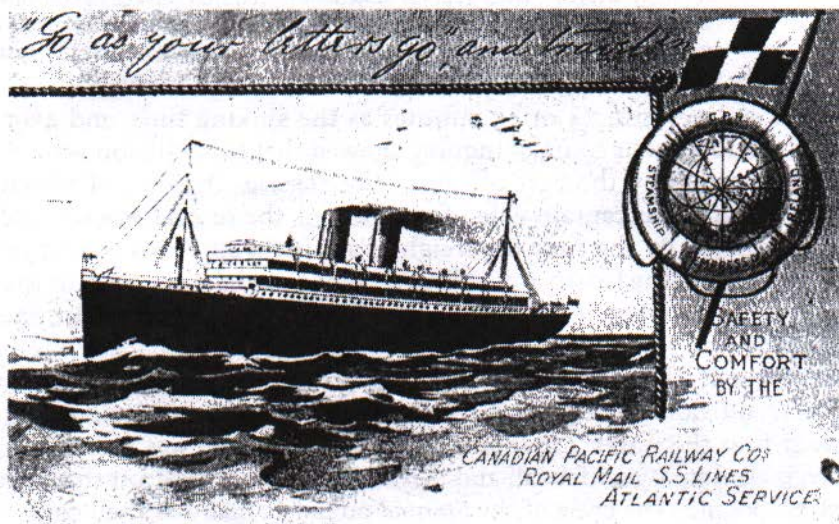


Figure 1. Picture postcard of the *Empress of Ireland*

The printed handwriting across the top reads 'Go as your letters go' and travel in (SS *Empress of Ireland*).

The *Empress of Ireland* (Figure 1) and her sister ship the *Empress of Britain* were liners built in Scotland by the Fairfield Shipping Co, to exploit the transatlantic passenger trade. They were steamers of 14000 tons and about 200 m length. Their design speed was 20 knots, and they made in Liverpool–Quebec trip in six days. With a capacity of about 1500, the *Empress of Ireland* carried 2200 life jackets—more than enough to go around.

Keywords & phrases: wreck cover

We quote from [H, p 72]; the original spells “Andersen” as “Anderson”.

At about 1:30 in the morning of 29 May 1914, during a dense fog, the Norwegian collier *Størstad*, commanded by Captain Andersen, collided with the CPR steamer *Empress of Ireland*, 14,191 tons, under the command of Captain Kendall, off Father Point in the St Lawrence River. The *Empress of Ireland* was bound to Liverpool from Quebec with passengers, and the *Størstad* was inward bound to Montreal from Sydney, Cape Breton, with a cargo of coal.

As a result of the collision, the *Empress of Ireland* sank within 12 minutes, five miles east of Father Point. The *Størstad* was able to reach her destination, although badly damaged about the bows, after picking up a number of survivors. The number of passengers and crew aboard the *Empress of Ireland* was 1,467, and of these 433 were saved.

Among other valuables lost in the liner were “four carloads of registered, common, and parcel packages. The Canadian Post Office holds out no hope that any will be recovered.” Later reports stated, however, that salvage operations were carried out by the Underwriters for the recovery of silver bullion and mails, and the whole of the silver, some registered and other mail, and the steamer’s safe containing passengers’ valuables were eventually salvaged.

Other sources give 14 or 15 minutes as the sinking time, and 465 survivors. A subsequent court of inquiry showed that the collision was a result of several errors by the first officer of the *Størstad*, the first of which was failure to notify his captain when fog appeared; the second was to suddenly alter direction. By the time the freighter’s captain appeared on the bridge, it was too late—the 6000 ton collier smashed at right angles into the *Empress*, tearing 6 meters into her hull. The freighter then pulled out, thereby letting the water in.

After about 15 minutes, the *Empress* exploded. There was so little time between collision and explosion that only six lifeboats and a collapsible boat made it into the water. Captain Kendall of the *Empress* was tossed into the water, picked up by a lifeboat, and directed a rescue operation that saved at least 50 people. The crew of the *Størstad* pulled as many as they could from the freezing water. There was time only for a single SOS.

Subsequent legal action resulted in seizure of the *Størstad*. It was sold at auction for \$175,000, of which \$60,000 went to Canadian Pacific for the loss of the *Empress*, and the remainder to settle loss of life claims. The first officer of the *Størstad* was found negligent. After being auctioned off, the *Størstad* was repaired and sailed again until being torpedoed in World War I (with all hands saved).

The covers

“Recovered by divers from wreck of the S.S. *Empress of Ireland*” is probably the least uncommon handstamp to appear on Canadian wreck covers. The

letters recovered were so stamped, then placed inside DLO (Dead Letter Office) covering envelopes and returned to sender or recipient. [*I suspect that if the return address were visible, the letter was returned to sender; otherwise, it was sent to the addressee—ed*] An example is illustrated in Figures 2 & 2(a).

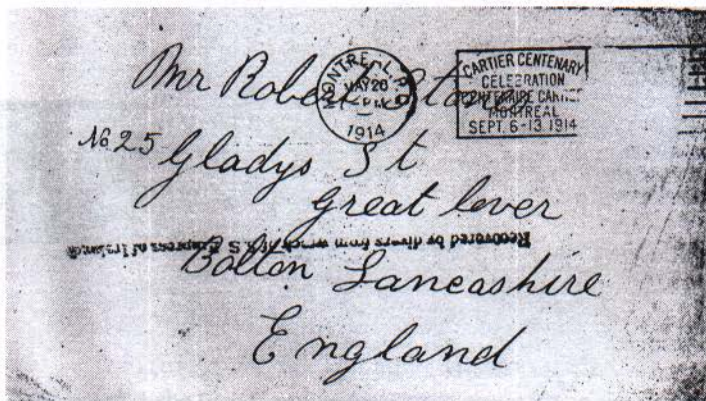


Figure 2. Recovered from the wreck

The handstamp is in emerald green. The original stamp had washed off. This cover was enclosed in the Dead Letter Office covering envelope in Figure 2(a).

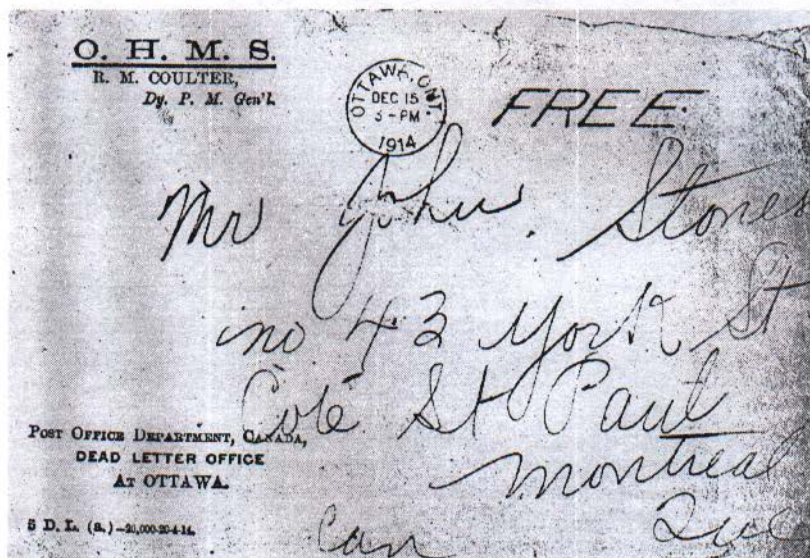


Figure 2a. DLO covering envelope
Mailed from Ottawa seven months after the disaster.

Another example, this time containing an item of value is shown in Figures 3 & 3(a). The original letter had not been registered, but the covering envelope used to send the letter and contents to sender *was* registered.



Figure 3. Recovered from the wreck—with stamps
The stamps that had washed off were enclosed. The ms at left indicates that a \$10 money order had been enclosed. This resulted in registration of the DLO covering envelope (Figure 3(a)).

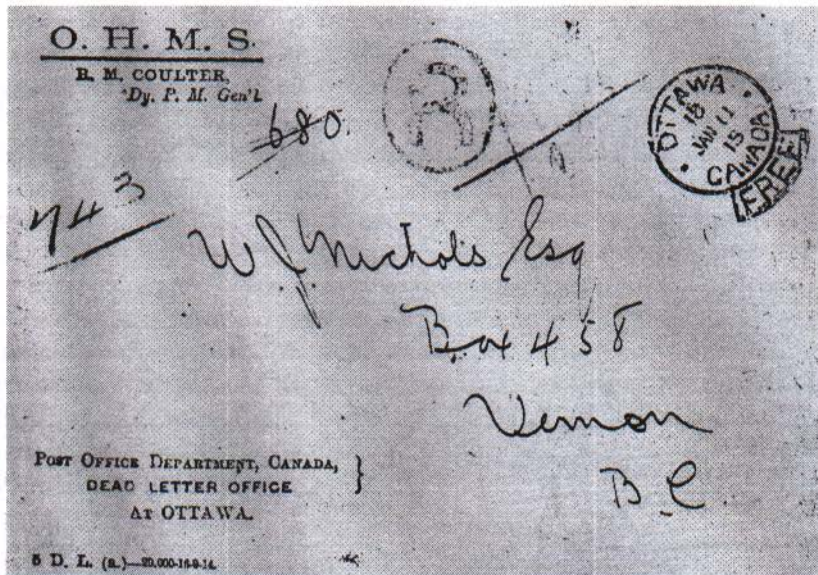


Figure 3a. Registered DLO covering envelope
Mailed from Ottawa eight months after the disaster.

Finally, in Figures 4 & 4(a), there is a cover forwarded to the addressee. In this case, the 2¢ Empire rate was paid by the Post Office, and the covering wrapper itself was also handstamped in the canonical way.

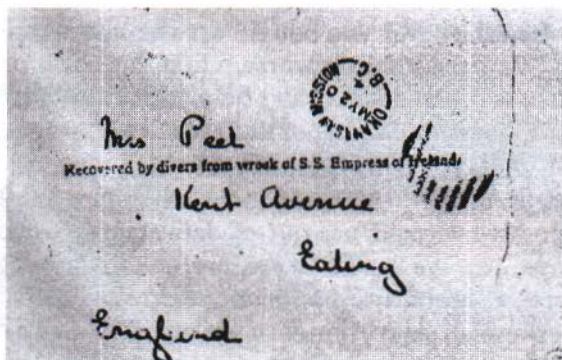


Figure 4. From Okanagan Mission (BC)
Enclosed in the DLO covering envelope (Figure 4(a)).



Figure 4a. Forwarded DLO covering envelope
Mailed from Ottawa seven months after the disaster, with 2¢
postage (Empire rate). The handstamp was also applied.

Reference

[H] A H Hopkins *A History of Wreck Covers*

[Marc gave a very well-received presentation on this topic at BNAPEX 2000—ed]

Degrees of philatelicity

The Editor

ANNOYED when the cover you bought for the scarce rate turns out to be between stamp dealers? Or worse, a first day cover or a first flight, or otherwise, well, *philatelic*? I can't help you with that, but I thought it would be useful to classify degrees of philatelicity (?).

Letters between philatelists have a relatively high survival rate, because philatelists are accumulators. Many of these letters are "philatelically inspired", i.e., are grossly overpaid, use out-of-date stamps, use unusual combinations of stamps, etc. We expect to see, particularly among letters from the 1890s and later, a significant proportion of covers of this type.

I propose to distinguish several kinds of philatelicity. Call a cover *philatelic* if it satisfies any of the following criteria:

- ⑤ It is a first day cover or a first/last/intermediate flight cover intended to fleece the punters (that is, for philatelic consumption) or
- ⑤ It is substantially overpaid or
- ⑤ It uses stamps that are well out of period.

"Out of period" in the third criterion is admittedly ambiguous—Jubilees were sold over the counter at post offices until at least 1903; some high values of other issues were not used until they were needed, which could have been a decade after issue; unused AR cards sometimes sit around offices for more than 20 years.

It is not really necessary to illustrate a cover that is philatelic in this (somewhat stronger than usual) sense; most readers will have seen hundreds. However, the item in Figure 1 is amusing.

A cover is *quasi-philatelic* if it is sent from a stamp dealer or philatelist, but is properly paid, using contemporary stamps, and would otherwise be a proper commercial or personal letter.

Quasi-philatelic covers are less desirable than truly commercial ones (except to collectors of stamp dealer mail). However, they reflect actual postal history (rates, routes, ...), and so are more interesting than the philatelic ones, which are of minimal (or negative) value to postal history. However, it may be difficult to identify quasi-philatelic ones, as we often cannot be sure the sender is a philatelist (a good and generally sufficient condition is that the addressee be a philatelist or stamp dealer).

Keywords & phrases: philatelic, quasi-philatelic

No set of definitions will cover everything, and there are plenty of examples that will test them. Nor are the terms quasi-philatelic, commercial, philatelic, personal, ... really pairwise mutually exclusive.



Figure 1. (Philatelic) Registered to Greece (1976)

Not a first day cover—the \$1 stamp was issued in 1975, the “semi-postal” in 1974. The latter is *not* a stamp, just a large scale picture of it(!)—which is not supposed to be used on the front. This qualifies as philatelic because it is grossly overpaid—the rates in effect at the time were 50¢ for registration, and 20¢ per ounce for first class (actually airmail) abroad. Mailed from Montreal to Thessalonika (Salonica).

The cover in Figure 2 (below) is rather interesting. It is a black & white illustrated cover from a stamp dealer (*Casa Filatelica* doesn't need any explanation) in Santiago, Chile to Valleyfield (QC) in somewhat rough condition. It is an AR cover (one of a very few nineteenth century AR covers to Canada) with correct postage—at the time, the Chilean rates were 10 centavos registration fee, 5 centavos AR fee, and 10 centavos UPU rate (apparently with a UPU-authorized surcharge) to Canada, and moreover, the stamps are contemporary. Since the letter probably dealt with business (albeit philatelic), I think quasi-philatelic is the appropriate classification.

A different type of registered cover to Canada is shown in Figure 3—or rather partially shown, since the cover is bigger than the surface of my scanner! It is a large envelope (for enclosing sheets of size A4) sent as registered

printed matter to the ICAO in Montreal in 1976. The front has 49 stamps (all denominated 8 Afghanes), and the reverse has 39 ½ of the 9 Afs stamp, seven of the 1+1 Afs stamp, and a lone 3 Afs stamp. The stamps were issued in the late 1960s and early 1970s.

While letters between stamp dealers are often plastered in stamps, I think we can agree that this letter, mailed from Kaboul Airport to the head office of the ICAO, is a commercial use, not quasi-philatelic. The excessive use of old and small denomination stamps is probably explained by the unavailability of larger ones during unsettled times, and that an airport post office may not be fully supplied.



Figure 2. (Quasi-philatelic) Illustrated AR cover to Canada (1898)

Correct postage of 25 centavos (for registration fee, AR fee—paid in stamps on the cover as the Treaty of Vienna was in effect—and single UPU rate) paid with contemporary stamps. Only a handful of nineteenth century AR covers to Canada are known. [Purchased as lot 338, September 1999 Talman auction.]

Sometimes it is difficult to classify philatelicity. For example, in Figure 4, we see a 20¢ Jubilee cover. If one excludes parcels, money packets, and payment for bulk mailings, use of the high value Jubilees (20¢ and up) on cover is almost always philatelic. This example, on a large cover from the office of the Receiver-General in Fredericton (presumably the provincial Receiver-General, as otherwise stamps would not be required) pays quintuple rate (up

to five ounces) plus registration fee. The September 1898 use (over a year after issue) should not bother anyone—Jubilees were available for many years from the post office, and moreover, high values sat in offices for decades until they were used. Still, it is reminiscent of the slightly later gratuitous use of unusual stamps by the philatelic department (see Figure 5 below). Despite this, I think it is a proper commercial use.



Figure 3. Registered from Afghanistan to Montreal (1976)

Addressed to the ICAO head office from Kaboul Airport, with 96 stamps front and back. This cover was registered printed matter (a scarce combination) sent airmail. I would appreciate hearing from anyone who is familiar with rates from Afghanistan during this period.

More arguable is the cover in Figure 5. Properly and beautifully franked by an in-period stamp (which for some reason was applied upside down), what could be philatelic about it?

The cover was from the Post Office; post offices of members of the UPU could send mail free to any member of the UPU. Instead, a stamp was used. It likely contained stamps and was from the precursor of the philatelic department (as we have seen in J Randall Stamp's article *Stamp availability in 1923*,

BNA**Topics** whole number 484 (2000) pp 32–34), the postage was paid in advance by the recipient). Use of the stamp was not necessary, so I reluctantly classify this as philatelic (“reluctantly” since I paid about \$400 for it when I should have known better). There is an argument that it is quasi-philatelic, namely that it was on philatelic business, but in my opinion, the redundant use of the stamp renders it philatelic.



Figure 4. (Commercial?) 20¢ Jubilee cover (September 1898)
Pays 5¢ registration fee plus quintuple 3¢ rate to US.

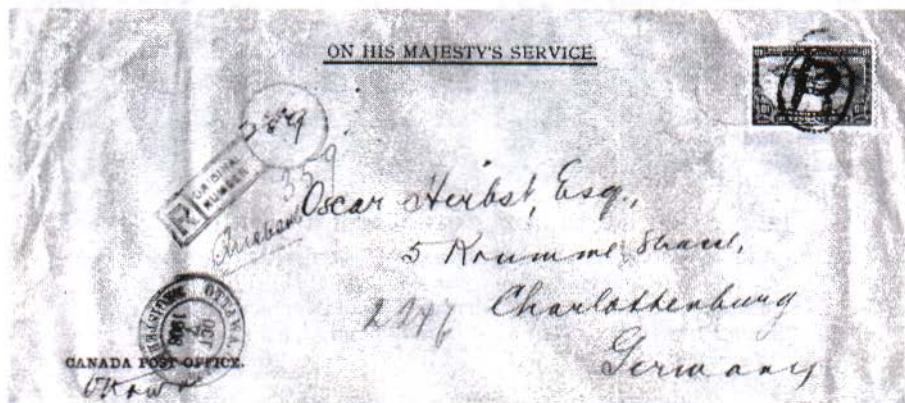


Figure 5. (Philatelic?) 10¢ Tercentenary cover (October 1908)
Pays 5¢ registration fee plus 5¢ UPU rate to Germany. From the post office, and almost certainly from what eventually became the philatelic department.

[This is a modified version of the article “Quasi-, semi-, and philatelic covers” originally published in the newsletter of the registration study group.]

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Dieppe—before and after

C D Sayles

DIEPPE conjures up in Canadians' minds a military disaster, although it was fairly successful as an information-gathering raid. It took place on 19 August 1942, and there were no postal arrangements needed or made for the troops who participated. That does not mean that there is no postal history!

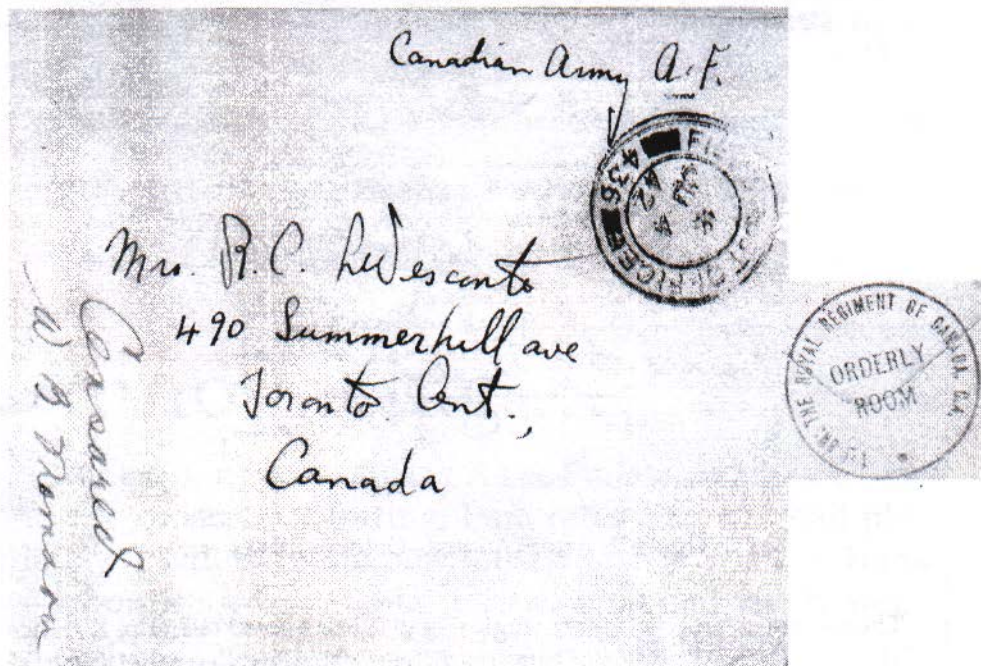


Figure 1. Before (4 June 1942)

The first cover shown (Figure 1) has only the handstamp of the Orderly Room of the Royal Regiment of Canada on the back. It was mailed at FPO (Field Post Office) 436 on 4 June 1942, and unusually for that time, is censored. The censor is (Lt) W B Thomson who apparently had not been issued a censor handstamp, and made do by writing *Censored*. The 4th Brigade (which included the Royal Regiment) had been selected two weeks earlier to

Keywords & phrases: Dieppe, military postal history

participate in the Dieppe raid. Imposition of censorship is consistent with the high level of secrecy surrounding the raid.

The 4th and 6th Brigades, along with the 14th Tank Regiment were moved to the Isle of Wight on 18 May 1942, where amphibious assault training was conducted until 1 July 1942. FPO 436 normally served the 6th Brigade, but I think it is possible that FPO 436 served both Brigades during this training period, and this accounts for its usage by 4th Brigade personnel.

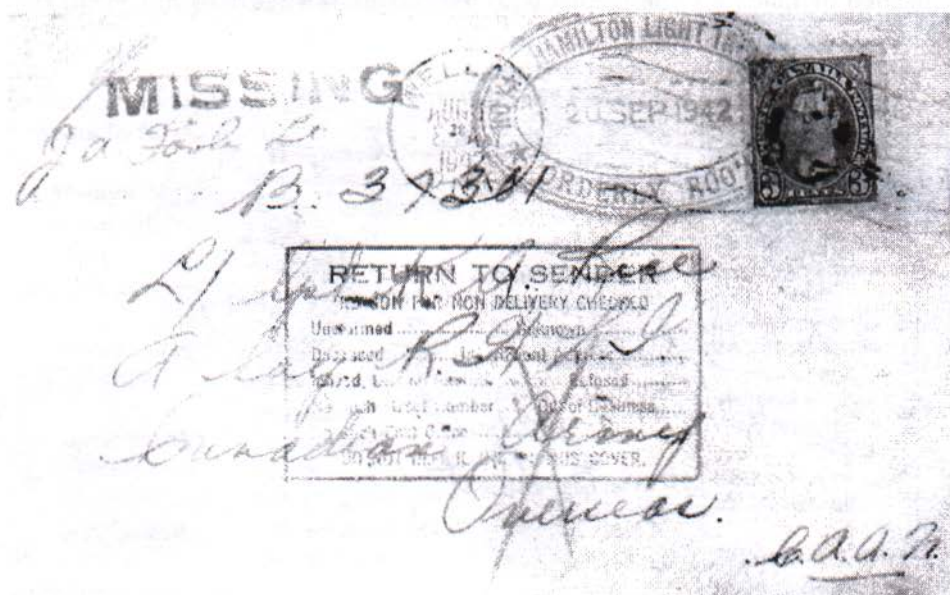


Figure 2. After (August–October 1942)

The second cover tells a more tragic story. It was mailed to L/Cpl K A Rice of the Royal Hamilton Light Infantry (RHLI, usually called “the Rileys”), from Welland, Ontario on 13 Aug 1942. Cpl Rice participated in the Dieppe raid on the morning of 19 August, and was severely wounded and taken prisoner. At the time of this letter, however, the Regiment knew only that he was missing.

Cpl Rice’s letter reached FPO 436 (6th Brigade HQ) on 3 September. We do not know when it reached the RHLI regiment, but on 20 September, Lt J A Fowler placed the 42 × 5 mm “Missing” handstamp on the front of the cover, along with his signature and the Orderly Room handstamp. I think that the “Return to Sender” handstamp was also applied at this time. The

fact that this “Missing” handstamp was needed and made is a reflection of the very heavy losses suffered by this regiment at Dieppe.

Subsequently, the letter passed through FPO SC 1 (Cdn Postal Corps HQ at Acton) on 26 September, and reached the directory service of the Base PO in Ottawa on 30 October. Do any readers know whether such letters were returned as is, or were they put inside another (ambulance) envelope for return to the writer?

Postscript The RHLI have survived the seemingly endless government cuts to the Army, and remain based at the Armouries in Hamilton. There, they have their regimental museum. I think it is the very finest such museum in Canada, and am sure it will surprise and delight any visiting BNAPS member.

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Announcing ...

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(28) Canadian Postal Guide **ILLUSTRATED**

C R McGuire

This is the continuation of my series of articles that first appeared in the January–February 1983 issue of *BNA Topics*. It continued until the July–August 1989 issue. New readers may wish to read the previous instalments, particularly the five part introduction, which gives an overview of official publications of *BNA* postal history documentation. The theme of the series is to illustrate the regulations and rates information appearing in *Canada Postal Guides* and other official sources. Some are quite elementary, others are very subtle and obscure. This article is in the first class (!), dealing with *drop letters*.

This series has been resurrected as a result of the Editor requesting contributions to *Topics*. I encourage other members to assist him.

DROP letters constitute a special case of first class mail. First class mail is defined in the 1890s postal guides via

[First class] includes letters, post cards, legal & commercial papers wholly or partly written, & all matter of the nature of a letter or written correspondence.

The rate on first class domestic mail from 1868 to 1898 was 3¢ per ounce or part thereof. However, there were also two *drop letter* rates for local mail.

The rate upon local or drop letters, posted for local delivery in cities where there is a free delivery by letter carrier. This rate is 2¢ per ounce or fraction thereof.

The rate on local or drop letters posted for local delivery in places where free delivery by letter carrier has not been established. The rate in this case 1¢ per ounce or fraction thereof.

Figure 1 shows a scarce double drop letter mailed from Toronto in 1898. Of course, Toronto had letter carrier delivery by this time. In contrast, Figure 2 shows a registered drop letter mailed at the small town of Brinston's Corners. The registration fee increased to 5¢ in 1889, so the cover must have been mailed prior to that. The combination of registration plus small town drop letter is fairly scarce, even in the twentieth century.

Keywords & phrases: *Canada Postal Guide*, drop letter

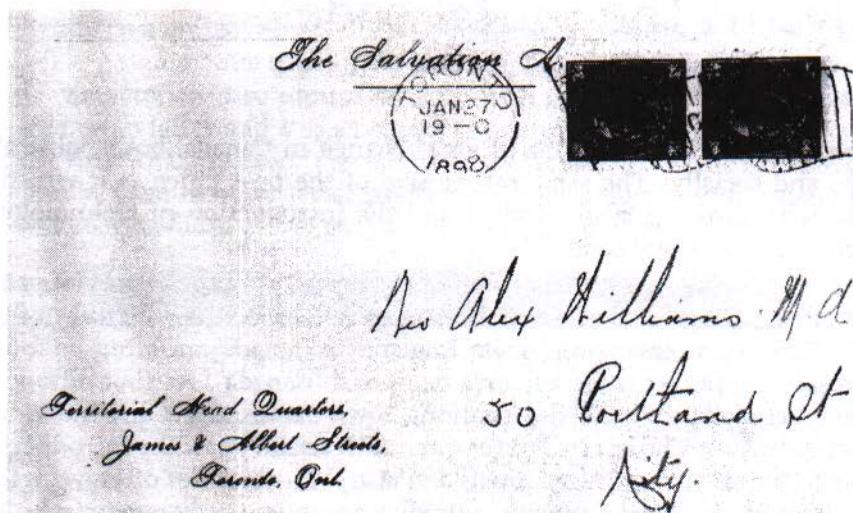


Figure 1. Double drop letter (1898)

Pays 4¢ postage; double drop letters are difficult to find. Mailed at Toronto from the Salvation Army.



Figure 2. Drop letter (1880s?)

Pays 1¢ drop letter rate (no delivery) plus 2¢ registration fee. No date, no town datestamp, no backstamps, no return address, but there is one registration number; presumably the postmaster at Brimston's Corners (Dundas County) knew everyone in town, and didn't feel the need to date it. A simple pen cancel was applied to both stamps. The post office opened in 1873, but no handstamps are recorded until 1895. —ed

Boycott the postal code!

Bill Longley

THE 1970s were a time of great change in Canada, both politically and socially. The same can be said of the post office as it wrestled with growing labour unrest and the introduction of technology—specifically the postal code.

The postal code was an expansion of the logical concept of providing the post office with as much information as needed to facilitate delivery of the mail. Early stampless covers from England to Canada can often be found addressed simply with the person's name and "Canada". As time advanced, covers included provincial designations, town names, street and individual street addresses. The last half of the twentieth century saw the introduction of postal zones within larger towns and cities. Postal zones often were tied to individual city blocks or even individual apartment or commercial buildings. Eventually, the postal zone concept employed in cities was expanded nationwide to allow for quick sorting and routing of the mail. Optical character recognition equipment promised to speed the sorting of mail. Speed the delivery of the mail? The postal workers would not stand for it.

Canada Post's daunting mission was to educate and inform the general public about the postal code and ensure each person knew their postal code and used it in all addressed mail. Meanwhile, the postal workers launched their own campaign against the postal code.

If you have not yet been advised of your postal CODE, or are not sure of it, please complete this card and deposit it in any mail box. The card will be returned to you with your correct postal CODE.

This **POSTAL CODE** is valid only for the address shown.

Si l'on ne vous a pas fourni votre CODE postal, ou que vous n'en êtes pas certain, nous vous invitons à compléter cette carte et à nous l'expédier le plus tôt possible. Celle-ci vous sera retournée avec indication de votre CODE postal.

Ce **CODE POSTAL** ne peut s'appliquer qu'à l'adresse indiquée.

NAME / NOM
APT. / APPT. P.O. BOX / C.P. R.R. / N° de R.R.
ADDRESS / ADRESSE
.....



Your postal CODE will appear here Votre CODE postal sera inscrit ici

Figure 1. Reverse of prepaid post card (1971)

Keywords & phrases: postal code, postal unrest

Canada Post employed postal code notification cards, postal code stickers as well as a stamp issue to promote the postal code. The postal code consists of six characters in two groups of three with the pattern being L#L #L# where L is an letter and # is a number. All letters of the alphabet except except D, F, I, O, Q, U are used. The letters W, Z are not used in the first position but can be used in other letter positions. The first letter of the postal code related geographically from east to west across Canada as will be seen later.

Figure 2. Preprinted prepaid post card (1971)

Figure 3. Preprinted prepaid post card (1973)
Addressed to C Russell McNeil, prominent BNAPS officer.

Figure 1 shows the reverse of an OHMS prepaid postcard addressed to POSTAL CODE POSTAL OTTAWA, ONTARIO K1P 5K0. Once the res-

ident completed and returned the form, they would receive it back with the correct postal code added. Figure 2 shows a brown preprinted prepaid postcard, Form #33-84-025(2-71) used to inform correspondents of the writer's new postal code. Figure 3 shows a different formatted prepaid postcard used in 1973 with purple, blue and red printed text.



Figures 4 & 5. Postal code reminder labels (1971 & 1973)

The later one is rouletted and printed in blue.

Canada Post also provided residents with postal code reminder labels. Figure 4 shows a 1971 example of the postal code reminder label which is rouletted at the top and left (indicating a sheet layout) with purple text "Please use my S.V.P. employez mon" and blue text **POSTAL CODE POSTAL**. A black printed dotted line indicates where the postal code is to be placed and a black printed line surrounds the text. Figure 5 shows a 1973 example which is printed only in blue and is rouletted on all sides. The text reads "Please use my s.v.p. employez mon **POSTAL CODE POSTAL**" with six boxes beneath for each letter or number of the postal code.

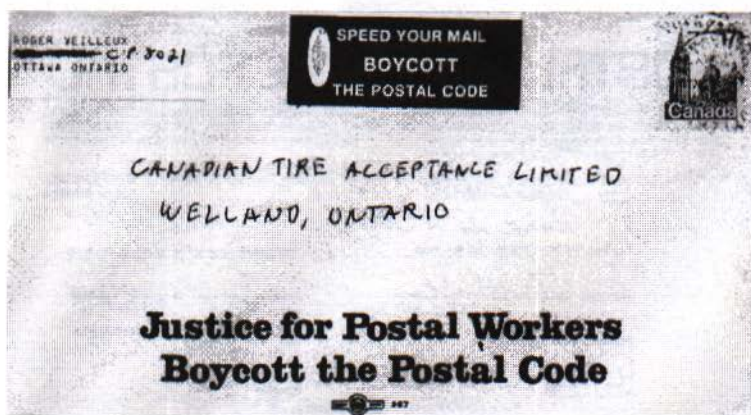


Figure 6. Boycott label used on cover

While Canada Post tried to encourage the use of the postal code, the postal unions tried to encourage the Canadian public to boycott the postal code.

Figure 6 shows an example used on cover of a red printed label **SPEED YOUR MAIL BOYCOTT THE POSTAL CODE** in white text on a red background with a small union logo perpendicular at the left stating *Allied Printing Trades Council Ottawa Union Made* with a small numeral '2'.

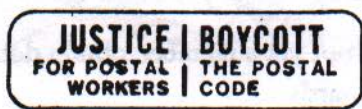
**Justice for Postal Workers
Boycott the Postal Code**

**Justice pour les Postiers
Boycottons le Code Postal**

Boycottons le Code Postal

Figures 7–9. Text on preprinted envelopes (1975)

Figures 7–9 show portions of preprinted envelopes with blue text that were used by supporters of the boycott. Each examples was used in 1975. Figure 7 shows the “Justice for Postal Workers Boycott the Postal Code Union [logo] Made 397” text. Figure 8 shows the bilingual “Justice pour les Postiers Boycottons le Code Postal Union [logo] Made 397” text. Figure 9 shows the “Boycottons le Code Postal Union [logo] Made 397” text.



Support the Postal Clerks - Ban the Code!

BOYCOTTONS LE
CODE POSTAL

Figures 10–13. Rubber handstamp, typescript, manuscript (1974–1975)

Two different rubber handstamps have also been seen. Figure 10 shows the blue boxed handstamp **POSTAL CODE = LOW PAY LET'S BOYCOTT IT!** used in 1974. Figure 11 shows the black boxed handstamp **JUSTICE FOR POSTAL WORKERS BOYCOTT THE POSTAL CODE** used in 1975. Ironically the writer made sure to include her postal code in the return address on the reverse of the cover.

Typewritten and handwritten messages of support have also been found on covers. Figure 12 shows a typewritten “Support the Postal Clerks — Ban

the Code!" used in 1975, while Figure 13 shows a red pen scrawled message BOYCOTTONS LE CODE POSTAL in a rectangular box used in 1975 as well.

The postal code represented one of Canada Post's many efforts to modernize the Post Office, reduce labour costs and improve service. It upset an already angry and militant postal labour force. The struggle between Canada Post and its workers provides the postal historian with a fascinating insight into the development of our modern postal system.

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Vignettes of the Old West: The C & K Steam Navigation Company

Peter Jacobi

Poor performance of one of the early Columbia River sternwheelers, the *Despatch*, caused three transportation pioneers to join forces. The year was 1888 and our pioneers were Captain J Irving of lower Fraser River fame, J A Mara from Kamloops, and F S Barnard, son of the famous founder of Barnard's Express Company. They pooled their resources, incorporated the *Columbia & Kootenay Steam Navigation Company* (C&KSN Co) and hired Captain James Troup, a prominent steamboat captain from Oregon as their first superintendent.



Figure 1. Copy of pass of the C & KSN Co Ltd (21 April 1893)
Made out to Walter Shanley CE and signed J W Troup, Manager.

The company's first vessel was the *Lytton*, built in Victoria and launched at Revelstoke in 1890. The next addition to the fleet was the *Kootenai*, bought for \$10,000. Both were in service on the Arrow Lakes.

Keywords & phrases: West, steam

Stimulated by massive ore discoveries and an influx of US residents bound for the prairies to take up free land, the West Kootenays flourished. To keep pace with this expansion, the C&KSN Co ordered two new sternwheelers. For service on Kootenay Lake, the *Nelson* was launched at Nelson on 11 June 1891. In August 1891, the *Columbia* was added, built at Portland and shipped to Revelstoke in sections, assembled and put into service on the Columbia–Arrow Lakes route.

Mining discoveries in the Slocan district added additional business and caused the first major competitor on Kootenay Lake with the launching of the *Spokane* by the GNR. The C&KSN Co countered with the launching of the *Illicillewaet* in November 1892. The railway rivalry between the CPR and James J Hill's GNR was now in full swing, each trying to outdo the other to attain the freight from the local mines.

The next new vessel, the *Nakusp*, was launched by the C&KSN Co at Nakusp on 1 July 1895. She was easily the finest vessel in existence at the time sporting hot & cold running water, steam heat and electric lights. In the interim, the *Kootenai* was lost in December 1895 and replaced by the *Trail*, built again at Nakusp and launched 9 May 1896.

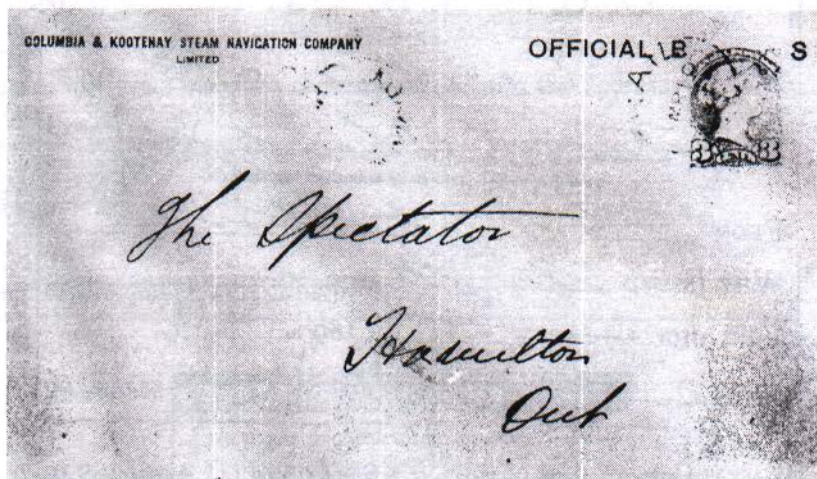


Figure 2. Trail split-ring cancel (10 March 1897)
On stationery of the C&KSN Co.

On Kootenay Lake, the C&KSN Co had added the *Kokanee* to its fleet, “one of the most beautifully proportioned sternwheelers in the Pacific Northwest”. She was launched at Nelson on 7 April 1896.

In late December 1896, the CPR bought the C&KSN Co for \$200,000, and with that move gained the upper hand in the battle for control of transportation in the Kootenays. This business consolidation brought major capital into the region and resulted in the construction and launching of numerous majestic sternwheelers. The *Kootenay* was launched at Nakusp in April 1897, and the *Rossland* was built and launched, again at Nakusp, in November of the same year. The *Slocan* was built at Roseberry for service on Slocan Lake. In 1898, several new vessels were added, but the two of most significance were the sister ships, the *Minto* & the *Moyie*. The pair was fabricated in Toronto and the sections assembled on site, the *Minto* at Nakusp for Arrow Lake service, and the *Moyie* at Nelson for Kootenay Lake service.

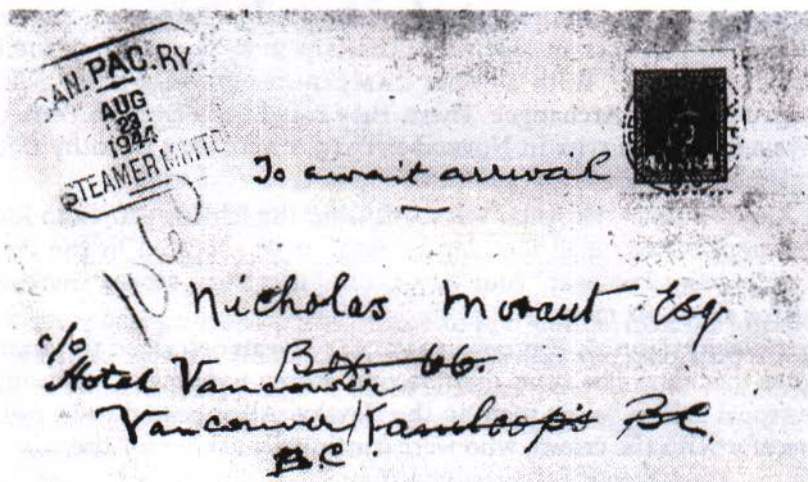


Figure 3. Rob. & A'Head R.P.O. (1944)

This is cancelled with w-131, known to have been used in the period 1944-1946. By this time, the C&KSN Co had been absorbed in the Canadian Pacific Railroad empire as shown in the steamer identification s-149 of the *Minto*.

The launching of the *Moyie* inaugurated passenger service over the BC Southern Railway from Alberta to Kootenay Lake. The *Moyie* served three generations of Kootenay residents and become the last active commercial sternwheeler in BC. She is preserved and located at Kaslo's waterfront. Her sister ship, the *Minto*, named after Canada's Governor General, was launched at Nakusp on 19 November 1898 and became the longest serving sternwheeler on the Arrow Lakes. The Robson & Arrowhead RPO was located on the *Minto* (Figure 3).

WWI Canadian nurse service in Russia

Jon Johnson

NURSING Sister Edith T Hegan, RRC [Royal Red Cross decoration] was one of four Canadian nurses of the Canadian Army Medical Corps (CAMC) who served in Russia during World War I. She joined the CAMC on 4 February 1915, at the age of 33. In October 1915, N/s Hegan was assigned to #2 Canadian General Hospital, Le Tréport, France. In April 1916, she was transferred to #1 Casualty Clearing Station at Aubigny. On 15 July 1916, N/s Hegan proceeded from England to Petrograd, Russia for duty at the Anglo-Russian Hospital. The trip to Petrograd took the better part of a month. With another CAMC nurse (N/s Gertrude Squire), N/s Hegan sailed to Archangel. There, they caught the train to Petrograd. This was a long train trip; in November 1915, CAMC N/s Dorothy Cotton spent 56 hours on the trip.

The Anglo-Russian Hospital was a gift from the British people to Russia for treatment of wounded Russian soldiers. It was located in the Dmitri Palace on Nevsky Prospekt. Four CAMC nursing sisters served there, each serving for about six months.

In her diary [1], on 14 February 1917, N/s Hegan described the scene in Petrograd that they saw from their second-storey window. They watched a huge crowd gather below them in the Nevsky. All appeared to be orderly and peaceful with the crowd, who were continually asking for bread.

Suddenly, while we were looking, the machine-guns opened fire and swept the street in every direction. Dozens fell where they stood, and others fled in every direction. Many hurried into the doorway of the hospital and the club.

Later, on 28 February, she wrote:

Several times we had to stop on the way to the hospital, the firing was so heavy. We were anxious to get back to the hospital and worried lest the shots might strike some of our already badly injured patients. And we were interested enough to wish to get back to our windows, too, for it is not often that one can watch the death of a monarchy and the birth of a new republic.

N/s Hegan arrived back in England on 5 April 1917. She subsequently served in a variety of Canadian military hospitals in France and England. On 1 June 1918, she was awarded the Royal Red Cross first class and promoted to Principal Matron. N/s Hegan left the CAMC on 16 December 1919.

Keywords & phrases: Russian Revolution

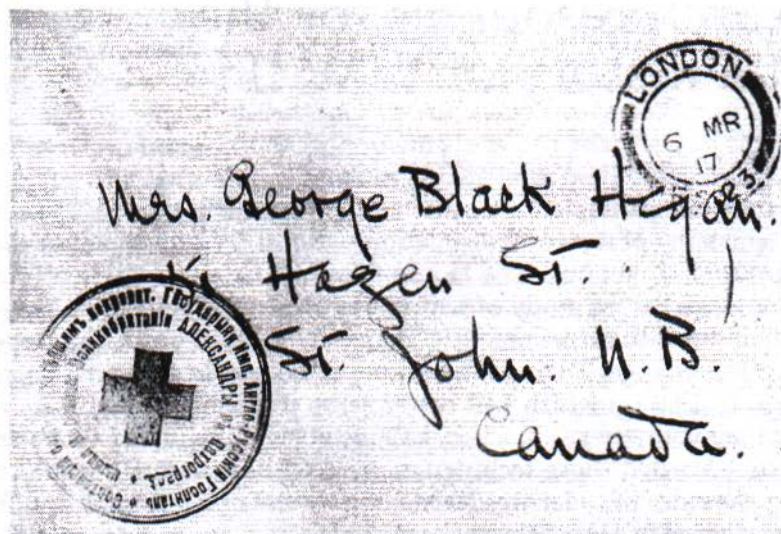


Figure 1. Petrograd to Saint John (6 March 1917)

Written in Petrograd by N/S Hegan during February 1917. Petrograd had been St Petersburg prior to 1914, became Leningrad in 1924, and reverted to St Petersburg in 1990.

The cover was written by N/S Hegan to her mother in Saint John NB. It has the Anglo-Russian Hospital cachet (in Cyrillic) and a London (England) transit postmark. The postmark, dated 6 March 1917 in England, indicates that this cover was mailed just a few days before the beginning of the Russian Revolution.

Reference

[1] GWL Nicholson *Canada's Nursing Sisters*, Toronto, AM Hakkert (1975).

[This is a slightly rewritten version of an article that appeared in the January 2000 newsletter of the military mail study group.]

BNA Postal History Mail Auction—July 2001

Brian Wolfenden announces the start of his BNA postal history mail auctions. For a complimentary catalogue, please write

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or email bjnepean@trytel.com

Research resources for the postal history of WW II

Bill Pekonen

UNDER our parliamentary system of government, rules are made by the passing of Acts and Regulations, after debate on the floor of the House of Commons. The House follows Bourinot's Rules of Parliamentary Procedure, the study of which may seem dry, but can be very exciting when put into actual practice. Using the rules of order, the Opposition can affect changes during discussion period and in committee rooms, to produce legislation which will better serve the public. Fond memories arise from my younger years, when, as a member of the Junior Chamber of Commerce, I learned those techniques. The skill of conducting meetings following the rules of order was learned under fire of a different sort from those experienced in a war. However, you had to be sharp to survive, as there were many barrack room lawyers around to trip you up.

For many years, it was my belief that all rules under which we are governed were subject to such considered debate. However, things are not always what they seem. It was therefore interesting to find out that there are such things as *Orders in Council* (OIC, also known as PC, for Privy Council). Between sessions of Parliament, the Cabinet makes rules using this process. Many things go on that receive little or no publicity. Although these OICs are published in the *Canada Gazette*, they often escape attention from all but the most astute readers. Some of the rules may come as a shock, and may cause one to become cynical about politicians—particularly if the OICs are less democratic than we would like them to be, or if the obscure language hides the real meaning. Provided here is a list of titles of orders-in-council which may be relevant to the student of war time postal history. Also appearing is a chronology of events around the time of Canada's declaration of war on 10 September 1939.

During a wartime emergency, quick action must be taken, especially when the House is not in session. It is the duty of the Cabinet to make rules—sometimes with little or no time to consider all implications—nor will they have the benefit of opposing views. Thousands of OIC rules were passed during by the Canadian government in the period 1939–1945. A study of OICs provides an insight into many issues that also happen to involve philatelic matters.

Keywords & phrases: war, order-in-council

Quite by accident, I found a series of volumes in the Vancouver Public Library that contain a record of the wartime orders-in-council. Copies of the index were made for future study. Here is a partial list of these orders-in-council; they provide background for many issues. A few of these OICs have been examined, but most of them are yet to be reviewed. This list can be the starting point for research by others with more time on their hands.

The library reference is:

Canada Gazette, Part 2 / sR / 345.7 / C211p / V 1-4 / Ag-Je / 1939-41. The other volumes can be found under this same designation, differing only in the year datum. This reproduction was authorized by Privy Council # 108, approved 13 January 1940. The reasons given for the reproduction were as follows:

- 1 That under the provisions of the War Measures Act, a large number of Orders in Council, many of them having the force of Statutes, have been passed,
- 2 That many of such Orders in Council need to be referred to frequently by persons interested in the subjects thereof, and
- 3 That it is advisable that a compilation of all such Orders In Council should be prepared and published in book form, and that all Proclamations should be included therein.

The Minutes of the Privy Council meeting then continue to include all proclamations and orders-in-council passed between 25 August 1939 and 31 December 1939. Canada declared war on Germany on 10 September 1939, but bureaucrats had actually been preparing for war since early July 1939. Many wartime measures were actually planned well ahead of time, some measures using WW I information that had been updated. It appears that Canada was well prepared for war on 10 September, and quickly moved to put many controls in place. Subsequent volumes contain a summary of such matters passed during the course of the war. Not every order-in-council is shown, and one wonders just what the others may contain.

There is a companion volume entitled *Canadian War Orders and Regulations 1942/Wartime Prices and Trade Board*, Vol 1. This is an office consolidation of Board Order numbers 1-233 covering the period 1939-1942. This edition was authorized by OIC-PC 10793 of 26 November 1942. Additional volumes carry through the war years.

The first table is a list of orders-in-council, selected for appropriateness. See the volume indexes for more details. Subsequent tables provide a chronology of events just before and after Canada declared war on Germany.

List of Orders-in-Council

pc #	date	title	vol/pg
2481	1/9/39	establish censorship regulations	1/21
2496	1/9/39	authorize censorship reg'ns for cable, radio, etc	1/32
2499	2/9/39	more censorship authorizations	1/33
2506	2/9/39	authorize postal censorship	1/35
2513	2/9/39	approve Censorship Co-ordination Committee	1/39
2562	6/9/39	censorship: prohibited matter, Press	1/45
2563	6/9/39	censorship: radio stations	1/45
2653	14/9/39	entry of enemy aliens	1/59
2654	12/9/39	establish Committee of Public Information	1/59
3342	26/10/39	enemy aliens	1/157
3623	14/11/39	registration of enemy aliens	1/175
3731	17/11/39	censorship: Port of Halifax	1/183
4129	20/12/39	free postage: overseas forces	1/220
254	22/01/40	revoking certain regulations	2/18
1860	17/03/41	extending Official Secrets Act	4/66
5135	15/07/41	establish Secret Documents Order	5/42
5247	15/07/41	powers to obtain information	5/55
6441	20/08/41	appoint Security Control Officer, Halifax	5/108
6571	26/08/41	abolish Censorship Co-ordination Committee	5/115
1422	23/02/42	suspension of rules, ship stations	6/131
4201	19/05/42	publications re political comments	7/68
5833	7/07/42	powers of postmaster-general	8/21
85/6073	16/07/42	establish Security Service	8/67
6831	4/08/42	powers extended, Port of Halifax	8/103
8099	9/09/42	establish Wartime Information Board	8/161

Several others are listed, but the titles did not seem to be related to control of information. The other orders-in-council control virtually every aspect of civilian life and military matters.

Pre-War events 26 August–6 September 1939

date	event	OIC #
26 AU	provision to call out Militia	2396
	control of shipping	2412
30 AU	subcommittee of Council constituted	2474
31 AU	instructions for Canadian Field Force	2434
	authorization to employ Aux Active & Reserve Air Force	2441
1 SP	declaration of war by Great Britain	N/A
	proclamation to call Canadian Parliament, 7 September	2476
	proclamation, existence of apprehended war	2477
	Reserve Naval Forces placed on Active Service	2478
	permanent Naval Forces placed on Active Service	2479
	ensorship regulations established	2481
	Active militia placed on war establishment	2482
	re-engage ex-members of RCMF	2484
	ensorship regulations re cable, radio, telegraph or telephone	2496
2 SP	pension regulations	2491
	Can. Field Force renamed Can. Active Service Force	2498
	further censorship regulations	2499
	call out all units, formations & detachments of Aux Active Air Force	2500
	authorize War Risks Insurance Scheme for British ships registered in Canada	2504
	authorize postal censorship	2506
	naming depots listed as Corps of the Active Militia	2507
3 SP	establish defence of Canada regulations	2483
	appoint Registrar General of alien enemies	2485
	call out officers, airmen of Reserve Air Force as required	2511
	approve Censorship Co-ordination Committee	2513
	retain members of the Naval Forces, Militia, or RCAF as civil servants (1)	2514
	establish regulations for prices of food, fuel, & other necessaries of life	2516
4 SP	provide for the internment of enemy aliens	2521
5 SP	authorize constitution of Prize Courts	2489
	regulate trading with the enemy	2512
	establish control of shipping	2524
	retaining certain civil servants, if necessary	2525
	call to Active Service: units, formations, detachments of Aux Active Air Force	2532
	regulations re government ships transferred to Naval Service	2533
6 SP	censorship regulations re prohibited matter & Press	
	censorship regulations re all classes of radio stations	2563

(1) if req'd by their Departments

Pre- & War events, 6 September–3 October 1939

date	event	OIC #
7 SP	protection of employment for civil servants called to active service	2584
8 SP	further regulations, Trading with Enemy Act	2586
	transfer of aircraft registered in Canada	2590
9 SP	Royal Can. Naval Res & Royal Can. Naval Vol Res placed on active service	2595
	establish Agricultural Supplies Committee	2621
10 SP	PROCLAMATION OF WAR WITH GERMANY	2626
11 SP	authority to capture & seize all German ships	2629
	authorize regulations re sale & use of codeine	2635
12 SP	establish Committee of Public Information	2654
	regulations to requisition property other than land	2435
14 SP	authorize RCN ships to cooperate with Royal Navy	2638
	establish regulations, entry of enemy aliens	2653
	create Special Reserve RCAF	2677
	establish Prize Court rules	2682
	establish Economic Advisory Committee	2698
15 SP	establish War Supply Board	2696
	authorize committee to plan organization, War Supply Board	2697
	authorize contract regulations Defense Purchasing Board	2709
	create Foreign Exchange Control Board & regulations	2716
18 SP	appoint Wool Administrator	2734
	restrictions on export of certain kinds of wool	2735
20 SP	restrictions on export of certain articles	2785
25 SP	regulate sales tax on gas & electricity	2845
	amend foreign exchange control	2852
	authorize agreement for purchase of apples	2853
27 SP	Proclamation: Day of Humble Prayer	2881
	regulation re printing of prejudicial statements	2891
	amend Prize Court regulations	2892
	amend regulations re Defence Purchasing Board	2896
	agreement on Ontario apples	2905
28 SP	War Supply Board to act as agent for British Purchasing Mission	2921
29 SP	regulations on essential services	2926
	regulations re Senior RCMP officers	2929
3 Oc	appoint Sugar Administrator	2851
	appoint Hides & Leather Administrator	2975

[This appeared originally in the newsletter of the BNAPS World War II Study Group.]

Presentation booklet, CAPEX 1951

J.C. Jarnick

1951 MARKED the hundredth anniversary of Canada's first postage stamps. That year also saw Canada's first international philatelic exhibition, CAPEX. It was sponsored by the Canadian Association for Philatelic Exhibitions, and held in Toronto. The Post Office Department issued a set of four stamps honoring the centenary and the exhibition (USC# 311-14). The three lower values contrasted mail transportation methods in 1851 with those of 1951.



Figure 1. Front cover of presentation booklet

The 4¢ black stamp depicted trains from 1851 and 1951, the 5¢ purple showed steamships of 1851 and 1951, while the 7¢ blue displayed a stage-coach and airplane. The 15¢ red reproduced the 3penny Beaver designed by Sir Sanford Fleming. The Post Office Department also produced a booklet that was presented to officials and others involved in the sponsorship of CAPEX. The booklet measures 187×108mm. It is bound in navy blue imitation leather. Its cover (shown in Figure 1) is embossed in gold, with the Canadian Coat of Arms and the inscription:

CANADA
POST OFFICE DEPARTMENT
MINISTÈRE DES POSTES

Keywords & phrases: UPU, presentation booklet



Figure 2. Inside front cover

An inscription printed on the inside of the front cover is shown in Figure 2. It describes the reason for the issuance of the stamps (which it gives as the centennial of domestic control of the post office) bilingually. The booklet contains a single page (Figure 3) with a silk strip holding either a set of blocks of four or plate blocks of four of the CAPEX stamps. This booklet, while not common, is often found in dealers' stocks or offered at auction. Unlike most Canadian presentation booklets (which were given to non-collectors), this one was presented to philatelists and normally entered the philatelic market when their collections were sold.



Figure 3. Only page of the booklet

References

- LS Holmes *Specialized Philatelic Catalogue of Canada and British North America*, eleventh edition, Ryerson Press, Toronto (1968) p202.
Specialized Catalogue of Canadian Stamps 1999, Toronto, The Unitrade Press (1998) p103.

Rounding up squared circles



John S Gordon

CONTINUING the listing of earliest & latest recorded dates, and years of no recorded use (NSR: no strikes reported), for a possible fifth edition of the Handbook. Please report any new data to me at 2364 Gallant Fox Ct, Reston VA 20191-2611 (e-mail: jkgordo@hotmail.com).

Type II Ontario, P-S

Paris Station SP26/93-JU24/96 Found mostly as transit or receiving mark on cover. Correct RF is 20.

Pembroke MR 9/94-NO29/98 Inverted or prone 4s in the year occur in 94, and in the day on MY 14/95.

Perth JA31/94-JY 6/00 Inverted month reported in January and November 1899, also MMDD line inverted on 51 YM/95.

Peterborough ?/OC 13/93-?/JA 22/95, period 1; ?/JY22/95-?/MY 6/98, period 2; OC 26/03-NO 4/03, period 3 Isolated use on 81/JA 20/-6 for 06. Nude or partial nude strikes occur on Edward VII stamps. Time marks: numerals 1, 2, 3, 4, blank are normal (4 commonest); 5, 6, 8, 81, inverted 3 abnormal.

Petrollea FE19/94-MY 16/99 Purple strikes often seen, rounded worn corners in later strikes.

Pictou 1/AU 3/94-AM/AP28/00 with isolated JU 8/01 Beware of incomplete "blank above" strikes which are actually Pictou (NS). Time marks: 1, 2, blank until 2/DE 30/99 (2 commonest); AM or PM beginning PM/JA 2/00 (PM commoner). Abnormals: 3, inverted 2, inverted 5, inverted 7. Damaged 9 was used in the year in 97-99 leading to 57, 58 and 58 dates.

Pontypool OC 12/93-JA25/94 with isolated DE 21/95 Many strikes are partial.

Port Arthur FE 17/94-AU 19/05, period 1; FE 20/07-1/NOV 12/07, period 2; MR 4/09-NO 2/09, period 3; JY 17/14-8/NO 17/18, period 4; MY 22/25-MY 31/25 period 5 Isolated use on 13/NO 17/44. Time marks: blank until JU 16/99, AM beginning AU 10/99-DE 10/01; blank beginning FE22/02 until SP 21/16. Numerals 8, 10, 12, 15-18, 21 in period 4 beginning 21/OC16/16, blank in period 5. Abnormal 1 reported in 1895. Three letter months NOV, JUN, JUL known in 07, 15, 16. NSR: 06, 08, 10-13, 19-24, 26-43.

Port Dover DE 18/93-MR 2/94, period 1; SP 24-NO 20/94, period 2; isolated use JA 1/96 & FE 2/96; JY ?/99-OC 3/(00?), period 4 The late (partial) report is on a 2¢ red Die 2 issued in June 00 and the year is not certain. NSR: 95, 97-98.

Port Hope MR 17/95-MY 17/00, small zero in 1900 Partial nude strike known.

Keywords & phrases: squared circles

Port Perry 94/DE 7-56/MR 19 (year in top slot, and inverted year on MR 19), period 1; OC 4/97-98/DE 20 (prone 4s in day on OC/4/97 & SP 24/98), period 2; Known on 2¢ red with incorrect year, partially dated 98/-/- & -/-/98, period 3, but no dated 1899 strikes are known; isolated use on DE 19/03, FE 13/06-DE 7/07, period 5 Inconsistency of indicia style is a hallmark of this town. NSR: 00-02, 04-05.

Powassan MY 10/95-JAN 8/06 Borrowed three letter JAN also occurs in 04.

Prescott AU 2/93-7/FE 23/01 Time marks: blank usually but 1 & 7 reported in 94-5. During PM/AU 28/93-AM/FE 21/94, mostly PM with a few AM.

Ripley AM/AU 13/94-JA 7/01, period 1; NO 5/03-NO 17/03, period 2; ?/SP30/07-7/OC26/07, period 3 Time marks: AM & PM until PM/JA 4/95. Blank during most of 95-98 with occasional AM; then AM & PM beginning PM/DE 12/98. Occasional zero spacer in day. NSR: 02, 04-06.

Rockton AU 30/93-MR 27/03, period 1; OC 11/05-DE 25/16, period 2 NSR: 04.

Rodney DE 12/93-JU 15/00 Time marks: blank except 2 above 13-14 Sep 98.

Roseneath JY 12/93-AM/JA 11/13 Time marks: early strikes blank but AM & PM beginning PM/SP 20/08; AM is commoner in late usage. Usually poor strikes.

Rosseau SP 24/94-JY 3/96

St Thomas 7/JA 15/94-7/DE 5/99 Time marks: AM & PM (latter commoner) with occasional blank and inverted PM in 95.

Sarnia JA 5/97-AM/SP 22/00 Time marks: early strikes blank; AM & PM beginning PM/DE 11/98 with occasional blank; PM commonest. Curiously uncommon before AM/JA 4/99.

Sault Ste Marie OC 8/93-AM/MY 17/99 (the early report is one day before proofing) Time marks: early strikes blank until MY 16/94; AM & PM beginning AM/JU 14/94 with occasional blank (AM commonest).

Schreiber state 1 OC 22/94-DE 15/96.

Schreiber state 2 JA 11/97-9/N- 06/- (for NO 9/06), period 1; OC 30/23-OC 2/24, period 2 Borrowed three letter month on JUL12/6 (for 06).

The listing will be continued next issue.



← Scarce Waterloo AM

Inverted PM
at Victoria →



Lew Ludlow's Cowcatcher



William G Robinson OTB

THE past three columns have listed ship markings of doubtful postal legitimacy. These should be excluded in view of Ludlow's introductory comments concerning high seas and paquebot mail.

Canadian Pacific Steamships Limited

Listing	Ship name	Usage	Originator
s-150	ss <i>Empress of Australia</i>	1928	Hertzberg
s-151a	<i>Empress of Britain</i>	1939	
s-151b	ss <i>Manrose</i>	1935	
s-151c	ss <i>Montclare</i>	1934	
s-152	ss <i>Montrose</i>	1936	Daracott
s-153	ss <i>Empress of Australia</i>	1937-39	Collier
s-154	ss <i>Empress of France</i>	1929	Isherwood
s-155	ss <i>Empress of France</i>	1929	
s-156	ss <i>Empress of France</i>	1959	Lund
s-157	<i>Empress of Russia</i>	1935	Clenczewski
s-158	<i>Empress of Asia</i>	1929-32	Erle
s-229A	<i>Duchess of Atholl</i>	1936	Smye
s-230	<i>Duchess of York</i>	1932	Vestal
s-231	RMS <i>Empress of Asia</i>	1936	Nordstrom
s-232	<i>Empress of Asia</i>	1936	Czubay
s-234	ss <i>Empress of Canada</i>	1932-37	Hertzberg
s-236	ss <i>Empress of Japan</i>	1930	Matsuo
s-237	RMS <i>Empress of Japan</i>	1937	Walkley
s-239	ss <i>Empress of Russia</i>	1936	Nordstrom

Ludlow excluded straightline ship names if not cancelling a stamp. Corner card and other uses have crept in, and should be delisted:

s-212	ss " <i>Camosun</i> "	1908	
s-226	ss <i>Cutch</i>	1898	
s-233	ss <i>Empress of Asia</i>	1922	Mills
s-235	<i>Empress of Canada</i>	1938	Ceder
s-243	<i>Iroquois</i>	1904-10	
s-244M	ss <i>Minto</i>	1939-49	Schwartz
s-273	ss <i>Princess Maquinna</i>	1939	

A straightline marking of the previously mentioned ss *Princess Victoria* has surfaced on a postcard addressed to B Hertzberg; on reverse is the purser's statement: "We have no cancelling stamps of any kind on board here, all P O work being done ashore. No postal clerks being carried here."

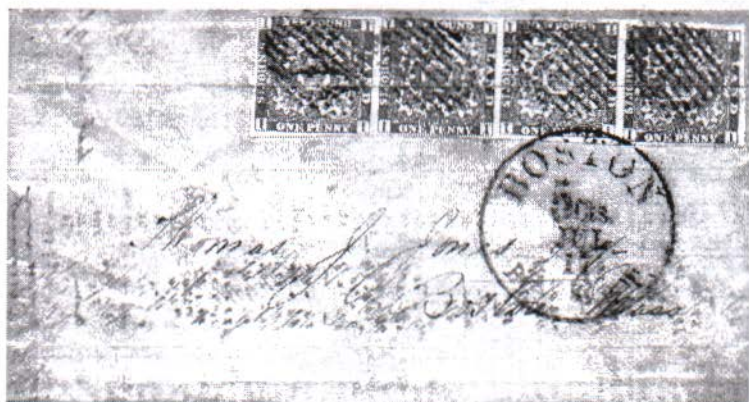
Any comments? As always, I can be reached at 301-2108 West 38th Ave, Vancouver BC V6M 1R9.

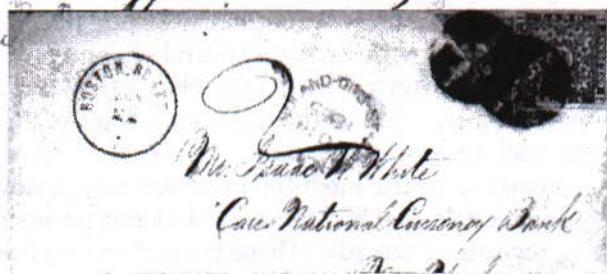
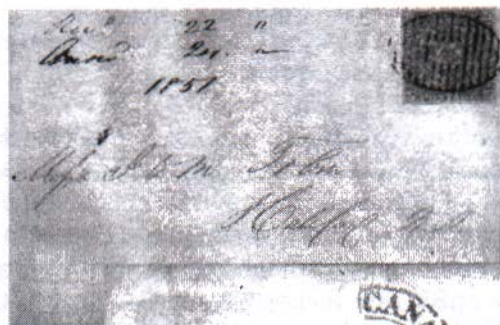
Keywords & phrases: still more doubtful ship markings

BNA Postal History 26 April 2001

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New Issues

William J F Wilson

THE first day of the new millenium brought an increase in the postal rates, with a slate of new definitives issued four days earlier. As is perhaps appropriate for such an occasion, the new stamps combine both tradition and change. The Karsh portrait on the 47¢ Queen Elizabeth domestic letter rate stamp, now on a blue background, has been with us for thirteen years, since the 1 January 1988 rate increase from 36¢ to 37¢. It is interesting that the Queen Elizabeth era began with a Karsh portrait on 1 May 1953, which was the shortest-lived royal portrait in Canadian definitive history, and now continues with another Karsh portrait which is the longest-lived royal portrait since the Admirals.

The 47¢ flag stamp also continues a tradition, this one going back eleven years to the the 1 January 1990 rate increase from 38¢ to 39¢. The new design is very attractive, with the background showing an inukshuk and a rather dynamic cloud pattern. The Queen Elizabeth stamp appears only in perforated sheet format, whereas the flag stamp appears only in booklets of straight-edged peel-and-stick stamps.

The major change is in the medium-value set, which now features three medium-sized mammals that are common (but not necessarily commonly-seen) in many regions of Canada. These replace the stylized maple leaf of the previous set. Despite living close to the Alberta mountains for thirty years, I have yet to see a wolf, although I've found tracks a couple of times; but I have seen a few red fox and lots of white-tailed deer. The stamps are small and perhaps a bit dark, but are still quite attractive. They and the 47¢ stylized maple leaf coil have been issued only in peel-and-stick format, straight-edged vertically, with simulated horizontal perforations.

One other definitive set was issued the same day as the stamps above, a booklet of five 47¢ peel-and-stick frame designs with five picture stickers to put on them. Alternatively, you can order a set of twenty-five stickers from Canada Post printed from a photograph of your choice.

Is it possible to tell stamps apart that are from different formats or printers? This can be an important consideration for collectors of used stamps. On my copies of the flag stamps, the large, central cloud below the flag is noticeably darker on the Ashton Potter printing (booklet of 30) than on the CBN printing (booklet of ten), and the line of smaller clouds running across

Keywords & phrases: new issues

it shows up more clearly. Likewise, the "beard" on the fox is markedly whiter on the coils than on the pane of six, and the neck and face of the deer and the background vegetation are noticeably lighter on the coils than on the pane of six. However, considering that both formats for the fox and deer are from the same printer, the difference could depend on the printing run rather than the format. It would be interesting to hear from anyone who finds other results.

There are some errors on the Canada Post website. The printer for the NHL All-Stars stamps is listed as CBN, whereas the stamp selvage states Ashton Potter; and the sizes of the Year of the Snake stamps are incorrectly given as 48×30 mm for the 47¢ stamp and 57×30 mm for the \$1.05 stamp, whereas both stamps are in fact 38×30 mm.

The information below is 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. Commemoratives

Stamp	year of the snake	NHL All-Stars	birds of Canada	Francophonie
Value	47¢, \$1.05	6×47¢ S-T	4×47¢ S-T	2×47¢ S-T
Issued	5 Jan 01	18 Jan 01	1 Feb 01	28 Feb 01
Printer	A-P	A-P	A-P	CBN
Pane	25	SS: 6	PA: 20, bklt: 12	16
Paper	C	C	PA: C, bklt: JAC	C
Process	7CL (1)	8CL	5CL	7CL & varnish
Qty (10 ⁶)	PA: 16.28, SS: 41 (2)	18	PA: 8.396, bklt: 8.4 (3)	5
Tag	gen 2-bar	gen circular	G4S	G4S
Gum	PVA	PVA	PA: PVA, bklt: P-S	PVA
Size (mm)	38×30	40×39.5	40×32	33×45
Perf	13.3×13.3	12.5×13.2	PA: 12.5×13.1, bklt: 11.5×11.3	13.3×13.3
Teeth	26×20	N/A×26	23×18	22×30

- (1) Canada Post website gives 9CL for the Year of the Snake stamps, but there are only seven colour dots on the pane selvage. Colour dots are not shown on the souvenir sheet, so the 9CL may include two colours on the souvenir sheet that are not on the pane.
- (2) 35,000 uncut press sheets of twelve Year of the Snake souvenir sheets each were also issued, for a total of another 420,000 stamps.
- (3) 1,500 unsigned and 800 signed uncut press sheets of six Birds of Canada stamp panes each were also issued, for a total of another 276,000 stamps.

Table 2. Definitives

Stamp ^{ESF}	QE 11	flag	mammals	maple leaf	pictures
Value	47¢	47¢	60¢, 75¢, \$1.05	47¢	5×47¢
Issued	28 Dec 00	28 Dec 00	28 Dec 00	28 Dec 00	28 Dec 00
Pane	100	bklt 10	bklt 30	coil 50 (1)	coil 100; bklt 5
Printer	CBN	10: CBN, 30: A-P	A-P	A-P	A-P
Paper	C	JAC	JAC	JAC	JAC
Process	5CL	5CL	5CL	6CL	10CL
Tag	G4S	G4S	G4S	G4S	G4S
Gum	PVA	P-S	P-S	P-S	P-S
Size (mm)	24×20	20×24	24×20	24×20	40×31.5
Perf	13.3×13	st edge	8.5×N/A	8.5×N/A	st edge
Teeth	16×13	N/A	N/A	N/A	N/A

(1) The 60¢ & \$1.05 were also released in panes of six.

Abbreviations. 5 (6, 7, ...) CL: five (six, seven ...) colour lithography; bklt: booklet; A-P: Ashton-Potter; c: Tullis Russell Coatings (coated paper); CBN: Canadian Bank Note Company; DC: die cut; GEN: general (tagging); G4S: general tagging (four sides); JAC: Canadian Jac; M: thousand; N/A: not applicable (straight-edged stamp, or width depends on how booklet was trimmed); P: Peterborough paper; PA: pane P-S: pressure sensitive gum; s-t: setenant; ss: souvenir sheet.

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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>]

Former acquisitions

The Canadian Association for Philatelic Exhibitions (CAPEX) 1947-1963; 4 cm of textual records. The fonds consists of records created by the Canadian Association for Philatelic Exhibitions while organizing and running various CAPEX exhibitions. The records document the creation of the association and the establishment and organization of the CAPEX exhibitions. These records include minutes from boards, meetings, and committees, terms of reference, letters patent, and financial statements (R3065).

George Arthur Emerson Chapman fonds 1900-1964; 31 cm of textual records, 4,814 photographs b & w. Fonds consists of diaries for the years 1900-1964 describing G A E Chapman's travels and war time & peace time activities. The fonds also contains photographs showing activities and personnel of the Third Battalion, East Kent Regiment in the South African War; views of Britain, Europe, North America, and the Middle East; photographs of activities of friends and the Chapman family, and around Ottawa; Sir Sandford Fleming, 1900-1936.

Fonds also contains two files of correspondence, 1946-1953, predominantly 1951-1953, to and from George A E Chapman. The first file is correspondence between Chapman and The Royal Philatelic Society of London, Frank Campbell, and H.G. Bertram. The majority of the correspondence with Bertram concerned an article Chapman wrote about the 17¢ Jacques Cartier stamp for the *American Philatelist*. The second file contains correspondence created while Chapman researched the varieties and papers of the 5¢ beaver of 1859. The correspondence is with E B Eddy Co, Roland Paper Co, and The Royal Philatelic Society of London (R2428).

Abe Charkow collection [philatelic record] (1932). Two sheets of postage stamps. Collection consists of two complete sheets of 100 stamps each, consisting of plates 1 & 2. All stamps are from the Canadian air mail issue of 1932 (Scott c 3). These are 5¢ cent stamps with 6¢ overprint (R3873).

E H Chippendale collection [graphic material]. (1943). 20 photographs b & w and one in colour. Collection consists of 19 b & w photographs and one in colour. All of the images depict some aspect of postal activity in Ottawa, and all are dated 1943. The colour photograph is of the Base Post Office (of the Canadian Postal Corps). The black & white photographs include images of the interior of the Mortimer Building (13 items), fire damage to the Sergeant's Mess at the Canadian Postal Corps Camp at Landsdowne Park (two items), tents at the Canadian Postal Corps Camp (two items), the Canadian Postal Corps on parade (one item), and a convoy from Base Post Office to Landsdowne Park (one item) (R4222).

Stanley Cohen fonds ca 1851–1864, 1953–1968; 5cm of textual records, seven photographs b & w, three postage stamp engravings, two print engravings, one postal cover. Fonds consists of research notes compiled by Stanley Cohen, including correspondence with noted philatelists on the Canada postage stamp issues relating to the 10¢ Prince Consort and 17¢ Jacques Cartier; research notes on the Nova Scotia cents issue; and color charts produced by the American Bank Note Company of Ottawa. The correspondents include Arnold Banfield, Leo Baresch, B K Denton, Fred Goodhelpsen, Les A Davenport and Geoffrey Withworth. The fonds also contains an undated letterwritten by Alfred Edward Chalon and sent to Lord (?) Westmacott; formerly part of the Arnold Banfield collection of Queen Victoria, Prince Albert collateral material.

Fonds also contains graphic materials and philatelic records, before 1851–1864. A portrait of HRH Prince Albert, engraved under the superintendence of Charles Heath by W H Egleton from a drawing by W Drummond Esq, and printed by John & Frederick Tallis, London, Edinburgh, & Dublin; a stamp size portrait of HRH Prince Albert, printed by Rawdon, Wright, Hatch & Edson, New York; Province of Canada 10¢ Prince Albert issue (1859–1864), printed by Rawdon, Wright, Hatch & Edson, New York (R4601).

HRH Patrick D & Esther G Conroy fonds [philatelic record]. 1955–1984; two albums of philatelic records and other material. Fonds contains an album of memorabilia: invitations and souvenirs from official launches of US issues; Canadian stamp exhibition labels; and a letter from Prime Minister L B Pearson to the Conroys. Fonds also contains another album of mint postage stamps and souvenir sheets issued by Canada and other countries in honour of Canada's centenary and Montréal's EXPO '67 (R3788).

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Book Reviews

☞ *Canada's Three Cents Small Queen 1870-1897: Reflections of a Generation* by RL Ribler (2000). Perfect bound, 197 pages, 8½" x 11"; ISBN 0-9702993-0-3. Price: \$49.95, US\$33.95 from BNAPS Book Dept; supplemental CD available from the author at US\$4.95 within NA.

THIS softbound book represents Ron Ribler's summary of his three decade collection of the 3¢ small queen. It appears that all of the illustrations are from his exhibit. Generally, books devoted to a single stamp are not a good idea because of cost to the collector, but one focused on the longest-lived, most commonly used Canadian stamp of the nineteenth century (with a nod toward the 15¢ large queen as having an even longer, if much more restricted, use) is appropriate.

Many collectors of Canadian material investigate this stamp at some time in their collecting journey. I collected it about as long as Mr Ribler and so can empathize with the difficulties in trying to capture the breadth of possibilities for the stamp. This work cannot be considered a definitive work on the stamp, more a survey of possibilities. In places, it is quite detailed and gives more than a general survey would. Nevertheless, it cannot stand by itself even in discussing the 3¢ stamp, and for a comprehensive look at the current state of knowledge of the stamp, one must also have John Hilson's more general work, and George Arfken's work on the postal history of the small queens. However, there is enough different here to support the conclusion that it does add to the reference library about the stamp.

The book is well-bound and seems to be able to absorb heavy use without page separation. The illustrations are adequate for meaningful examination and appear to be half-tones, all in grey shades. The stamps are less well illustrated than the covers, however, and it is difficult to see some highlighted features. I believe that the material was scanned, and the book composed using computer software; despite this, it is surprisingly viewable. The limitations can be overcome to some degree by purchasing the optional CD from the author (and publisher). More on that later. The book is divided into nine chapters and a conclusion, plus various introductory comments, references, a list of figures and tables, and an index.

The first chapter focuses on the stamp itself and could have included a bit more information. Plate layout and imprint information is quite sketchy, and that is one of the first things someone investigating the stamp will need to know. The perforation discussion is good—and there has been a lot of

such discussion over the decades, particularly recently. Papers are left to the second chapter, but most other collector concerns about a stamp are at least mentioned. The second chapter's focus on classification of the 3¢ by printing order uses Shoemaker's original listing and revises it. The paper, perforations, and color can help someone trying to figure out what they have. Dick Morris's color guide, which provides some of the major colours using standard color chips, can be a valuable adjunct to the table in chapter 2. I reviewed this favorably in an earlier issue of *Topics*.

Chapters 3 & 4 deal with rates, a topic which covered many more pages in Arfken's work. Nevertheless, Mr Ribler does a creditable job, dealing with domestic, US, and foreign rates for which the 3¢ stamp saw duty. It was interesting to re-examine Arfken's book and see very little overlap in the examples. In the latter, many other small queen stamps were shown on cover, so that the Ribler book complements it. In our discussions over the years, I suggested to Mr Ribler that an example for each continent seemed worthwhile, because each would represent a different set of circumstances in sending mail, and he pursued that very nicely. We see interesting items to each continent. The pre-UPU showing is of course more limited but is still there. Something relatively common for 5¢ and 10¢ small queens, covers to India, are shown, and are a lot scarcer with copies of the 3¢ attached. Virtually all rates likely to be found with the 3¢ are present, and the showing will give a potential 3¢ collector much to consider.

Chapter 5, *usages*, is really a grab-bag of odds and ends of particular rate locations, stamp oddities, etc. One has to put it somewhere, so perhaps this is as good as anywhere. Chapter 6 is devoted to advertising covers, and particularly here, the CD can be helpful. There is nowhere else that the visual requirements of collecting are greater, and the grey tones just do not capture advertising colour, whether monochrome or multicoloured. This is a wide open field, although surprisingly more expensive that it used to be. Most collectors of the 3¢ are drawn to pretty covers with illustrated advertising. Mr Ribler shows different areas in which to go.

I was less happy with Chapters 7 & 8; these focus on cancellations and markings. While the general scheme for the cancellations is alright, I don't think the information is presented as well as it could have been, in order to give a would-be collector some sense of what might be done. For example, there is nothing on duplexes or holdovers from the pence era. A major interest by many new collectors is their own province, and with a little counting, the book could have commented on territorial possibilities for the stamp, particularly for BC, Alberta, Saskatchewan & Manitoba, since their existence so closely parallels the history of the stamp. Similarly, there

was little on county collecting; for most collectors interested in their area, 3¢ stamps and covers are the largest source of nineteenth century material.

These were not included in Mr Ribler's exhibit; this illustrates the limitations of a collection-based work. All in all, though, these are not serious problems, and I recommend inclusion of this book in a Canada collector's library. This work will pay for itself many times over in the knowledge provided. Buy one less stamp or cover—and find material through the book that will really enhance your collection.

Victor L Willson OTB

☞ *Official air mail rates to foreign and overseas destinations as established by the Canadian Post Office: 1925–December 1942* by David H Whiteley. Published (2000) by DHW Publications. Spiral bound, c68 pages, 8½"×11". Price: \$20 from the author or the Canadian Aerophilatelic Society.

THIS consists almost entirely of transcriptions of Canada Post Office announcements relating to domestic and international air mail service, arranged chronologically. There is some interstitial commentary (in an obliqued nonserif font; a paragraph of text in a nonserif font is difficult enough to read, but obliqued . . .). This material is of course of fundamental importance to the student of airmail in its formative years, but it should be up to the author, not the reader, to organize it properly.

A problem with just quoting post office announcements is that they often are not contemporary with changes in service—e.g., trans-Pacific China clipper service beyond Hawaii ceased on 7 December 1941 (for obvious reasons), but the earliest announcement recording this is dated January 1942.

If one takes the time to look for it, one will probably find what one is looking for here. However, there is no index. It takes quite a while to determine, say, the airmail rate to Egypt in 1938 (unless one already knows that the Empire Air Mail scheme began "early" in 1938, and even then it takes some doing to find the rate before the scheme began). It is tedious to determine when rates actually began, since post office announcements often simply reiterate those of the previous year.

There are two covers illustrated, and several maps. Many of the pages on my copy were printed very lightly (a problem, although to a lesser extent, with this journal as well), so that the rather fine print in the tables was difficult to read.

This is a useful research tool, but far more could have been done with it. It is tempting to compare it with the recently reviewed Arfken-Plomish air

mail book (*Topics* # 484). Read the latter for a clearly written presentation, and a concise summary of the rates (to 1939); read the book under review for the minutiae in the postal guides and supplements. *The Editor*

☞ *Special Delivery: Canada's Postal Heritage* by C Amyot, B Gendreau, J Willis, edited by F Brousseau. Published (2000) by Goose Lane Editions (Canadian Museum of Civilization, Canada Postal Museum). Hard cover with coloured dust jacket, 168 pages, 9"×12"; ISBN 0-86492-310-4. Price: \$45 from the publisher (469 King St, Fredericton NB E3B 1E5).

THIS coffee table book describes itself as "sumptuous"—and I agree. Almost every single page has lavish colour photographs of something connected to stamps or postal history, directly or indirectly.

The book begins at the beginning—early communications, eventually leading to the use of vellum and then paper; even an incredible array of Victorian inkwells. The theme is the development of the mail in Canada, and it is difficult to imagine an aspect that is not covered—the importance of Eaton's catalogues (not just as shin pads for kids playing hockey on frozen ponds), the role played by small town post offices, soldiers' mail, Of course, none of these are covered in depth. The book should be regarded as an introduction. There is a selected bibliography, but it is necessarily limited.

There are many illustrations of material directly of interest to us (i.e., stamps and covers), but the book is intended for the general reader. Nonetheless, I think everyone should find it fascinating. It is the type of book that can be given to a close relative or friend to explain (to some extent) what it is that we collect, and why we collect it. The price is amazingly low, considering the production values. *The Editor*

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Readers speak

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From Lionel F Gillam (England) on *Rimouski again* in *Via Rimouski* (Topics # 483) and the letter from Colin Campbell (Topics # 484, p 70)

The cover addressed to Digby (NS) and endorsed *Via Rimouski* that you illustrate in # 483 ought not, in my opinion, to have raised eyebrows. There is nothing about that cannot be explained in simple terms.

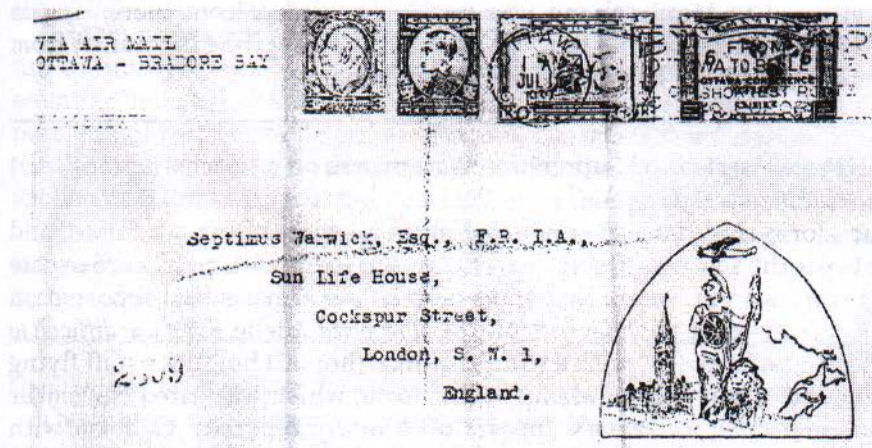
- (a) First, Colin Campbell in # 484 (the second "4" was omitted on the front cover [*as has been pointed out to me at least a dozen times—ed*]) notes that according to Mills' *Canadian coastal & inland steam vessels 1809-1930*, the *Rimouski* was certainly not a transatlantic vessel. This is so beyond reasonable doubt whether there were one or two vessels of this name.
- (b) Second, and again this is beyond question, *Via Rimouski* simply indicates that the sender wanted it to be received by the addressee in Digby as quickly as possible. This would not have been so if in the normal course of events, the letter had been included in the "Quebec" mail. In such a case, it would have entailed possibly two if not three days delay. The writer obviously knew this. The Quebec mail from the UK would have included letters addressed to all parts of Canada. These would have been sorted in the Quebec Post Office and forwarded by rail or stage to their destinations. This included any Maritime mail which in the normal course of events ought to have sent to Halifax, particularly if they were addressed to Nova Scotia. It is purely a matter of conjecture as to why the UK Post Office did not do so unless *Via Rimouski* was regarded as a part of the letter's address, and a not unreasonable request on the part of the writer.
- (c) It was not an unreasonable request when it is borne in mind that no captain of a large transatlantic vessel would navigate the St Lawrence beyond Rimouski without taking a pilot on board (unless he were mad, of course). It was customary (and had long been so) for the pilot to be rowed out (in 1888, motor launches lay in the future) to the waiting vessel. At this point, with the pilot on board, any mail that could be dealt with more expeditiously than at Quebec was taken ashore (in this case to Rimouski—largest port on the south shore of the St Lawrence, and the terminus of many ferries to the north shore).
- (d) At Rimouski, the letter was transferred to the RPO operating on the Intercolonial Railway; it was then conveyed to Truro at whose post

office it received a date stamp. It was transferred to a stage coach, which carried it to Windsor. From here, it was carried by the Windsor & Annapolis Railway to Annapolis Royal (as it was then called). Here again, it was carried by stage or courier to Digby, the terminus of the Western Counties Railway (running from Yarmouth; the railway connection between Digby and Annapolis was not completed until July 1891, and was known locally as the "missing link"). In the normal course of events, Mrs Parkins letter would have been sent to Halifax (from Liverpool). Perhaps the sender knew something that must remain a mystery. What is certain is that the Post Office in Liverpool made sure that the instructions were carried out.

[Many thanks are due Mr Gillam for his analysis of the transport of this cover—ed]

From Len Belle (England) on airmail service from Ottawa to Belle Isle in 1932

I am seeking information on behalf of a friend of mine. I solicit readers to enlighten me regarding the cover shown below. It is a first day cover of the 1932 Ottawa Conference issue (12 July 1932), and I believe it is also the first day of use of the slogan cancel (Proulx 900).

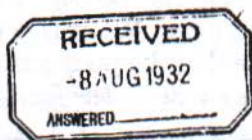


Front & back (below) of air mail cover (12 July 1932)

The crayon crosses (in blue) are the standard British registration markings. Is it a first flight?

I believe that this special air mail service from Ottawa to Belle Isle was designed to connect with transatlantic steamers at Belle Isle, in order to speed up the transit of mail to Europe. Was this the first flight of this service?

PLEASE OPEN WITH CARE



In this case, it appears that the connection was not made, as the cover was returned to Montreal and presumably forwarded from there. It was received at Montreal on 27 July 1932, which is a long time for transit from Bradore Bay! I would be grateful for any information.

From Horace Harrison, el Supremo on Watermarks on AR forms (by the Editor) Topics # 484 p 34-36

Our glorious leader has conducted an inspection of his AR forms, and reports on the following watermarks. On the form with print/order date 23-11-04, is a watermark that appears to be the same as that reported on the 22-11-07 form, with serified "Adelia" [*I reported Adellie, but it was difficult to decipher the last letter—ed*] with a winged animal (horse?) holding a staff flying a maple leaf. There was no stamp on the form, which was dated November 1909. The same watermark appears on a newly reported AR form with print/order date 17-4-07 (printed in a quantity of 10,000), used in May 1909. [*The same watermark thus appears on three different AR forms.—ed*]

He also reports another example of the 22-11-07 AR form with the LAURENTIAN WOVE watermark, this one dated August 1909. He has yet another example of the 27-9-17 form used after the fact from Hollyburn (same date of use as all the others) with the canonical watermark. Finally, he reports an unwatermarked form 24-7-19 [*this is frequently reported as 21-7-19, but a close examination will show a thin diagonal line—ed*] used in January 1921.

Bill Longley (Waterdown) suggests that the watermark on the 30-5-12AR form (see Martyn Cusworth's letter in the last issue) might read "Empire Linen Bond", the middle word still a question.

From Jim Watt MD (Hamilton) on the editorial in # 483, Why are new books so expensive?

I have just read John Jamieson's response [in the *Readers' speak* section of the last issue of *Topics*] to your editorial, and I do not agree [with the editorial] that books are expensive. As any astute collector knows, literature is knowledge and knowledge is power. Literature is a dirt cheap investment because of its potential for avoiding auction mistakes. . . . I agree with John Jamieson's response that your editorial was "annoying".

While I am on the subject, I have just purchased an carefully read D Robin Harris' spiral bound editions on the various modern definitive issues and they are excellent (worth every dime). I have some varieties in my collection, which probably warrant listing as well. Now we have the problem of needing an upgrade. I wonder whether an on-line approach to a list is superior [to printed text]. I also wonder whether the associated cost has caused the absence of a 2001 Unitrade catalogue.

Printing costs are a factor if you are talking about producing a catalogue full of modern issues—these tend to require a lot of catalogue space. It seems to me that the best approach is a combined approach. The recent purchase of the Reiche Admiral collection has brought out several varieties that should be added to the next Unitrade catalogue. This situation also applies to D Robin Harris' publications, even though they are excellent.

What do members think of a catalogue with varieties that can be downloaded for a fee (so that the author is properly reimbursed)? I am in favour, because it is easier to update the list.

On John Jamieson's letter in the last number concerning fonts

There were two direct responses and one *en passant*. Richard Thompson wanted to change to the nonserif font Ariel; Everett Parker wanted to change to Times. Norris Dyer liked the current Elysium, particularly in the table in his article in the last issue. There are no plans to change the font. There was also a tongue-in-cheek (or elsewhere) comment from Dr Sandy Clark on the shape of the *eth*, which I can't repeat.

I hasten to point out that the *eth* is not part of the font—I had to construct it especially. It was in the alphabets of early and middle English, and possibly persisted to the beginnings of modern English. It would have been

a useful character if it had survived. It still exists in Icelandic, and there is even a website devoted entirely to the proper typographic construction of the eth and its companion, *thorn*.

From Charles Verge FRPSC (Ottawa) on the editorial in the last number, Tie me stamps down, sport.

I read with interest your editorial in the last issue of *BNATopics*. I am delighted to see someone with such a prestigious soapbox [*I prefer orange crates—ed*] take a position on the issue of stamps being tied to covers. I agree entirely with your comments and I hope that many of your readers will take to task those dealers and naysayers who constantly harp on the subject of stamps being tied, particularly to nineteenth century material.

How often do you hear dealers, senior collectors and judges say that the only good twelve pence cover is the “Paton” or “Nickle” cover? The others are always mentioned with large amounts of skepticism and in words that leave no doubt as to the feelings of the speaker. It is not enough that the covers meet the criteria of the time—to cancel the stamp not the cover—but even with reputable certificates, they are sneered at. It is time for dealers and collectors who specialize in Canadian philately to start supporting our Canadian material in the international forum, and stop denigrating it.

From Walter Plomish (New Westminster) on the Editor's review of the Arfken-Plomish book Airmails of Canada • 1925–1939 in BNATopics # 484 p 61–63

First on behalf of George [*Arfken*] and me, let me thank you for your kind and fair review of our book [*that's a switch—ed*]. I include the following information so that readers can understand why certain aspects of the book turned out the way they did. I agree with you that it was more important to get the information published than to wait for conditions to improve and possibly not publish at all.

The book came into being as a result of a telephone call from Chuck Firby. He inquired whether I would be interested in writing a book “based on your personal collection” (that had already been auctioned off in 1998). I contacted George [*Arfken*] because of his prior experience writing postal history books. . . . We agreed to start the project. The only condition I put forward was that the book would not contain philatelically contrived or first flight covers except where it could not be avoided absolutely, in order to show an important rate or rarely used route.

We decided that the book should cover only the period up to the start of World War II; disruptions, suspensions and re-routing caused by the War

and subsequent reinstatement of services deserved a book on its own. . . . George is not interested in co-authoring the second volume. . . . The next book will cover the period 1939–1953.

The illustrations turned out poorly because this project was initiated after I had sold my collection. . . . I had good quality colour laser photocopies of both sides of every cover that had been in my collection. This is all we had to work with when we wrote the book.

Concerning your comments on the cover illustrated in Figure 92 (p 102), I do not intend to advance an argument based on an explanation that the cover has in fact ten cents postage affixed to prepay the acknowledgment of receipt fee. As the latter is your area of expertise, I accept your theory that the cover is [*probably*] not correctly described in the book, in that the extra ten cents postage has nothing to do with AR service. I agree that if it had been sent with AR, it would very likely have been so handstamped.

The correct postage would have been 15¢ per half ounce for airmail plus 10¢ registration fee. Since proper prepayment on registered mail was compulsory, the cover almost certainly did not weigh more than half an ounce. In fact, I had a few underpaid registered airmail covers to foreign destinations in my collection; in each case, the short payment was the result of being overweight; this was caught either at Canadian or foreign air mail exchange offices, the envelope was taxed and forwarded to destination, following UPU regulations.

I can tell you with absolute certainty that no stamp has fallen off this cover [*I had conjectured that the envelope was double weight and that a stamp had fallen off—ed*]. . . . In my zeal to want to believe that the franking was correct, I failed to see the obvious. The air mail cover was presented for registration at the post office with the stamps already affixed to the envelope, i.e., the postage was overpaid. Either in error or ignorance of the correct air rate to South Africa, the sender overpaid by 10¢.

A clue for this explanation came last year at a bourse when I discovered another registered air mail cover from the same sender. The cover had the same date, address, endorsement and franking, even to the extent that the postage stamps were in the same places as on the cover under discussion.

It is obvious that the sender, no doubt an air mail collector, walked into the post office with a number of unintentionally overpaid pre-franked air mail covers, and had them registered. No doubt this was an attempt to obtain air mail covers flown on the first January 1932 through service to South Africa. The sender likely made arrangements with the Cape Town GPO to have the envelopes returned under separate cover. I believe this puts this matter to rest.

[Next issue, there will be another item from Walter concerning the Hargreaves-Whitely article Early post office attitudes towards air mail from the last number.]

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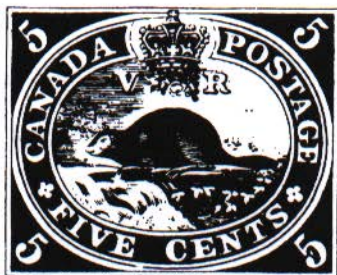
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