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BNA**T**opics



The Official Journal of the British North America Philatelic Society Ltd
Volume 59 Number 2 Whole Number 491

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BNA**T**opics, Volume 59, Number 2, April–June 2002

Editorial: The 15% problem

THE August 2002 issue of *Gibbons Stamp Monthly* (p 14) reports that a British MP has introduced a private member's bill that would abolish the so-called *buyer's premium* (or *hammer fee*) at public auctions in the UK. One of the basic arguments is that the buyer's premium provides no service to the buyer (the auction catalogue is advertising, and is part of the service to the vendor). British readers can contact Frank Doran (MP for Aberdeen Central) and make their opinions known. Since very few private member's bills ever make it beyond first reading (let alone passing), British auction houses have nothing to fear from this bill.

However, this does point out how annoying these charges are to potential bidders. The typical fee is about 15%; in Canada, we also have the federal sales tax (7%) and provincial sales taxes (variable; in Ontario, the rate is 8%), and so the hammer fee is at least as irritating as sales taxes.

The net effect of the hammer fee is that bidders lower their bids accordingly; a consequence is that vendors receive less, while the auctioneer gets more. This results in a clear conflict of interest by the auctioneer, who is supposedly acting as agent for the vendor.

If there had been no hammer fees, the commission-fixing scandals of the past decade would likely not have occurred. Since the entire income to the auctioneer would have to come from commission on the actual sale price, there would be far less room to negotiate sweetheart deals with vendors.

Of course, there are many other aggravants at (some) auctions—wrong or inadequate descriptions of the material; misleading illustrations; “handling” charges on top of the hammer fee and postage; restrictions on return of material shown to be dubious, Hidden reserves are especially odious, and in fact, *any* reserve is annoying; auctions wherein a significant proportion of the material is owned by the auction house itself is a real irritant, and should be made illegal; some major auction houses (in Britain, for example) make it awkward for buyers in foreign countries to pay; However, these problems should not divert our attention from the buyer's premium.

It is not good business practice for service providers (in this case, auction houses) to deliberately irritate their clients. We can attribute the survival and proliferation of the buyer's premium to the auction houses' addiction to it. Notwithstanding his claims to the contrary, Sherlock Holmes was addicted to the 7% solution (cocaine), but he eventually broke free of it. I wish I could say the same for auction houses.

The cover on the cover

C R McGuire

COMPLEMENTARY to the cover on the last issue is one of my favourite sepia tone real photograph picture post cards. It is on *cyko* stock (as indicated by the logo in the stamp box on the address side) and shows that well into the twentieth century, horse drawn vehicles were still the norm for transporting mail in Canada. The *Royal Mail Wagon No. 6* is unidentified as to location, and neither is the employee named. It would have been in a larger city.

The use of various forms of mechanized transport was being investigated by the Canada POD at this time. For more about this modernization programme, see *Mail transportation in nineteenth century Ontario*, BNA**Topics** v 39, # 1-6 (1982), particularly the last instalment, pages 42-45. This series of articles was an expansion of a slide-illustrated paper I gave at a Heritage Conference entitled *By river, road, and rail—transportation in nineteenth century Ontario*. The latter was held in Toronto 25-29 January 1981, and was sponsored by the Ontario Museum Association.

Help! Help! Help! Help! ...

The situation has improved since last issue (thanks to the people who submitted material, there is a small backlog), but the Editor still needs:

articles!

letters to the editor (e-mails are OK)!

fillers!

literature for review!

more articles!

still more articles! ...

A continuing feature The late Hans Reiche compiled a number of interesting short philatelic stories. These will be used to fill the white space on the last page of articles. They will be marked **HR**. Unfortunately, we cannot verify these anecdotes—they are presented here for entertainment only!

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Ontario postal history
patriotic covers & postcards
pence issues
perfins (private)
plate blocks
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postal stationery
precancels
PEI postal history
proofs
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Robert A. Lee

Postal systems in nineteenth century British Columbia

C R McGuire

THIS article is an overview of the postal history of Vancouver Island & British Columbia from the beginning until the Canadian Pacific Railway was completed to Vancouver in 1886. It is intended to present the background postal history of BC.

I deal with the transportation of mail by the fur trading companies, colonial post office, private express companies and the Dominion post office, the legitimacy of the various services and relationships of those concerned. I will describe the modes of transport used and the difficulties of conducting a reliable, reasonably priced postal service.

This was first written almost two decades ago, as a paper for a 1984 course on Western Canada as credit towards my degree in Canadian history at Carleton University (Ottawa). This represents part of the continuing trend that postal history is becoming accepted as a suitable object of study in academia. The original paper was not published, and may contain errors and omissions that were not known then, but are today.

The first known delivery of a letter to what is today the province of British Columbia occurred when Count Florida Blanca, Prime Minister of Spain, sent a letter to Commodore Don Juan Francisco de la Bodega y Quadra, Spanish Governor at Nootka [D, 33]. This letter was carried by the British store-ship *Daedalus*, and was delivered in July 1792. It arrived together with supplies and dispatches for Commander George Vancouver, who was conducting a survey expedition of the area, during which he made the first circumnavigation of Vancouver Island. Vancouver named the island *Quadra & Vancouver's Island*, presumably as a courtesy to the Spanish commandant.

Blanca's letter instructed Quadra to surrender the disputed territory to the British, in accordance with the terms of the Nootka Sound Convention of 1790. Due to a misunderstanding, this area held by the Spanish since 1789 was not formally turned over to the British until 1795, when it became known as Vancouver's Island. The 's' was not dropped until 1860.

No meaningful activity occurred until the North West Company built Fort McLeod on the mainland at McLeod Lake in the Fall of 1805. It was the first of many trading-posts to be established west of the Rocky Moun-

Keywords & phrases: BC, HBC, Vancouver Island, gold rush, Confederation, express company

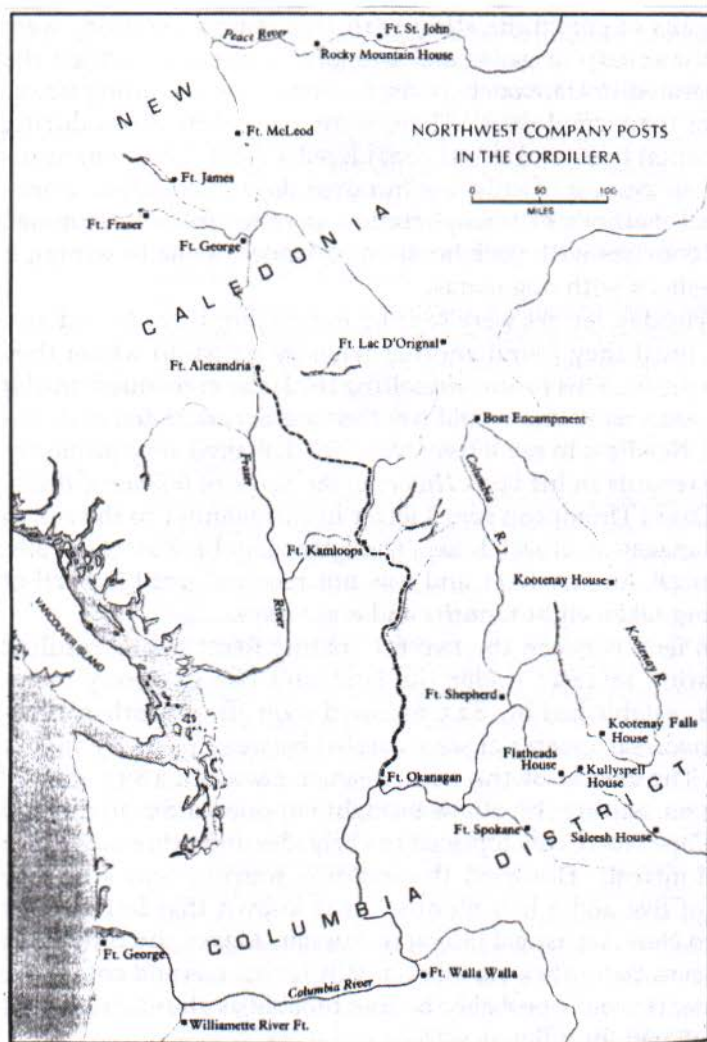


Figure 1. Map of North West Company posts
From [HW, p 293].

tains by the Nor'Westers and their arch rival the Hudson's Bay Company (HBC) for the purpose of exploiting the fur-rich wilderness then known as New Caledonia. (This name remained until Queen Victoria suggested it be changed to British Columbia at the time that the territory became a British Colony in 1858.) Figure 1 shows a map of the North West Company posts.

The primary means of communication with this remote territory were the yearly (later bi-annual) "brigades and irregular 'expresses'" which the two companies operated to transport goods, furs and mail including newspapers to and from their employees. There were many difficulties during these trans-continental treks and it was considered a great achievement indeed when it took an average of only one hundred days to complete a one-way trip. The usual methods of transportation were utilized. In summer, these consisted of couriers with pack horses and canoes, while in winter, it was men on snow-shoes with dog teams.

Between HBC brigades, letters were sent by entrusting them to Indians, who carried them until they found another friendly native to whom they "sold" the letter at a profit. This process of selling the letter continued until it finally reached its addressee, who would pay the total accumulated costs involved to obtain it. Needless to say letters were not delivered very promptly. Father A G Morice records in his book *History of the Northern Interior of British Columbia* [M] that David Thompson sent a letter in this manner to the North West Company Manager at Stuart Lake. The letter left Ilk-Kay-Ope Falls, Columbia River on 28 August 1811 and was not received until 6 April of the next year, having taken eight months and eight days.

The well-known feud between the two fur trading firms finally resulted in their amalgamation in 1821 under the Hudson's Bay Company name. Fort Vancouver was established in 1825 followed soon after by others. Correspondence and necessary materiel were carried between posts by vessels plying the coast. The arrival of the HBC steamer *Beaver* in 1835 greatly improved this system. Sailing ships now brought supplies and mail directly from England via Cape Horn; this replaced the brigades and expresses which had come from Montreal. However, the one-way journey was still very long—an average of five and a half months. It is known that letters were also sent by ship to New Archangel (Sitka) in Russian Alaska and onward to Britain by the Russian Post office via Siberia. While this method could take somewhat less time, it would probably be less reliable as the Russian Post office was not renowned for efficiency.

The following letter [Wo] gives interesting information; it confirms that mail sometimes went from Fort Victoria to England via Russia. In fact, it is believed that the letter to which Ross refers may have been the first sent from Fort Victoria. It was written in 1844 by Chief Trader Charles Ross of the the HBC to John Stuart, near Forres, Scotland.

Fort Victoria—Vancouver Island, January 10th 1844

My dear Sir,

... I believe you accuse me very unjustly of negligence in my correspondence

with you. This would indeed be most ungrateful on my part, considering the many kind attentions I received from you, while on my visit home. The fact is I wrote as often as opportunity presented, and, last year none occurring by the usual route, I addressed you by the very unusual one of New Archangel Siberia [*now Sitka Alaska*], which Letter, whatever it was worth, I trust is ere now in your hands You will perceive from the heading of this Letter that I am no longer at Ft McLoughlin. That Post together with Tacco or Ft Durham in the Russian Territory was abandoned in May last. And I am glad to say these delicate as well as perilous undertakings were accomplished without any serious collision with the natives.

The steam vessel, it is supposed, will now be able to pick up all the skins previously procured at these places, and thus save much expense. I believe that I mentioned to you in my last that Mr Douglas had been exploring the island with a view to fixing upon the site of a future depot. This he accordingly did, and pitched upon this spot, near point Gonzalo, for the purpose, I little thought, however, when writing to you, that myself was to be one of the *dramatis personæ*—but so it is.

I was landed here early in June with about 40 hands—part of the force of the abandoned Posts—and we have ever since been hard at work at it—building, fortifying, farming, bustling with shipping, Indians &c.

If my health were good and my years fewer, I would be delighted with my situation—but as matters stand, I find the burden quite heavy enough . . . [*description of country & climate*] Of the doings in the Columbia, I do not hear much. it is said, however, that the Yankees are flocking in thither in great multitudes, and that by the exertions of that enterprising people, the place is likely in a short space to become the “Cynosure of the far West”.

The Puget Sound Scheme, it is feared, will prove abortive. The flocks are dwindling down to nothing, owing to the very unnatural practice which the ewes have fallen into—of denouncing their own young. An experiment is now trying with a new batch, and if it fails—then I suppose the curtain will drop.

Capt Brotchie commands this year in the homeward voyage—and I dare say you will see him.—Allow me to refer you to him for anything further—you may wish to know about Columbia transactions of which no one had better opportunities than he of acquiring cognizance this last Summer.

I know not whether you have any correspondents in McKenzie River—but Mr Bell gives me an account of a horrid tragedy that occurred there in the winter of '41. It is as follows—I am sorry to tell you that all the Indians of Ft Good Hope died last winter by famine. Mr Fisher, who was in charge, was, with all his men, compelled to retreat to Ft Norman to save their lives. The miserable wretches were reduced to the necessity of eating each other—the strongest killing and devouring the weakest. Two of my men on their return with the Spring Express fell a sacrifice to their fury and their bodies were devoured by these Cannibals!

I am now my dear Sir come to the last part of my theme. The Coy have at length hon'd me with a Commission. Would that it had been in palmier days—but as it is, I am thankful. On the strength of this Cornucopia and my little previous earnings, I have done perhaps a very foolish thing—I have sent three of my children to England for their Education.—And it would give me the greatest

pleasure if in your visits to Town from time to time, you were to see them.

Yours most truly
Charles Ross

It is known [D] that James Douglas was made responsible for conveying important letters for his employer the HBC during the mid-1820s. By 1842, Douglas was further recognized by being entrusted to a suitable site for a fort at the southern end of Vancouver's Island. This was done because the HBC wanted an alternative post to which to move their headquarters should Fort Vancouver be lost in the Oregon Boundary negotiations underway at the time.

After exploring the shore line, Douglas chose a site with good farming possibilities, as well as the other prerequisites. The inhabitants of the site had given their home two different names—Fort Camosun (after the local Indians), and subsequently Fort Albert (after the Prince Consort)—before instructions for the establishment of the new fort there had been received (by Chief Factor, John McLoughlin, at Fort Vancouver). The order came from Sir George Simpson at HBC headquarters in the Red River Settlement (some six months away). The official name was appropriately Fort Victoria—after the young Queen who came to the throne in 1837. This was the beginning of beautiful Victoria, the capital of the province of British Columbia (Figure 2).

The first “post office” was in the office of Roderick Finlayson, the HBC accountant. It was located in the main building inside the stockade at approximately the southwest corner of modern day Bastion and Langley Streets. While it was only a counter in a corner, it was a specific point where HBC officials and inhabitants could receive and send their letters and newspapers. Interior mail communication was still by “first opportunity” when James Douglas was appointed Chief Factor in 1849. Fort Victoria became the headquarters of the Western Department the same year.

One could only be sure of the two semi-annual brigades which took the mail from Fort Langley. Of course these “mails” included letters from Fort Victoria that had been conveyed along the coast by ship to the latter on the lower Fraser River. Only the year before, an improvement was made in the old route to the Columbia River by Kamloops and Okanagon. The brigades now went more direct by the Fraser Valley. As a result, mail moved faster and new posts were established—Fort Yale, followed by Fort Hope. Figure 3 shows an 1863 map of the area.

Until 1845, the HBC carried all mail free of charge. Beginning that year, only the mail of Company employees was carried at no charge; others paid \$1 for letters weighing up to one half ounce and 25¢ for each additional half



Figure 2. View of Victoria (1860)

This engraving, from a photograph by R Maynard, appeared in *West Shore* (1879).

ounce. It is believed these rates also applied to mail to and from England on HBC ships (such as the barque *Vancouver*).

Events prompted the HBC to petition the Imperial government for control of both the Island and the mainland. Their request met with unfavorable reaction from the House of Commons. However, on 13 January 1849, the British government granted Vancouver Island to the Company—for ten years. They had the right to extend the grant when the decade ended, but only for colonization purposes.

The 1849 California gold rush indirectly caused a great improvement in the territory's mail service. In February 1849, the US Government established a regular steamship mail service to San Francisco via Panama; this mainly to meet the demand created by the *Forty-Niners*. Within months, this service extended to Portland and Olympia. The HBC soon began us-

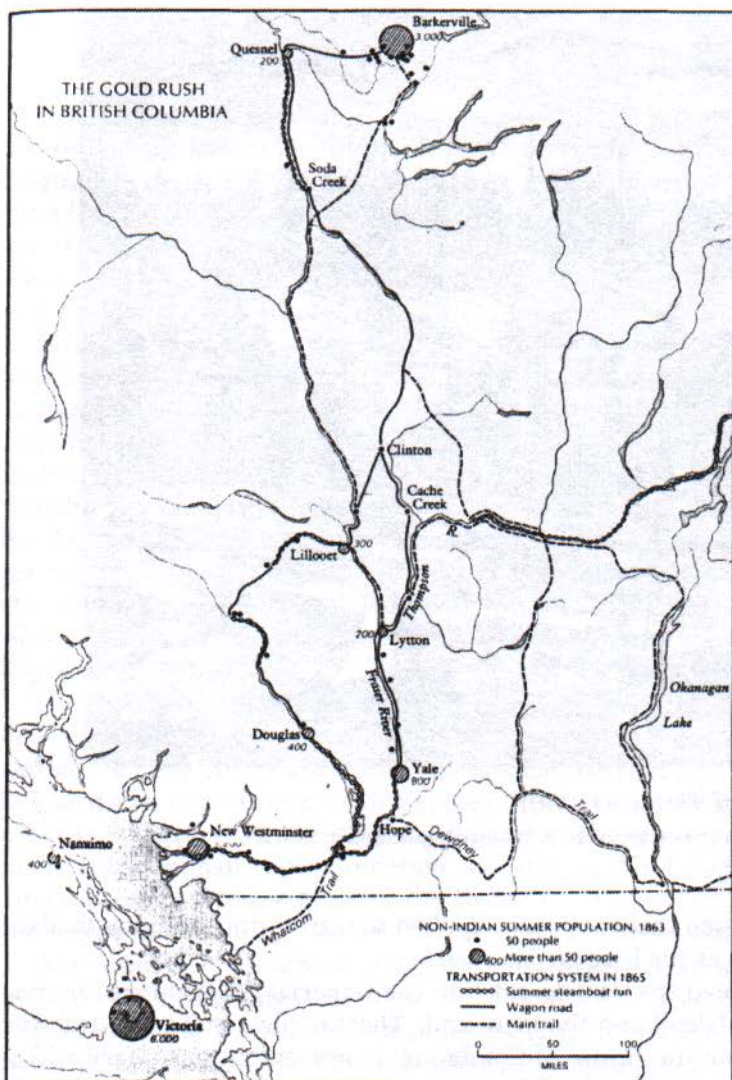


Figure 3. Map of significant early towns (1863)

From [HW].

ing express boats and Indian war canoes to convey mail fortnightly between Portland and Fort Victoria. The boats were always accompanied by an HBC official—usually William McNeill or J W McKay. The return journey took ten to fourteen days.



Figure 4. Richard Blanshard & Sir James Douglas

First two governors of the Island. Blanshard resigned shortly after his arrival. Douglas (1803–1877) was initially appointed as Acting Governor.

While the HBC vessels, the occasional British warship, and whaling ships still brought letters from Britain, the vast majority of mail now travelled via the Panama route. From England, mail went to New York by American and British mail packet ships and to Colon (Panama) aboard vessels of the Royal Mail Line. Mules and canoes were used to transport the mail over the fifty miles separating the Atlantic and Pacific Oceans. From Panama, American steamers proceeded to San Francisco and further north to Olympia on Puget Sound. The whole journey took an average of three months.

The British decided to appoint a Governor to Vancouver Island. Soon thereafter, on 28 July 1849, an Imperial Statute was passed which provided for the administration of justice and abolished some of the exclusive rights previously held by the HBC. Thus we could date the establishment of British Columbia to 11 March 1850—the day Governor Richard Blanshard (who received no salary) read his commission to the occupants of Victoria (as it is now known) after arriving from England the day before. Blanshard soon learned that there was little, if any, need for a Governor because the HBC did almost everything and nearly all the colonists were connected with the Company. Therefore, he tendered his resignation in November 1850. Blanshard's resignation did not reach London until March 1851.

Colonial Secretary Earl Gray wrote his acceptance of Blanshard's resignation on 3 April and Blanshard received it in August. This ten-month delay,

even for official communications with England illustrates the isolation of the Colony. Blanshard finally left the Island in September. He was replaced by James Douglas who served as Acting Governor and was eventually appointed Governor. Although Douglas was now a senior officer of the HBC, he was permitted to retain his connections with it. As Governor, he received a salary of £800 per annum. Under James Douglas, an able and willing administrator, the Colony flourished. In 1852, Roderick Finlayson was appointed supervisor of the post office. It appears that he arranged for a reasonably satisfactory service, but it became progressively inadequate as the Colony grew.

There is a letter dated 25 July 1855 [D] in the Record Office, London from Douglas to the Rt Hon Lord John Russell, Prime Minister of Great Britain, which confirms important facts concerning the postal system.

I have the honour to inform your Lordship . . . that no general postal arrangements have ever existed in this Colony. The inhabitants being few and living near to each other, letters are conveyed within the Colony by messengers employed for the occasion, and letters from Europe and foreign countries are conveyed by the United States Mail Steam Line by way of Panama and California, to Oregon, from whence they are brought in Hudson's Bay express boats to this place.

In 1856, the House of Assembly was created, and the colonists took the opportunity to grieve about the postal service. As a result, a one room cottage was constructed inside the Fort in the next year. Captain John Sangster, the Harbourmaster and Pilot, was appointed as the first Postmaster. The HBC boat-canoe service was augmented by schooners such as the *Wild Pigeon* and the *Major Tomkins*. The frequency and speed of meeting the United States connection was increased. By fall 1857, it had become clear that the gold discoveries required that more attention be given to the mainland. In August 1858, Douglas' authority was extended to include continental British Columbia, with a capital at Fort Langley (Figure 5).

As a result of the Fraser gold rush (1858), the population of Victoria mushroomed from a mere 300 to nearly 30,000 almost overnight. This necessitated the construction of a wooden Post Office building, on Government Street. More importantly, American express carriers such as Wells, Fargo & Co opened offices in Victoria (a chronology of express companies appears in [L, p 564]). These firms carried passengers, gold and mail. The express companies were authorized by Postmaster Alex C Anderson (Sangster died suddenly in 1859), on the understanding that 5¢ or 2½d sterling be paid to the Colonial Post Office for each letter carried.

A number of colonial handstamps are known to have been used to cancel postage stamps [L, p 571–573] (which also includes express company mark-

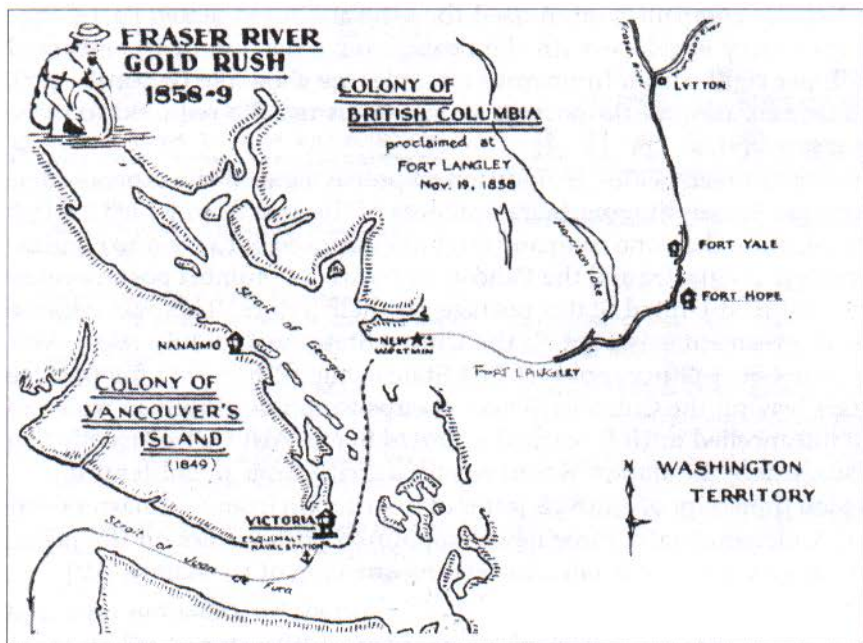


Figure 5. The colonies at the time of the 1858–59 gold rush
 Capital of British Columbia was Fort Langley (modified from [L, p 556]).

ings). A joint British Columbia/Vancouver's Island sterling currency stamp was released in 1860. Stamps with separate colonial designations were issued in sterling currency for British Columbia on 11 January 1865, and in decimal currency for Vancouver Island on 19 September the same year. The British Columbia stamps were gradually overprinted with decimal currency values and released beginning on 12 March 1868 when that colony finally decimalized their monetary system. The stamps of the Dominion of Canada were used after British Columbia joined Confederation in 1871.

The handstamps were also used as postal franks to indicate that express companies had paid the 5¢ postage at the appropriate Colonial Post Office. Each company had their own special envelopes together with their own labels (stamps) to indicate that the express fee was paid. Prior to the availability of postage stamps in the colony, express companies would take bundles of their envelopes to the Post Office and pay the postage on each one in cash. Post Office staff would apply the frank indicating the postage was prepaid. This eliminated this "step" when the envelope was later used and helped speed mail processing.

The Express companies often used the official United States Post Office postal stationery envelope with the postage (or a portion of it) embossed on the upper right corner (numerous examples are shown in [L, p 561–77]). The further addition of US postage stamp(s) was usually required to make up the correct rates.

Therefore, in many cases, in addition to prepayment of the express company charges (depending on the remoteness of the area from which a letter originated, more than one company might be required to carry it to civilization), express agents' fee and the Vancouver/British Columbia postage rates, patrons also paid United States postage on their letters. This was because no postal agreement existed with the United States until 1 July 1870. Various colonial Post Offices sold United States stamps, but only for postage on letters leaving the Colonies. These stamps would be affixed to mail and remain uncanceled until it reached a United States Post Office, usually San Francisco, where the stamps would receive a strike from an obliterator.

Here is a transcript of an 1858 letter of instruction from Postmaster General A C Anderson to the three newly-appointed postmasters on the mainland at Langley, Hope and Yale, concerning stocking of US stamps [W].

Victoria Post Office, Nov 19th, 1858

... as soon as a supply of 10¢ & 3¢ United States stamps can be obtained, a share of them will be forwarded to you, to furnish to parties mailing letters to any of the United States, Canada or Europe Until you receive them, you will receive the postage according to the rates enclosed, marking the amount received upon each letter and the office here will see that they are duly forwarded. Under this provisional arrangement (that is, until United States stamps are supplied), it will be necessary to send with each bag a Way Bill stating the number of letters and the amount of postage to, be supplied in stamps from this office, which amount after the letters are duly mailed here, will be charged against your office.

The following, from Peter Tuite, Deputy Postmaster at Victoria, answered an inquiry concerning the non-availability of letter boxes after the post office is closed. It appeared in the *Victoria Gazette* of 5 February 1859 [W].

It is invariably required to pay Colonial postage in advance and at present there is no other way of paying it except by coin. All letters going to the United States must have US postage on them, sufficient to pay them to their destination. Such stamps are not to be had anywhere except at the Post Office, and sometimes, when we have not got them here, we receive an equivalent amount in coin and forward it to the post office in San Francisco with the letters for the necessary stamps to be supplied there. If such a box was here to receive letters, many who would wish to mail letters for the US or any other parts would drop them regardless of the rules necessary to be observed in posting letters. Such letters would not be forwarded. Therefore, disappointment, far worse than any that may arise from not having such a box, would be the result.

NEW ADVERTISEMENTS.**WELLS, FARGO & CO.
EXPRESS AND EXCHANGE CO.**

SEND EXPRESS TO SAN FRANCISCO by every steamer in charge of regular messengers connecting with our California interior and New York Express.

Treasure shipped and insured at lowest rates.

Packages and letters received up to latest hour of sailing.

Checks on our office in San Francisco.

EXCHANGE on all the principal Cities in the Eastern States, and Canada. Also on UNION BANK, LONDON, and

ROYAL BANK, DUBLIN.

RECEIVE DEPOSITES, General and Special.

Buy Gold Dust, also Land Warrants, Treasury warrants, and certificates on San Francisco Banks.

Prompt attention paid to Collections and Commissions.

Office Yates street, between Wharf and Government sts.

SAMUEL KNIGHT,

Agent.

Victoria, V. I., July 17, 1858.

jj17

DIETZ & NELSON'S
B. C. & V. Express,
CONNECTING WITH
BARNARD'S EXPRESS FOR CARIBOO,
—AT—
Yale and Lillooet.
IN ADDITION TO THE REGULAR Tri-Monthly Express for Cariboo, in charge of a Special Messenger.
A DIRECT EXPRESS
For the conveyance of Letters and Packages of Merchandise will be dispatched
Every Tuesday & Friday.
Until further notice.
Office at Wells, Fargo & Co.'s.
Victoria, August 6th, 1861.

Figure 6. Early newspaper ads for express companies (c 1860)
From the Victoria Archives.

When Colonial Postage stamps can be procured, and exchange offices established, nothing will be left undone which can be of any advantage to the community in that respect.

Since there was a reciprocal agreement among the British North American colonies, their respective postage rates were considered to pay both the sending as well as the receiving colonies' postage. The total postage costs varied—see [L, p 559] and could be expensive. However, by April 1859, letters could go from Victoria to Quebec in from four to six weeks, and most people thought it was good value for the money.

So proud were the express companies of their services and keen was the competition between the many firms that their advertisements, while almost comical, were direct and to the point. The following example (Barnard's) is typical.

HO! FOR THE CARIBOO AND OMINICA BARNARD'S STAGES
Make the best time!
Drive the best stock!
Use the best coaches!
Have the most competent drivers!
Carry the most passengers!



Figure 7. Francis J Barnard at Bonaparte Road House (1870)
At Cache Creek, near Ashcroft. From the Wellburn collection.

Do the largest Business!
and guarantee to connect with the steamers at each end.
FOUR DAYS AHEAD OF H. M. MAILS
Remember this!

Travellers by the FAST LINE SAVE FROM TWELVE, TO TWENTY DOLLARS
by not loitering, as other lines do on the road.

E.J. Barnard.

The Express company systems continued to be used long after Confederation ([L, p 577] shows an 1887 Wells Fargo cover). They certainly played an almost unique and sometimes exclusive role in the provision of a postal service within Canada's westernmost province for nearly half a century. However, some mail was not handled by Express companies. Letters mailed in large centres such as Victoria and Nanaimo would be processed by the Colonial and United States post offices.

Little effort was made by the authorities in Britain to develop the postal system properly. It was evident that improvements occurred haphazardly rather than as a result of planning. Local postal officials were expected to use their own initiative without official sanction or support. There were no

official instructions (by this time, other BNA Colonial Postal Administrations had printed books of rules and regulations), no training, no salaries, and the two colonial systems were not even coordinated.

It is clear why the local government did not try to improve the service—there was no incentive to do so. Furthermore, the express companies were providing a satisfactory though expensive service. Postmaster General Gosset also suggested that the two colonies should have separate Postmasters General, men with experience in post office work. Douglas did not agree to the qualifications because he believed conventional training would be more of a hindrance than an asset in operating a service with many unusual conditions. Settlers' demands for improved postal service and new post offices continued to go unheard. Matters were not helped when the Fraser River gold rush was over. Conditions became depressed, the mining population dropped, and there was much less postal revenue.

In the meantime, the mail continued to be sent by long routes at high cost. However, some improvements did take place in this period. A significant one occurred in 1859. The US Government agreed to carry mail from Victoria to Canada. On 15 September 1857, John Butterfield had begun a semi-weekly service from San Francisco to St Louis. The 2,765 mile journey was regularly made in a four-horse *Concord*-type stage coach, and normally took 22 days. Trips were not without incident—hostile Indians often attacked the coaches and occasionally even made off with the mail bags. Bandits presented another danger. In addition to 500–600 pounds of mail, the coaches carried four passengers and their baggage. It was often necessary in wet weather to transfer everything to lighter *Celerity* wagons, as the thick mud bogged the heavier *Concord* stage coaches down.

Another 24 days were required to reach New York where mail for Canada was forwarded north. (A further major improvement took place in 1873 when trains from St Louis could carry mail east. The 108 hour direct run from San Francisco to New York did not come into being until 1889, too late to benefit the west coast of Canada). Mail entered Canada mainly via Detroit or Buffalo. There were special railway mail cars staffed by dedicated railway postal clerks (Post Office employees). These crews picked up, sorted and dropped off mail en route, thereby saving considerable time and providing one of the most valuable and efficient aspects of mail handling at this time. Upon arrival in San Francisco, mail to or from British Columbia was entrusted to the British Consul for onward transmission.

The famous *Pony Express* also carried letters destined for British Columbia. The service was inaugurated on 3 April 1860 from St Joseph (Missouri) to San Francisco via Salt Lake City, Carson City and by steamboat from Sacra-

mento. One-way trips took an average of 10½ days through dangerous Indian territory. Rates were not cheap—initially \$5 for each half ounce, but reduced to \$1 by July 1861—for the twice weekly efficient service. It was short-lived however, ceasing operation on 26 October 1861 when the transcontinental telegraph line was finished.

While the overland route through the United States provided an alternative, the majority of mail continued to go by Panama. This route improved when the railway across the Isthmus (commenced in 1850) was completed in 1855. By 1858, with two routes (via New York or Colon) to or from Great Britain, the mail could be received within 45 days. While the trip from Colon to Panama took only five hours, delays often occurred if good connections could not be made with the Pacific steamers.

While the two colonies had functioned independently from their establishment, they had a common postal system. Douglas changed this on 31 July 1860 when he decreed that each colony would have its own Post Office. On 17 November 1866, the two colonies were politically united, but continued to operate separate postal systems until their amalgamation on 8 April 1867. Proclamations to this effect were read at Victoria and New Westminster (the mainland capital, formerly Queensborough) on 19 November 1866. The British Columbia Post Office Act of 1864 was revised in March 1867 and became the rules and regulations of the new postal Administration. Unlike its sister colony, Vancouver Island had no postal legislation on its statute books. Governor Arthur E Kennedy proposed a Postal Bill in 1865 but it did not pass the Legislative Assembly. It in effect operated without force of law, a situation which has not been duplicated in any other British colonial postal administration, no matter how remote or primitive.

As with many other contemporary Post Office administrations, theft and other improprieties were common. For example, John D'Ewes, Postmaster of Victoria, absconded in September 1861 with £300, the revenue collected from the sale of US postage stamps (already purchased from the US Post Office). As a reaction to this and as an economy measure, the Post Office was amalgamated with the Harbour Master's Office and moved to Wharf Street in the following month.

It was not until the new Cariboo Gold Rush of 1862–63 that the economy revived. The postal system flourished; the Victoria Post Office again relocated to separate quarters and engaged more staff. New post offices were opened, services extended and became more frequent.

The newly formed Canadian Confederation, consisting some of the eastern colonies of BNA, courted British Columbia for several years after (and before) 1 July 1867. The promise of the speedy construction of a transcon-

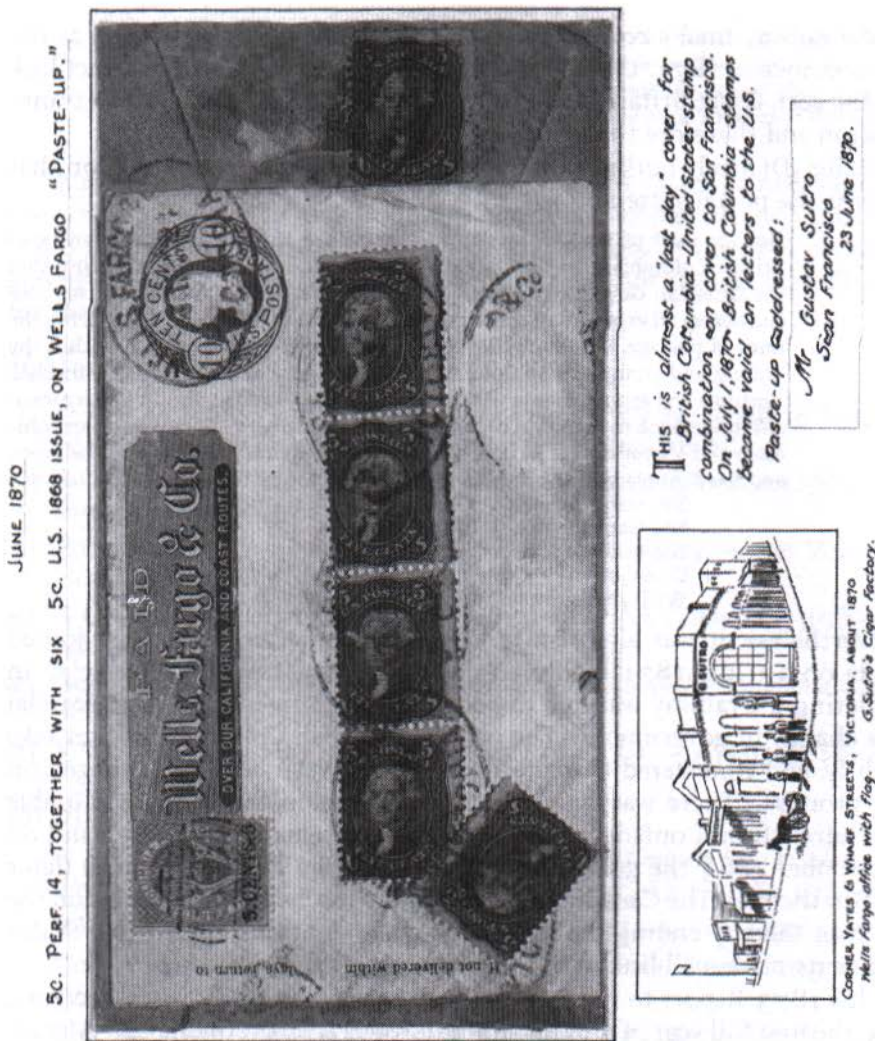


Figure 8. A page from the Wellburn collection

Gerald E Wellburn's superb collection was mounted in his very recognizable style, on small sheets. This has been preserved in exquisite colour by FEaton & Sons (Vancouver) who, in 1987, published *The stamps of Vancouver Island & British Columbia 1849-1871*. It is an essential reference for postal historians of British Columbia.

I have selected one of the many unique pieces in his collection. It shows use of Colonial and US post offices, as well as express companies, to transport a letter to its destination. The stamp that appears to be missing from the lower part of the cover has been shifted to the right (this apparently occurred during the photography session).

tinental railway finally convinced British Columbia's officials to join as the sixth province in 1871. Of course, a railway meant a much more direct link with the east, Great Britain, and Europe. This would greatly improve transportation and therefore the mail service.

Deaville [D] nicely outlines the anticipated benefits of Confederation that concerns the postal system.

Not the least of the considerations that helped to bring about the entry of British Columbia into the Dominion of Canada was the understanding that the Canadian Government proposed to take over the colonial postal services and defray all expenses in connection therewith, at the same time reducing the rates of postage, improving the communications to and from and within the Colony, and giving British Columbians the advantages of Canada's postal conventions and arrangements with other countries. The Dominion Government also undertook to maintain regular mail steamship services between San Francisco and Victoria. It is writ large in the contemporary badinage of the press, and has first place in the doggerel verse broadcast by the advocates of union:

You want the mail
 You want the rail,
 You want the cars to hie on:
 Come join us and we'll thread the land
 With passage-ways of iron.

Nevertheless, it was almost a full fifteen years after the colony joined Canada on 20 July 1871 before a railway was constructed. The delay in completing the railway was due to poor economic times, a political scandal and a change in government. The people of British Columbia did not take it lightly, and considered that the Dominion Government had reneged on their promise. There was even a serious movement for British Columbia to withdraw from Confederation. The province remained however, and on 7 November 1885 the golden spike was driven by Donald A Smith (later Lord Strathcona). The Canadian Pacific Railway reached total completion the next year, thereby ending the province's dependence on the United States route as its main mail link with the East and Europe.

In his 1873 Report to the Postmaster General (for 1 July 1872–30 June 1873, the first full year of provincial status for British Columbia), Sir Alexander Campbell stated:

... the Chief Post office Inspector visited British Columbia to complete the organization of the Post Office in that province, and arrange for submitting the whole mail service, as far as practicable to public competition, and for thus placing it under regular contracts as in the other sections of the Dominion.

Arrangements were at the same time made with the US Post Office, for transmission of closed mails between British Columbia and the other provinces of the Dominion, twice a week, by the railway and stage routes from San Francisco, through California, Oregon and Washington Territory to Olympia, between which place and Victoria, a steamer plies semi-weekly.

The Victoria and San Francisco mail service twice a month by steam-ship, has been put under regular contract after advertisement. The contractors, Messrs Rosenfeldt & Bermingham of San Francisco, made the lowest offer received—namely \$1,250 per round voyage—which is the same amount as was paid under the previous temporary agreements.

Thus a promise was kept and a dream realized. Each subsequent year, the postal system in British Columbia continued to expand and improve (as it did throughout Canada)—though slowly, because of the difficult terrain and sparse population. Even Confederation did not change that situation for many years to come.

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All is not what it appears to be

Charles Firby

RECENTLY, I was offered a cents (1859 issue) cover to New Zealand. I had not been aware of its existence. The prominent dealer who was offering it sent me a fax, and it excited me—a rare and desirable cover from a *new find* (according to the dealer) was on its way.



Figure 1. Montreal to New Zealand via San Francisco (1860)

The only backstamp is shown at the right.

It is illustrated in Figure 1. The cover has the 5¢ beaver and 10¢ Albert stamps, tied by diamond grid cancels. It was postmarked at Montreal ?? January 1860 (the day was not legible), and sent via San Francisco. The rate to California prior to 1 July 1864 was 15¢. At San Francisco, a red circular receiver was applied, and there were two red handstamps reading SHIP, apparently indicating carriage to New Zealand. There is also a backstamp. This cover is similar to one in the Nickle collection (Figure 2). It paid the rate to San Francisco (seven years later) but was then stamped PAID ALL in red and forwarded to Japan.

On receipt of this *gem*, I was immediately taken aback by the Montreal postmark; it just did not look right, and resembled postmarks on fakes that I have seen. There is too much space between the letters, and both the letters and the numbers are incorrectly shaped. (This is especially noticeable on the 6 and 8.)

Keywords & phrases: fakes

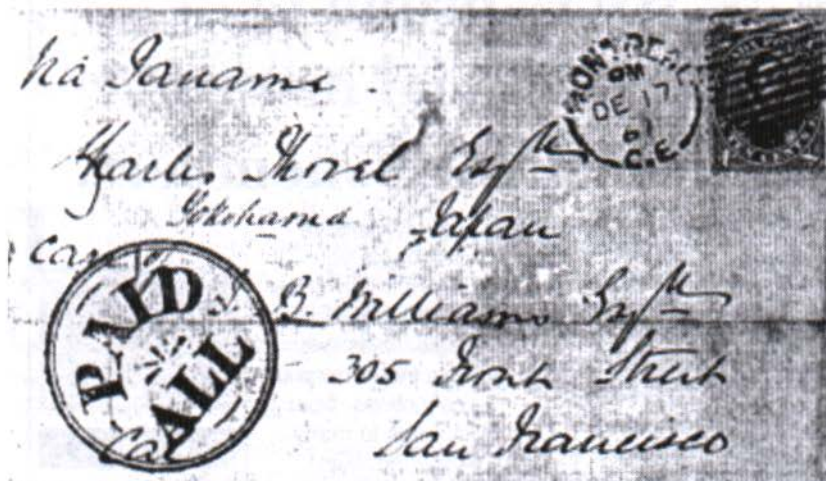


Figure 2. Genuine Montreal to Japan via San Francisco (1867)

Then I realized the most obvious error: the diamond grids used to tie the stamps were exclusive to Toronto. Montreal would likely have used a four ring 21. Now the cover was truly damned. I also examined the red San Francisco marking; it was poorly struck, and I was unable to obtain further evidence of fakery. The red SHIP markings were not examined, as I was already convinced that the cover was fake.

As a rule, a cover-faker uses damaged or previously used postage stamps when applying his craft—because sound stamps have value, and defective stamps are cheap. On examining the stamps, I found that the beaver stamp shows no previous cancellation, but does have a tear at the right. The Albert stamp shows traces of a previous cancel at upper left and right. The latter is also perf 12, which dates it to 1867 or later.

Now I flipped the cover and was instantly delighted—the backstamp (on the right side of Figure 1—it is the only marking on reverse) has a backwards z in NZ, an error that seems most unlikely. [*The backstamp appears to be a standard Halifax H receiving mark, whose s (in NS at the bottom) has been altered crudely to a backwards z.—ed*]

I must add that this is a very good fake that most collectors/specialists would accept as genuine. In fact, the cover bears the guarantee handstamp (lower left) of Georg Buhler, one of Germany's most prominent dealers.

[*Anyone else care to expose some fakery? We could perform a public service and have a series of articles such as Charles'.*]

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Vignettes of the Old West: The Criddles of Aweme MB

Robert Lane

IN 1882, Percy Criddle brought his family from England to homestead in southern Manitoba. Theirs was a familiar story of a well-educated family bringing with them many aspects of English culture to the primitive conditions of the Canadian prairies. They had a keen interest in stamp collecting and an awareness of the importance of the mail service to their new way of life. Western Canada was an eye-opener, according to Percy (for all references, see below),

Certainly Winnipeg is a most orderly town—but very dear. Postage is the sole exception to exorbitant charges—local rate: 1¢; all America: 3¢; Europe: 5¢ per letter.

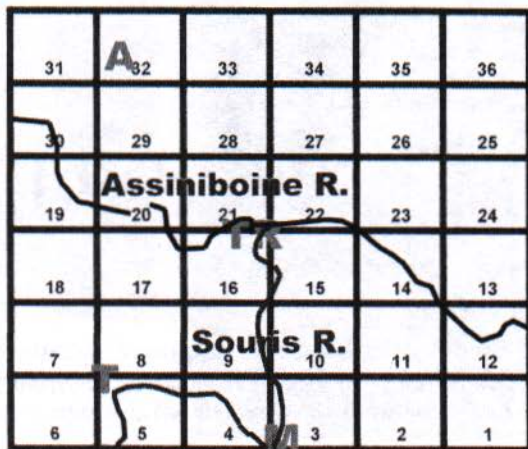


Figure 1. Map of the township (08-16-W1)

"A" represents Aweme (32-08); "TR" for Two Rivers—previously known as Souris Mouth—(16-08), "T" for Treesbank (05-08), and "M" is for Millford (03-08).

The family homestead, *St Albans* (east half of 32-08-18-w1), was established in 1882 close by the confluence of the Souris and Assiniboine rivers in south-central Manitoba (Figure 1). In 1884, Percy Criddle noted that a new post office at Cascadens (in the same section of land as *St Albans*) was to

Keywords & phrases: Manitoba



Figure 2. Card from Chicago to P Criddle (1887)
Addressed to Two Rivers, re-addressed to and stamped Aweme.



Figure 3. Cover addressed to Souris Mouth, 23 Aug 1881
Backstamp shown in inset.

serve the district, and it would be called *Aweme* (pronounced Ah-weem). The name was not widely understood or accepted, but it would become identified around the world as the address for the Criddles—particularly Percy and his son Norman, entomologist and naturalist.

The Aweme post office (1884–1917) was useful—“Previously, the family had had to go to Two Rivers for (the mail), quite a journey particularly in bad weather, and an impossible one during the ice break-up on the river when



Figure 4. Percy Criddle crossing the river to get the mail

Photo taken by Norman Criddle.



Figure 5. Wrapper addressed to St Albans "Avenue" (undated)

Directed to Aweme. Very scarce Ottawa free crown cancel (fewer than five have been reported); free franked by S E Dawson.

crossing was unsafe." Two Rivers (1883–1897), shown in Figure 2, was previously known as Souris Mouth (1880–1883), shown in Figure 3.

With a post office at Aweme, Percy could walk for the mail. The original post office log cabin burned down in 1884 and was relocated to a house even closer to the Criddle home, thus requiring "a shorter walk to collect the mail." When the railway came, a post office was established at Treesbank (1892–1970) but that still required crossing the river. Treesbank was a commonly used address for the Criddles. There was also a post office at Millford (1880–1892), but it was evidently never used for Criddle mail. Crossing the river involved using the Treesbank Ferry in summer, or cross-

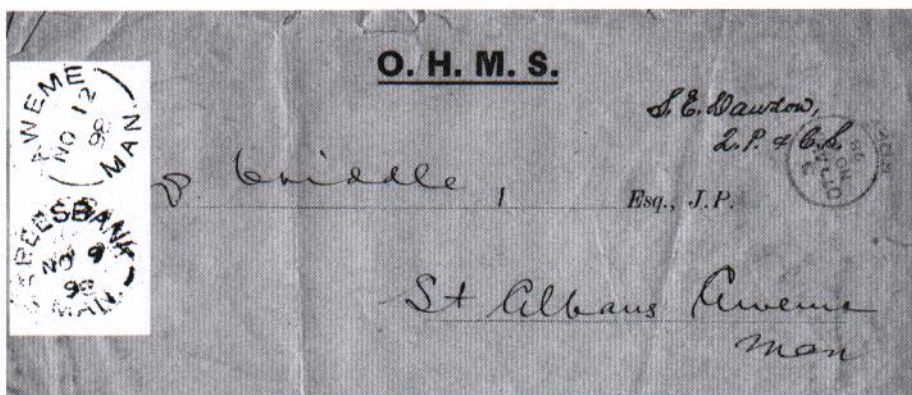


Figure 6. OHMS cover addressed to St Albans Aweme, 4 November 1898
Directed to Aweme. Backstamped at both Treesbank (9 November) and Aweme
(12 November). Also franked by S E Dawson

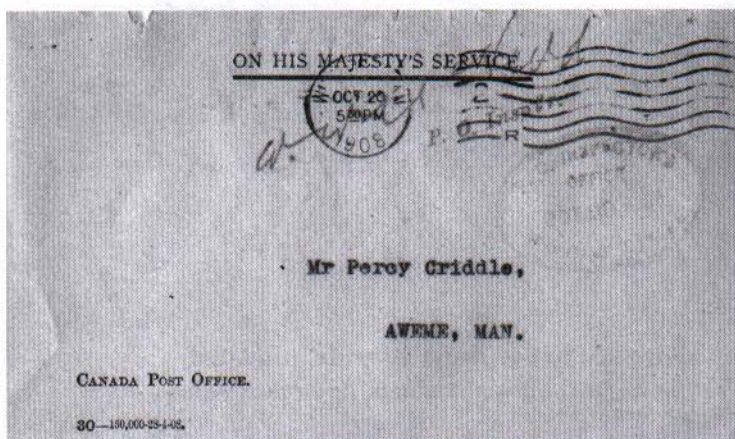


Figure 7. Canada PO cover addressed to Aweme (1908)
PO Inspector handstamp, backstamped Treesbank.

ing the ice in winter, but break-up season presented a problem. Occasionally, Percy crossed the river hand over hand on the ferry cable, with the mail bag hung on his back (Figure 4), just to get the mail. The attraction was that mail came every day to Treesbank, but just once a week to Aweme.

Part of the problem with Aweme was that written by hand it could look like *Avenue* (Figure 5). This could result in mail taking five days from Ottawa to Treesbank, then three additional days to Aweme (Figure 6).

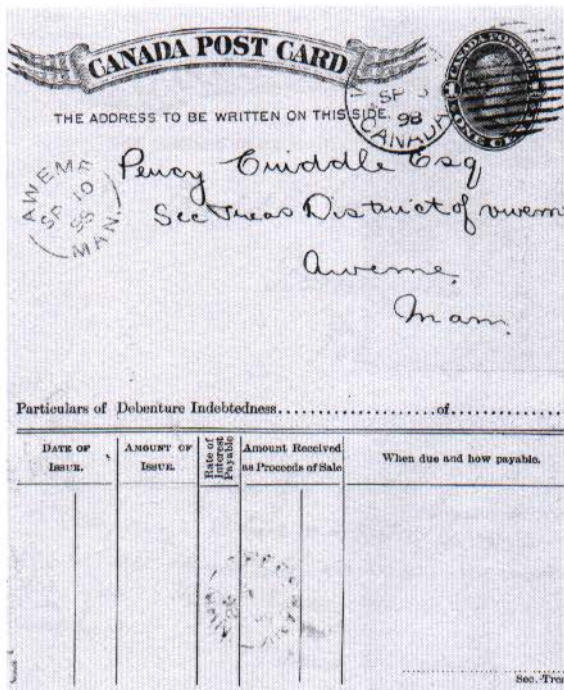


Figure 8. Double post card from Winnipeg (1898)
Front stamped Aweme (top) and backstamped Treesbank (bottom).

Percy was also interested in natural history and his diary record visits by Ernest Thompson Seton (founder of The Boy Scouts of America), usually hiking to or from Carberry (MB). He was invited to stay and talk, and Percy records rather sarcastically in his diary that these chats could lead him make “my possible discovery of some new insect or other in this unexplored district which will be of course called ‘Criddle-de-diddle-ensis’ or some other fancy family name.” For Percy, who became a Justice of the Peace, school trustee, and District Secretary Treasurer, the mail was vital and he had lengthy correspondence with postal authorities about the local situation. Figure 7 shows a cover from the Post Office to Percy, addressed to Aweme, backstamped at Treesbank.

His other official duties brought him a reply post card (Figure 8) from Central Canada Loan & Savings Co, Winnipeg (not returned, however). Another bank post card (Figure 9) from Brandon (about 20 miles to the northwest) was posted 15 December, received at Treesbank 16 December, received at Two Rivers 21 December, and arrived Aweme on the 22nd. No wonder

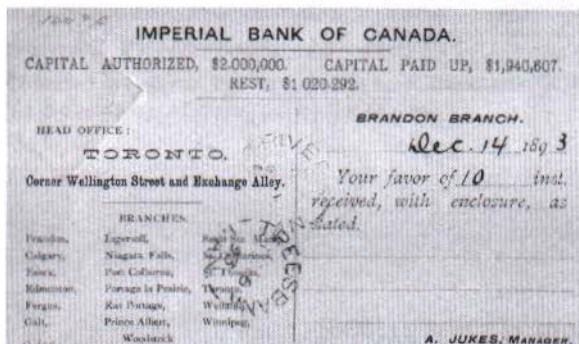
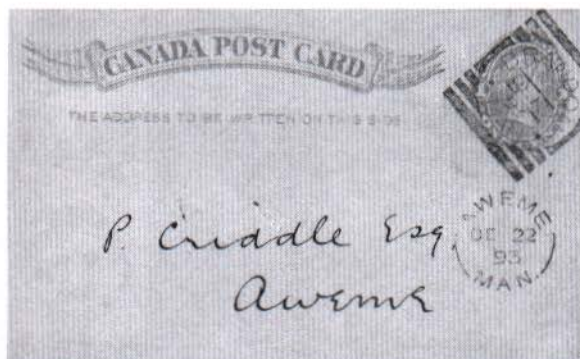


Figure 9. Post card from Brandon, 15 December 1893

Brandon squared circle, with marks for Treesbank, Two Rivers; arrived at Aweme on the 22nd.

Percy fumed at the postal complexities of the area! Local mail also produced a combination of post marks (Figures 10 & 11).

The presence of a well-known family name in those days guaranteed delivery of mail under almost any circumstances, even if the address ranged from Two Rivers, St Albans, Aweme, Treesbank, or even just P Criddle, Trees (Figure 12).

Norman Criddle The career of Norman Criddle, one of Percy's sons, also provided interesting philatelic material. Norman, like his father, was very keen on natural history and became a known artist of botany and entomology; eventually becoming the Dominion Entomologist for Manitoba, with an office in Ottawa. His closeness to the family homestead and health issues resulted in the unusual development of an official federal laboratory at the family site, the Dominion Department of Agriculture Entomological Laboratory for Manitoba. Correspondence from all over the world began an

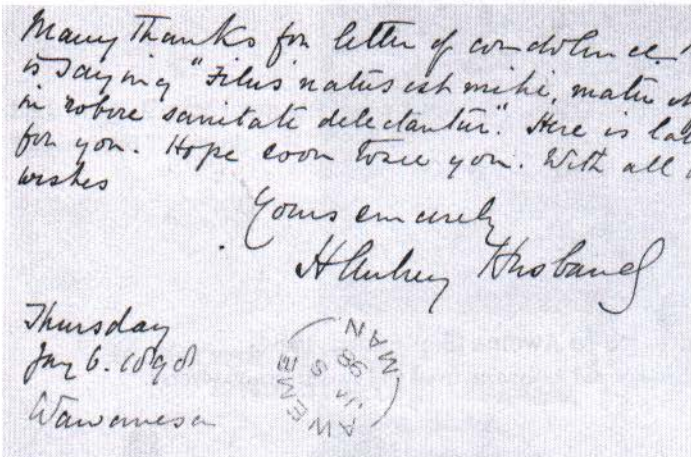


Figure 10. Card cancelled at Treesbank (1898)

Addressed to Aweme and backstamped there.

intricate journey to find Norman either at the Manitoba lab in Aweme (Figure 13) or Treesbank (Figure 14); or at the lab in Ottawa (Figure 15).

The Criddle family had a major impact on the community they chose for their homestead. The philatelic record is a strong means for illustrating that impact, but it also serves to show the importance of the mail, including the positioning of various post offices, to the lives of this family.

The historic details of the Criddles, the photo in Figure 4, and all the quotations, came from the book *Criddle-de-diddle-ensis*, written and published by Alma Criddle, Winnipeg, printed by DW Friesen & Sons Ltd, Altona MB (1973). The cards and covers are from my collection. The locations



When you come which I hope will
 not be long don't forget the telescope
 piece that you want screws for.
 Come early and don't you forget it
 Yours to last
 W. Aubrey Husband
 W. Aubrey Husband

Figure 11. Cover addressed to Aweme (September 1884)
 Cancelled at Treesbank, also stamped Aweme on front and Two Rivers on reverse.

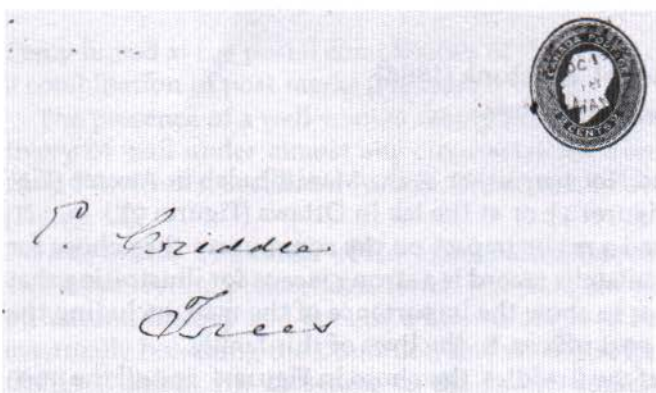


Figure 12. P. Criddle, Trees (1918)
 The year of his death.



Figure 13. Cover from US to Norman at Aweme
Backstamped Treesbank.

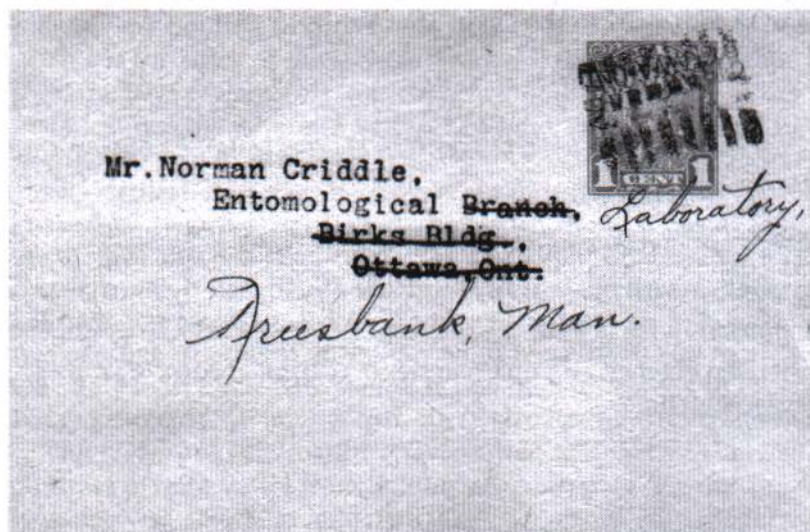


Figure 14. Wrapper addressed to the lab in Ottawa
Re-addressed to Treesbank.

and dates of the post offices were found in: *A Checklist of Manitoba Post Offices*, edited by William G Robinson, printed in 1988 by William Topping,

Vancouver. Advice was received from Sheila Clark, Treesbank Ferry Vacation Cottages (<http://www3.telus.net/treesbankferry/>), whose great-great grandfather was Postmaster of Two Rivers post office.

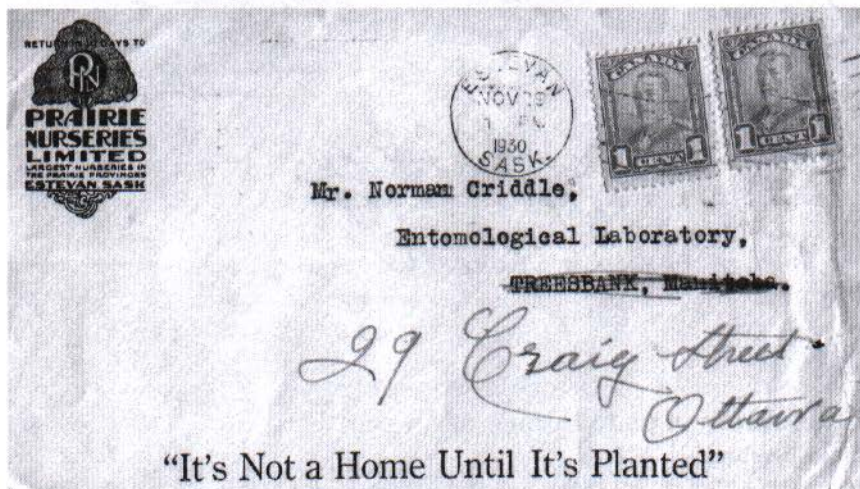


Figure 15. Cover addressed to the lab in Treesbank
Re-addressed to Ottawa.



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Newfoundland to Norway

Colin Lewis

FOR over twenty years, I have been keenly interested in pre-1900 correspondence mailed from Newfoundland and addressed to less common destinations. Until quite recently I had not been aware of any such correspondence to Norway.

In October 2001, when I happened to be visiting a large stamp show in London (UK), I stopped at the booth of an Irish dealer. I nonchalantly enquired if he had any Newfoundland postal history, particularly earlier material. Anticipating the normal negative response, I was about to thank him for at least considering my request, when he produced two items of the same correspondence to an addressee in Trondheim, Norway.

Some two months later, I received a telephone call from a dealer friend of mine from Canada asking me if I were in purchasing pre-1900 Newfoundland postal history. It seemed interesting so I asked to see the material. Imagine my surprise when among the batch was another cover of the same Norwegian correspondence. Needless to say, I was quick to snap it up and increase my holding to three.

This is the story of these three items. All the correspondence was mailed from the Bay of Islands off western Newfoundland and the writer in all three instances was the Reverend Arthur C Waghorne. More about this gentleman and the place of origin later.

The earliest item is a P4 postal stationery card with dateline 31 August 1896 (Figure 1). This card was mailed the next day at the Bay Islands Post Office and was struck with the small split arc hammer BAY ISLANDS NEWF'D SP 1 96. It was forwarded via Halls Bay TPO where the small split arc hammer HALLS BAY R. T.P.O. NO. 2 SP 7 96 (Ludlow N-37) was applied. It arrived at St John's and received the ST JOHN'S NEWF'D PM SP 8 96 circle date stamp. It was then forwarded to Liverpool where the LIVERPOOL A SP 20 96 SHIP circular transit hammer was applied.

The Liverpool ship marking reveals that the card was carried by a non-contract private vessel from St John's to Liverpool. Finally, the destination hammer was struck as TRONDHJEM 25 IX .6 (the modern spelling is Trondheim). It is this card that has enabled the identification of the sender of all three items of correspondence.

Next, there is an 5¢ postal stationery envelope (EN2a) that was sent two

Keywords & phrases: Newfoundland, Norway

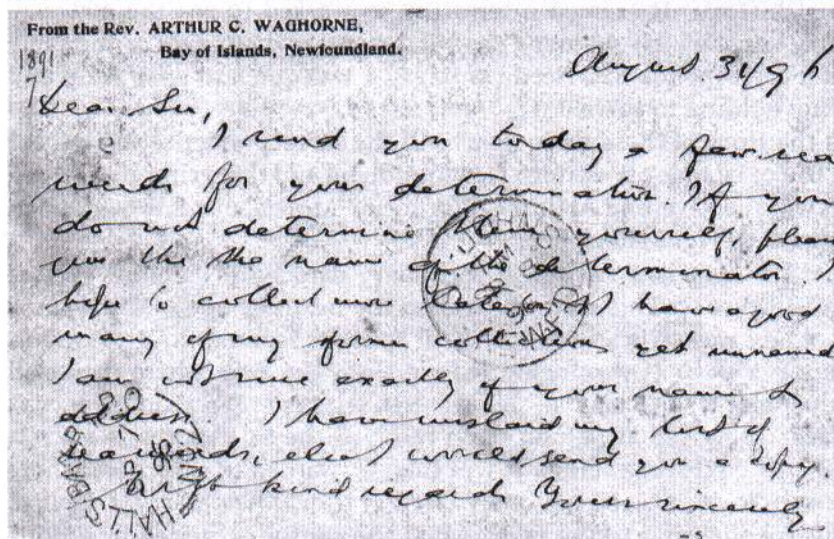


Figure 1. Postcard to Norway (1896)

years later, in 1898 (Figure 2). It was again mailed at Bay Islands Post Office and was given the same small split arc despatch hammer BAY ISLANDS NEWF'D JU 10 98. This item was again routed via the Halls Bay TPO where split arc hammer Ludlow N-37 was applied as a backstamp: HALLS BAY R. T.P.O. JU 10 98. The only other marking was the ST JOHN'S NEWF'D AM JU 12 98 circle datestamp again used as a backstamp. It



Figure 2. Stationery to Norway (1898)

was probable that by this time a closed bag would have been made up for Norway or more likely just a bundle of letters that would have received a London Forward facing slip for mail to Norway. This mail would have been forwarded via the contract vessel (Allan Line) from Halifax via St John's to Liverpool and onward to London Foreign Section, to be then made up as a direct despatch to Norway.

The last of the three items has a more mysterious routing. This is a 3¢ postal stationery envelope (EN1) that has been uprated by a 2¢ Prince of Wales (1897 Royal Family issue). It again was cancelled by the BAY ISLANDS NEWF'D DE 25 98 hammer. The mailing date being Christmas Day may well hold the explanation for the unusual transit routing this cover followed. The normal routing for such mail would have been through St. John's but in this instance it was despatched to transit via St John, New Brunswick where the arrival hammer: ST JOHN N.B. CANADA AM DE 29 98 cds was struck as a backstamp.

There are no missent markings on the cover and it is possible that this was considered the best routing, given the availability of shipping, on the day of mailing. However, one must also recognize that the cover may well have been missent and failed to pick up an endorsement. Its onward despatch would most likely have been via a closed bag from St John to Halifax and onward to the United Kingdom, following a similar routing to item two. The arrival hammer is TRONDHJEM 12 1 99, and there are no other markings.

I have never seen any other pre-1900 correspondence between Newfoundland and Europe that follows a similar routing. Was this a one-off or does anyone have further correspondence that follows such a routing and would be helpful in expanding this story?



Figure 3. Mysterious routing to Norway (1898)
Mailed on Christmas Day. Showing backstamps at right.

As previously indicated, Bay Islands, or more properly called Bay of Islands, are in the West of Newfoundland and are located at the mouth of the Humber River off present day Corner Brook. They are a large group of which about eight were inhabited at the time of this correspondence. The communities were established out of herring and salmon fishing and sawmills. A post office was opened in 1879 and closed in 1909 (Walsh & Butt, *Newfoundland specialized catalogue* 2002), but its precise location is not recorded. I believe that the location might well have been at Birchy Cove, which although on the mainland was an early settlement. Walsh & Butt [op cit] put the opening date of the Birchy Cove post office as 1918. The population of the off-shore islands is not recorded by Walsh & Butt, but research on the Internet has established that there were about 200 families spread across the eight islands at that time.

Fortunately, the P4 card gave the identity of the originator of the correspondence and thus a fascinating insight into the background of the writer. The Reverend Arthur C Waghorne was a Bay of Islands missionary who was also an enthusiastic and knowledgeable amateur Botanist. He was born in London (UK) in 1851 and came to Newfoundland in 1875. In St John's, he was ordained as a Deacon and became a missionary for the Society for the Propagation of the Gospel. He was then appointed to a post at Ferryland before moving on to St Pierre & Miquelon before returning to St John's where he was further ordained as a Church of England priest at Queen's College in 1888. He spent the years until 1893 at New Harbour, Trinity Bay before moving to the Bay of Islands in 1894. Due to failing health, he retired from the Ministry in 1899 and settled in Jamaica where he died in 1900.

In addition to his dedication to the life of a missionary, he was equally enthusiastic and committed to botany. In 1888, he had written and had pub-

lished at St John's, the work *A Summary Account of the Wild Berries and other Edible Fruits of Newfoundland and Labrador*. He corresponded widely about plants and seaweeds he had discovered and sent samples to many of the worlds' experts of the day for identification or classification. It was as a botanist that the three items of correspondence came to be. Waghorne had been in communication with Doctor and subsequently Professor Michael Foslie (1855–1909) who was a renowned Norwegian botanist and an expert on seaweeds, in addition to being curator of the Museum of the Royal Norwegian Society of Science and Letters in Trondheim. Although the contents of both covers have not survived the P4 card clearly identifies the subject matter of the correspondence. A transcript of the message follows:

Dear Sir, I send you today a few seaweeds for your determination. If you do not determine them yourself, please give them the name of the determinator. I hope to collect more later on. I have a good many of my former collection yet unnamed. I am not sure exactly of your name and address. I have mislaid my list of seaweeds, else would send you a copy. With kind regards.

Yours sincerely.

Waghorne's quests in search of new botanical specimens took him the length and breadth of Newfoundland, including sorties to Labrador whilst serving at his outpost in the Bay of Islands.

Much of the general information here was found in the Encyclopædia of Newfoundland and Labrador.

[This is a modified version of an article that appeared originally in the Newfie Newsletter, the newsletter of the Newfoundland study group.]

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The 1876 \$5 Federal law stamp #0197

R A Johnson

THE “Young Queen” Federal Law stamp bearing serial control number 0197, has been the subject of considerable study and, unfortunately, controversy concerning its perforations—particularly, whether the two sets of vertical perforations bear the same gauge. Much of the exchange has been exacerbated by the debate about Standard versus Kiusalas gauges, particularly for gauging early North American stamps.



Figure 1. Federal law stamps

The \$5 stamp with control number 0197, and the pair of 50¢ law stamps with control numbers 0188 & 0189.

This article reports the results of measurements using a travelling microscope on the perforations of #0197 and, for comparison, on a pair of 50¢ 1876 Federal Law stamps with control numbers 0188 and 0189 (Figure 1). The results of these measurements convincingly support the view that the two vertical perforations on #0197 are different and that its left side shares the perforation gauge of its top and bottom.

Control #0197 has been the subject of many articles. Lussey published

Keywords & phrases: law stamp, perforations

several notes and articles culminating in [1], in which he presented prints of photographs taken of each of the four sides of the subject stamp superimposed on Kiusalas Gauge lines. He concluded that, while the top and bottom were both Kiusalas 66, the left side was 67 and the right side 68. On the other hand, Zaluski in [2] concludes, using his ruler method for establishing what he terms the Benchmark Separation for each of the four sides, that the gauges of the sides do not differ but, rather, "that all fall within what I consider to be normal variability limits for stamps of this issue."

In summary, Lussey used the Kiusalas gauge and concluded that there was a difference (in fact, three different gauges) and Zaluski used his ruler method and concluded that there was not. The author, having acquired the stamp recently for the purpose, has measured the positions of successive perforation holes on all four sides of the stamps and subjected the results to standard regression analyses. For comparison purposes, the same procedure was followed for the pair of 50¢ 1876 law stamps #0188 & 0189. The latter are on the same paper type as, and carry similar control numbers to the \$5 #0197. Thus it was likely that all these stamps were printed at about the same time. As they were produced in sheets of five rows of eight stamps, if the control numbering were consistent for all values, then #0189 would have been in the same column position as #0197.

Experimental procedure The device used was a travelling microscope, adapted by a colleague, Len Kruczynski of the Department of Chemistry at the University of Manitoba. It is used to view and measure the positions of successive perforations. The field was back-lit to show the perforations in silhouette and the cross-hairs were supplemented by a black circle approximately the same diameter as the perforation holes; it was mounted at the intersection of the cross-hairs. Each edge of the stamps was positioned so that the cross-hair travelled along the centres of the perforated holes. Positions of each were determined and recorded successively using the scale and its vernier. A substantial turn of the knurled wheel was necessary to advance the cross-hairs from one perforation to the next. The vernier was scaled to .02 millimetre and there was little difficulty determining the closest match for each setting. So the absolute error of each reading itself was about .01 mm.

Analysis Procedure The perforations were numbered (from zero) and the scale positions recorded against these—in each case with increasing values. A standard statistics programme was applied to each set of perforations in order to obtain the least-squares fit to the straight line, the slope of which was the estimate of the perforation separation distance for each. The analysis also provided values of standard errors of the slope values as well as the

so-called R_{-} values which indicate just how valid the straightline assumption (which underlies the regression analysis) might be.

Results for #0197 Table 1 gives the results of the calculations of the measurements of the four sides of the \$5 Federal Law stamp #0197.

Table 1. Measurements of #0197

Position (1)	Perf sep'n (mm)	standard error	R_{-}
top (20)	1.667338	.00132418	.999989
bottom (20)	1.667865	.00181076	.999979
left (44)	1.679648	.00112805	.999981
right (44)	1.729165	.0008531	.999999

(1) Number of readings in parentheses.

The mean perforation separation as above may be converted into the equivalent Standard and Kiusalas gauge numbers. The results are given in Table 2. The standard errors have been rounded.

Table 2. Statistical results for #0197

Position (1)	Perf (Std)	std error in .01mm (Std)	Perf (Kiu)	std error in .01mm (Kiu)
top (20)	11.9952	.0095	65.6432	.052
bottom (20)	11.9914	.013	65.6640	.072
left (44)	11.9073	.0080	66.1279	.044
right (44)	11.5663	.0057	68.0774	.034

The equivalent gauges are calculated for the pair of 50¢ law stamps (#0188–0189) in Table 3. The R_{-} values range over 0.999954–0.999994.

Table 3. Statistical results for #0188 & #0189

Position (1)	Perf (Std)	std error in .01mm (Std)	Perf (Kiu)	std error in .01mm (Kiu)
top (40)	11.9465	.0052	65.9105	.028
bottom (40)	11.9543	.0079	65.8675	.043
left (45)	11.6439	.0050	67.6235	.029
centre (45)	11.6716	.0121	67.4631	.070
right (44)	11.7046	.0043	67.2728	.025

The "left" measurements refer to the left side of the #0188 stamp, and the right measurements refer to the right side of the #0189 stamp.

Remarks on the data

- 1 The very high values of all R_{-} values indicate that a straight line fit is justified for each set of data. (Normally an R_{-} value of .7–.8 is sufficient for this.) In stamp terms, this confirms that the holes were spaced in a fairly uniform manner.
- 2 The “standard error” is a measure of the spread of the data around the straight line of bestfit. If the distribution were normal, about two thirds of the data would lie within this band. The very low values of standard errors here—from about 0.04% to 0.11%—suggest that the manufacture of each pair of wheels was very uniform.
- 3 A close examination of the three stamps will reveal several perforations that are ragged or almost missing. Two options for dealing with a “missing” point in the data present themselves: either to fill in the reading with the average of its neighbours, or omit the point altogether. These two methods yield virtually identical results.

Interpretation

The problem remains of interpreting these statistical results. Each set of perforations was produced by a pair of wheels—one carrying the pins and the other the corresponding holes. Each pair was presumably manufactured with care; but we do not know the tolerances or statistics that would describe the uniformity of the whole set of pairs. Since perforations on successive edges (or tops and bottoms) of the stamps were produced by distinct wheels, there is no reason to expect that the data above would be identical for adjoining wheels. Thus, for example, the horizontal perforations on the 50¢, namely 11.9465 and 11.9543 as expressed in the Standard gauge, differ by about one standard error of either. However this does not mean that they were manufactured to different specifications. One would need the same measurements for a great number of such rows in order to approach such a question. What we do know is that these two results are close (whichever gauge you swear by) and that there is nothing remarkable about such apparent differences. The logic is as follows.

- 1 As there appears to be nothing irregular or special about the perforating of #0188 & #0189, Table 3 provides a useful indication of what differences to expect in the manufacture of what were intended to be similar perforation wheel pairs. Differences of these magnitude are not significant.
- 2 Table 2 shows that the top and bottom of #0197 are, by similar standards, close, because the differences are comparable to those of the 50¢ #0188–0189. The Standard gauges averages 11.993 and the Kiusalas

- gauges average 65.654—or 12 (to the nearest .05) and 66 (to the nearest unit) respectively.
- 3 Table 2 also shows that the Standard gauges for the left and right sides of #0197 are 11.91 and 11.57 respectively, and the Kiusalas gauges are 66.13 and 68.08. They differ by around 50 times the standard error in either case. There can be little doubt (statistically) that they are different with (nearest) Standard gauges 12 and 11.5 and Kiusalas gauges 66 and 68, respectively.
 - 4 The results for the left side of #0197 do not differ much from either of those for the top or the bottom. It can be described accurately as perf 12 or gauge 66.
 - 5 The majority of calculated gauges miss the Standard gauges (to the nearest quarter) and the integer-valued Kiusalas Gauge by significant margins and so may not be used to deduce much about the nature of the manufacturer's specifications. Nevertheless, the difference between the left and right side calculations strongly supports the conclusion that the two sides of #0197 were perforated by two differently-manufactured wheel pairs. It is reasonable to conclude that the wheel pairs were made in sets, probably involving eleven pairs for the perforation of the usual 10×10 panes. Since many different sets existed by 1876, it is also reasonable to conclude that an odd pair could have been mounted with eight other "normal" pairs and created this anomalous perforation on #0197 (and a few others noted in the literature).

Conclusions

This study does not argue the issue of Standard gauge versus Kiusalas gauge. To attempt to use these results (which are about as much as one may draw from these stamps) to determine whether the manufacturer used metric or Imperial specifications, results in failure. For example, while the top, bottom and left side of #0197 seem to fit closely Standard gauge 12, the Kiusalas Gauges seem to fall well off the whole number (65.64, 65.66 & 66.13). The top and bottom for #0188–0189 could be interpreted equally well as 12 or 66. On the other hand, the results for neither gauge for the three vertical runs on #0188–1089 come near to the desired whole units.

It is difficult not to conclude from these data that the manufacturing specifications were not expressed in perforations per unit of length measurement (e.g., centimetres or inches). Since the pins and holes were on the circumferences of wheels, it is entirely likely that the specification was in angular measure, e.g., x degrees per perforation. (A related machine is illustrated in [3].) Evaluation of that depends on the radius of the wheels.

Owing to the manner in which the machines were designed, all wheels for a machine would have to have had the same radius—but on the value of that there are many opinions! (See, for example, [2] & [4].) In addition, because the radius and angle enter the calculation of separation as a product, they cannot be separately evaluated by the usual multi-regression methods.

Final Word

Both philatelists cited here made careful measurements and analyses of the perforations on the \$5 law stamp #0197. Both used methods available to the typical collector using one form or another of gauge and/or ruler. They came to different conclusions. According to the statistical analysis reported in this paper—and remember, it uses all the basic data available and a special apparatus, has very tight statistical distributions—neither was totally correct in their conclusions.

For most stamps produced recently under modern conditions and consequent accuracy, there is no need to know anything more about their perforations than may be read using any good perforation gauge. However, for early stamps produced when machinery was less accurate, it may be necessary to invoke special methods in order to identify some (perhaps valuable) varieties satisfactorily. The same may be true of more recent issues involving die-cuts (including modern versions of rouletting) and perforations which are so designed as to produce symmetrical corners or shapes (termed “bull’s eye” perfs in the US). As a consequence, it is becoming increasingly common to see in catalogues such Standard gauge specifications to the nearest tenth, such as 11.2, 12.3, etc. Just what these are intended to imply has yet to be clarified. Without special apparatus, care should be taken before accepting any (high-priced) perforation variety as being what is claimed, regardless of the age of the stamp!

References

- [1] H W Lussey *Small queens & revenues: debunking perforation myths* BNATopics 50, # 2 (1993) 25–35. See particularly the four illustrations on p30.
- [2] E Zaluski *Canada’s first law stamp issue* BNATopics 54, # 4 (1997) 23–39.
- [3] Bob Tomlinson *A new theory on perforation spacing* BNATopics 54, # 4 (1997) 20–22.
- [4] R A, Johnson *Early perforating machines in North America* BNATopics 54, # 4 (1997) 9–18.

Magdalens postal history, part I: Canada's barrel mail

Lola Caron & Jean Walton

SEVERAL years ago, the first author wrote an interesting and exhaustive study of the modern post offices of the Magdalen Islands of Quebec and their cancels. This was published in French [C], but has never been published in English. It included some intriguing philatelic stories, including *Le Ponchon* below. We felt it was time to expand the subject, and make this information available to BNA philatelists who do not read French.

Here we discuss the story of Canada's own Barrel Mail—a tale no less intriguing than Tonga's tin can mail or the barrel mail of the Galapagos [W]. It has been commemorated on cacheted first flight postal covers from 1933, when regular airmail service was opened to the Magdalens between Charlottetown and Cap-aux-Meules.

Part II will include a study of the current post offices on the Magdalens, and a survey of what we have been able to find of cancels from the older, now closed post offices on the Islands. Much information is still to be discovered in this intriguing area of philately.

The Magdalen Islands are shown in the map in Figure 1. This archipelago is made up of six major islands, all connected by ribbons of sand dunes. The road which runs from the northern town of Grande Entrée to the southernmost town of Havre-Aubert is about 60 miles (100 km) long. A seventh island, Entry Island, lies six miles (9.5 km) to the east, with no land connection to the others. A few other small offshore islands make up the total of 12 islands in the archipelago.

The Islands are basically low-lying. Green hills and red cliffs drop to the sea, and the highest point above sea level is only 571 feet (174 meters), located on Entry Island. The population is now largely Francophone, except for Entry Island and Grosse Île, which both have Anglophone populations. Historically, both English and French communities existed on these islands from their beginnings, as the Islands passed from France to England, and then in 1774, became part of Lower Canada. It is easy to understand the isolation these people have felt, especially in the days before modern communications, air travel, and ferry service were available to them.

A telegraphic cable was laid in 1880. In winter, there was no navigation. Thus for many years the telegraph was the only means of communicating

Keywords & phrases: Magdalen Islands, barrel mail

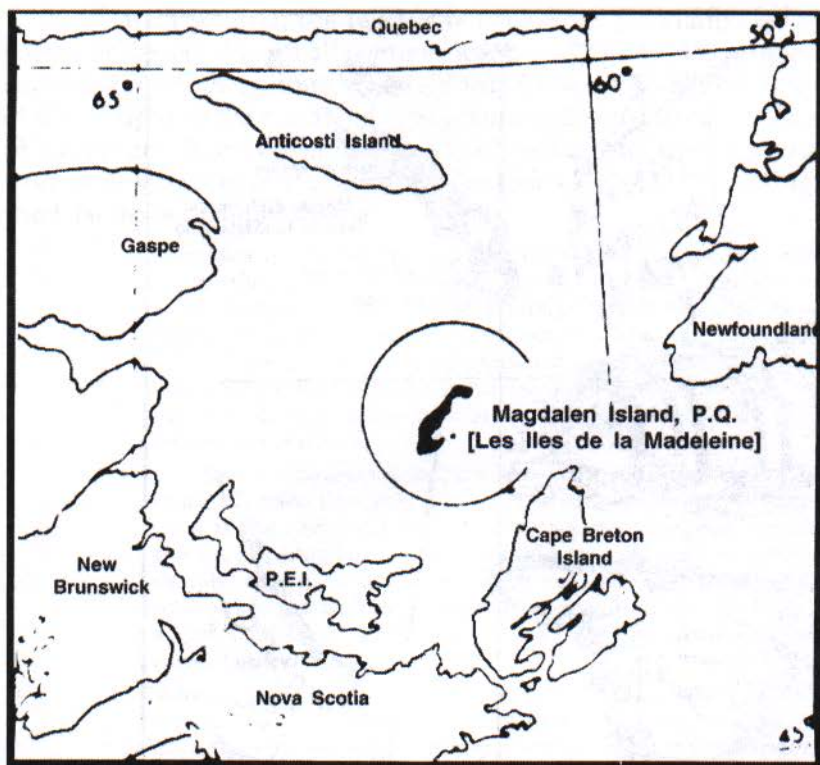


Figure 1. Map showing Magdalen Islands within Maritime Canada

The Magdalen Islands lie approximately 75 miles (120 km) north of the eastern tip of Prince Edward Island, 180 miles (290 km) east of Gaspé, 60 miles (96 km) from the coast of Cape Breton Island, and a little less than 100 miles (160 km) west of the western tip of Newfoundland, in the centre of the Gulf of St Lawrence.

with the rest of the world during the long winters. With these facts in mind, we examine one of the most interesting occurrences in Canadian philately, the Barrel Mail of 1910. The story begins in January, when the telegraph cable between the Magdalens and the mainland broke, leaving the residents of the Islands with no communication with the rest of Canada, or the rest of the world.

Canada's barrel mail: The story of *Le Ponchon*

When we first explored this story, we had high hopes that stamped cancelled covers might be found from this event. Sadly for philatelists, these letters

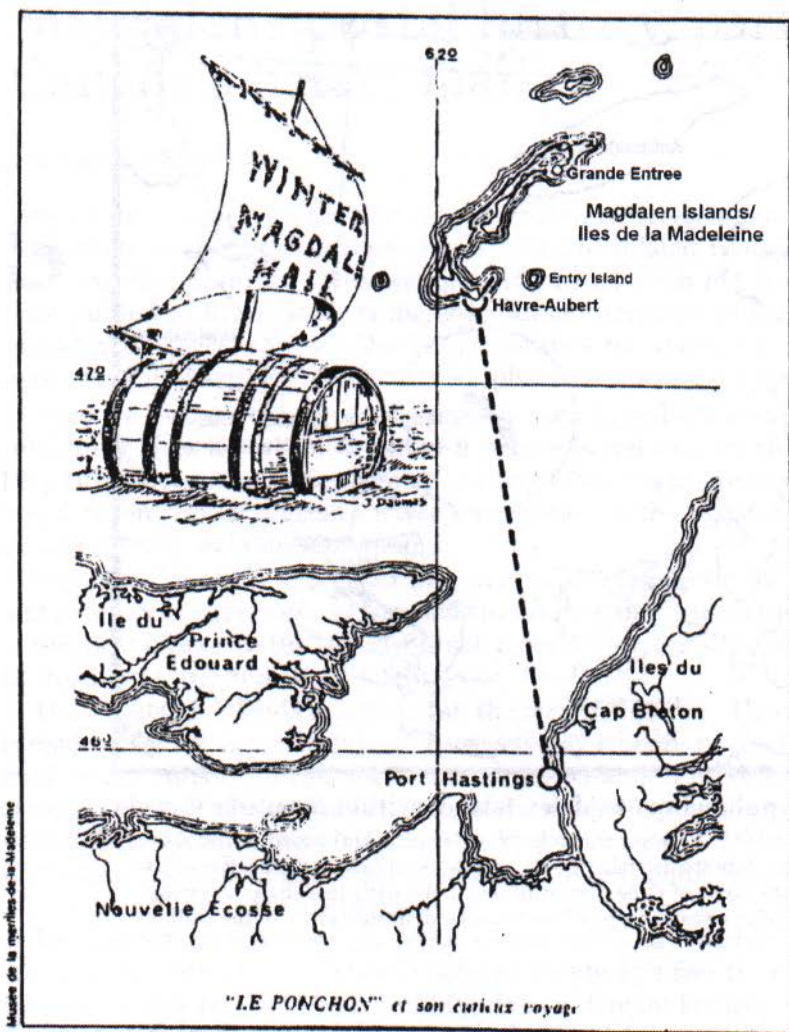


Figure 2. *Le Ponchon* and its curious trip

were neither stamped nor postmarked before leaving the Magdalens, and did not pass through any Magdalen Island post office. Nevertheless, the story of this little barrel (called a *ponchon*—the corresponding English word is “puncheon”, a wooden barrel with a capacity of 84 US gallons) containing 27 letters by and carried by the north wind to the mainland without captain or crew, is an intriguing part of Canadian postal history.

On 6 January 1910, the telegraph cable from the mainland to the Magdalens broke, cutting off all communications. The Magdalen Islanders, after considering other options, invented this form of barrel mail to carry news of their plight to the mainland. They launched their barrel on the afternoon of 2 February. It arrived at night on the beach at Port Hastings (NS) ten days later. A description of this event by Frédéric Landry [L1], a writer native to the Islands, is included below.

A *ponchon* is a barrel which is usually used for transporting molasses. This is the story of a particular barrel named *Le Ponchon*. The story occurred in 1910. Navigation between Prince Edward Island, Nova Scotia, and the Magdalens ended in December (1909), not to re-open until the following May. This left the inhabitants of the Magdalens very isolated. They had a telegraph cable which linked them to the mainland; this was their only means of communication. However, on the sixth of January, the cable broke and communication became impossible.

. . . Several Magdalen sailors considered making a crossing. The sea was free of ice, the wind favorable. The wiser of the older people, however, dissuaded these young navigators from their courageous enterprise. Remember that at this time, fishing boats were equipped with sails—and possibly a small one-cylinder engine—and this equipment was likely to be insufficient should the weather change. Besides, harbours on the mainland would be iced in, and access would be difficult. Then a clever idea came to a sailor from Havre-Aubert, Alcide Gaudet.

“Why not trust the Royal Mail to the fortune of a boat which, alone, without a crew, . . . would be oriented so as to land in Nova Scotia?” The wind was good that day, and the older people were sure that it would continue to blow from the northwest for several days; it was a chance that should be taken. . . . However, what boat would carry the valuable parcel? The choice was made of a vessel of very novel construction—the famous *Ponchon*, which was equipped with a rudder and a sail. On the sail, the women embroidered a star and the following inscription: *Winter Magdalen Mail [according to other accounts, the sail was metal—in which case, some method other than embroidery was used to apply this message]*. This was not without a touch of humor. The inscription was in English, as this frail skiff was headed for the coast of Nova Scotia.

The mail, consisting of about 100 letters [*other sources give 27–30*—among which was one addressed to the Minister of the Department of Marine and Fisheries in Ottawa—was put into boxes used for packing lobster. These boxes were soldered shut and put into the barrel, which in turn was tightly closed to make it ready for the sea. The launching took place on 2 February, at around 2 PM, at Havre-Aubert. The little boat sailed out on the waves . . . to the cheers of the entire population of the Islands. It carried with it all the hopes of the Magdalen Islanders; the letter to the Minister was to inform him of the broken cable, and to dramatize the situation in which they found themselves.

. . . After a few days, the *ponchon* arrived at Port Hastings (NS). Once the identity of the curious boat was recognized, its contents were sent to Halifax, for distribution via the regular postal services. When the Honorable Rodolphe

Lemieux received the message of distress from his electors, the Minister of the Department of Marine and Fisheries gave orders to send the steamer *Harlow*¹ from Sidney. On 1 March, the Magdalen Islanders received the message that their request had been taken under consideration, and that no matter what, there would be winter communications with the Magdalens. That autumn, a wireless station was established at Cap-aux-Meules, which has been in service since that time.

A letter offering a reward of \$30 was enclosed in the barrel, addressed to the person finding it. Murdoch McIsaac of Port Hastings claimed this reward. On 12 February, he spotted the strange object near the shore and went to investigate. According to an account by Mme Alcide Gaudet [M], he mailed the most legible letters, and forwarded the others to the Postal Inspector at Halifax. If any were, in fact, actually mailed at Port Hastings, the postmarks on those letters would have to be 12 or 13 February 1910, and the return addresses would indicate Havre-Aubert or other towns on the Magdalens. None are known to us at this time.

A contemporary report from the Montreal newspaper, *La Patrie* 16 February 1910, confirms the arrival of the mail in the puncheon on 12 February.

Strange "boat-post" from the Magdalen Islands

Mail is sent by a barrel mounted with a sail from a small community isolated by winter

All the mail, that is, letters, newspapers, etc., put into a hermetically sealed barrel, then entrusted to the whim of the waves—surely this is hardly commonplace, and at first glance, seems as if it could not possibly work. It did work, however, and we are indebted to Mr H A Cholette, a lawyer in Montreal, for this interesting story. This morning, he received the following notice from the Postal Inspector at Halifax:

Halifax, Feb 14, 1910

Dear Sir,

The enclosed letter addressed to you, was found, with several others, in a barrel launched by the inhabitants of the Magdalen Islands. It landed at Port Hastings the 12th current.

Yours sincerely,
Inspector of the Post

If one believes the letter written by Mr Cholette's cousin, all communication with the mainland is impossible for the Magdalen Islanders. Oddly enough, the snow and ice have completely disappeared, and they come and go in summer vehicles. The cable was broken in January, and has not yet been repaired, and they await a steamer that has not yet arrived. Faced with this situation, the Islanders devised this method to communicate with relatives.

¹ This refers to the steamer *Harlow*, spelling corrected in one of Landry's later books. Built in 1888, it was lost off the coast of St Paul's Island (NS) in April 1911, wrecked by ice. This underscores the dangers involved in sending a steamer to the Islands this early in the season.

Let the words of Mr Cholette's charming cousin [Mrs Cyrus Painchaud (Virginie Chevrier)] tell the story.

I trust this letter to the fate of the waves, and may the ardour and legitimacy of our desire that they reach their destination change these hopes to sweet reality.

If necessity is the mother of invention, what more audacious enterprise than this to break the bonds of such a long captivity? My heart is full of emotion; tears escape in spite of myself as I write these lines which must bravely cross the perilous limits which separate us from the rest of humanity. The rig is ready—a barrel with a sail and an iron rudder which is turned in such way to bring it to land. Our letters have been put into packing boxes, to keep them dry. At two o'clock this afternoon, the launch of this *fantastic vessel* takes place; the wind is favorable, and blessed be he who is the first to go to the aid of our little sail which carries the message,

Winter Magdalen Mail

The date of the letter from the Postal Inspector quoted in *La Patrie* indicate that he had received the letters by 14 February. It is plausible that any letters which were forwarded to him were mailed the 14th or soon thereafter. However, it appears that these were sent as enclosures (in post office covering envelopes). Unless we find some letter from the Postal Inspector, carrying sufficient postage for an enclosure and some indication that one of these letters was enclosed, we are unlikely to come upon a truly used cover. We also have not uncovered any of these.

While no covers have been found from *Le Ponchon*, two letters are known—the one above, thanks to *La Patrie*, and another hanging on the wall at *La Musée de la Mer* at Havre-Aubert. It is badly foxed, and held together in places by tape, but for the most part, it is still legible. It is written in English by George Savage to his father. Unfortunately, the envelope does not accompany it. The letter, shown in Figure 5, reads:

Amherst, M.I.

February 1st, 1910

Dear Father,

I am writing this letter but not sure if you will receive it, as it is sent adrift in a puncheon, as the cable was down and no other way of sending news, we thought of trying this.

Well, we are having a very mild winter, today people went to Etang-du-Nord in carriages. Every thing is going all right. We have forty boats fishing at Etang-des-Caps factory, and eighteen at the Grindstone factory. We have begun making [illegible]. It is too bad that they have not repaired the cable.

Well, if there is not any communication, I will mention here the things required for the Spring: 175 to 200 coil rope, 25 to 50 bags of flour, coffee, beef, pork, two lobster shovels, beans, barley, pease, molasses, seven boots, women's



Figure 4. Illustration accompanying the *La Patrie* article

The legend is amusing—"The latest model Royal Mail boat". The misspelling of *Magdalen* has been attributed to a Francophone's misrepresentation of the English spelling.

boots, oil pants, gasoline. Well, hoping that you are all quite well and that we will soon have some kind of communication, either by wire or steamer. There is not a bit of ice around the Islands and on shore it is the same. Well as this is uncertain to reach, I will close, & I remain

Your affec. Son

George

All well, send also 12 lobster baskets, same as those we got before. The rope ordered is for here and Etang [*du Nord*].

It was not until the beginning of March and the arrival of the steamer *Harlaw* that the Islanders learned of the success of their "Royal Mail boat". The next winter, the Islanders had a new Marconi wireless station, which operated for many years. Until 1915, a ship arrived at the Islands two or three times during the winter months. In 1927, the Federal Government granted a permit to Trans-Continental Airways of Quebec to carry mail to the Islands during the winter months by amphibious aircraft. From 1929–1941,



Figure 5. Surviving letter from Le Ponchon

Foxed, taped, torn,

Canadian Airways served the Islands from Moncton and Charlottetown, in the early '30s making two trips a week. By 1937, they were making 37 trips and carrying 18,000 pounds of mail during winter. Isolation was a thing of the past.

Illustrated in Figure 6 is an early airmail cover from the Magdalens. Planes

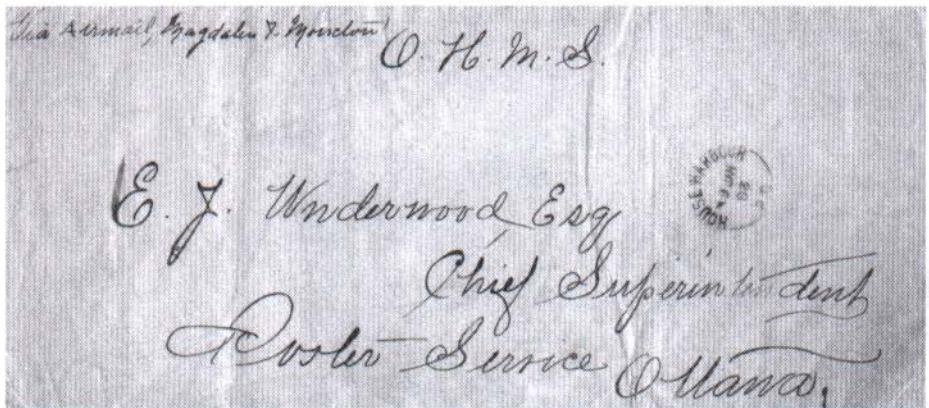


Figure 6. Early airmail from Magdalen Islands to Moncton (1928)

Mailed OHMS by the postmistress at House Harbour 7 January 1928. It first went to Grindstone Island and arrived in Moncton on 13 January.

used for these early airmail flights to the Islands were often fitted with skis or pontoons, as landing surfaces were likely to be unpredictable.

Today first class mail originating west of Montreal arrives in the Magdalens directly from Montreal's Dorval Airport via Air Nova (a feeder of Air Canada). Other first class mail from east of Montreal is prepared in Quebec City, then sent to Rimouski, where it is sent daily, again by Air Nova, to the Islands at Cap-aux-Meules. Non-priority or second class mail is sent twice weekly from Rimouski, where it is carried by a CTMA trailer truck to Prince Edward Island. From there it travels by the CTMA ferry from Souris (PE), to Cap-aux-Meules in the Islands. This information is courtesy of Denis Roy, head of mail transportation in this district.

One final note: in the year 2000, to commemorate the voyage of *Le Ponchon*, and to acquaint the younger generation with this event, a re-enactment of the launching was proposed. Mail was collected from those interested, and on 10 September 2000, a barrel was set sail, with 200 letters enclosed, in the hope that it would again come to rest on solid ground, and the letters be forwarded to their destinations. It was found a week later by fishermen near Grande Entrée in the Magdalen Islands, and set adrift again to the east of Grande Entrée, with the hope that it would reach either Newfoundland or the mainland. That seems to be the last that was heard of it [Hu]. The winds and currents were quite different from those on that afternoon of 2 February 1910, so there was ample reason not to expect a similar outcome. However, it does remind us of fragility of the lines of communication, and how fortunate it was that the first *Ponchon* arrived safely at Port Hastings.

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The 6¢ Pearson stamp was part of the Caricature booklet pane (Scott #586a) from 1972-77. On some copies on the plate, the word 'postage' is sharply re-entered, particularly clear in "stage". This is not a kiss or slip print, but a true modern re-entry. I have a limited quantity of these booklet panes (no covers) for immediate sale. These panes have sold in the past for \$20-30 each. I offer you a MNH pane for only c\$9.99, postage included. I accept payment through PayPal, Canadian or International money order, or cheque if you include your BNAPS number. For more information on this re-entry, please visit my website at RE-ENTRIES.COM

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HR *Brahms versus Thurn & Taxis* A letter, written by Johannes Brahms, was put in an autograph auction. The envelope had a 2Silbergroschen in blue from Thurn & Taxis. The Michel catalogue gave it a value of 2000Deutschmarks. A Brahms autograph usually brings about that amount. Should this cover have been sold at a stamp auction or an autograph auction? It went for 1800DM. Maybe it would have done better at a stamp auction. (*Hans Reiche*)

(33) Canadian Postal Guide **ILLUSTRATED**

C R McGuire

One of a series (initially 1983–89, and recommencing in 2001) illustrating points from Canada Postal Guides.

By the end of the nineteenth century, most countries and postal jurisdictions were members of the Universal Postal Union (UPU). However, a few were not. There were some restrictions on mail to non-UPU entities. The first class rate was the same as to UPU members, namely 5¢ per half ounce. This rate was effective 1892–1907. The registration fees were *usually* the same as the UPU registration fee (5¢), but there were a few exceptions. Of course, mail from Canada to non-UPU members is difficult to find.

According to contemporary postal guides, the following entities were among those that did not belong to the UPU: Abyssinia, Afghanistan, Africa (West Coast native possessions), Bechuanaland Protectorate, China, British Central Africa, Friendly Islands, Korea, Madagascar (except Majunga, St Mary and Tamatave, to which ordinary UPU arrangements applied), Morocco (except Tangier, Larache, Rabat, Casablanca, Saffi, Masagan and Mogador, to which ordinary UPU arrangements applied), Navigator's Island (Samoa), Niger Coast Protectorate, Orange Free State, Rhodesia (Mashonaland and Matabeleland), Sarawak.

To some of these countries, full prepayment of the postage was compulsory; there are stern warnings that short or unpaid letters will be sent to the Dead Letter Office. (This contrasts with first class mail to UPU countries, to which short or unpaid mail would be sent forward with double deficiency to be collected at the destination.)

Figure 1 shows a cover to China mailed in late 1897. China did not enter the UPU until 1913 (as the Chinese Empire). The use of Jubilee stamps to make up the 5¢ rate is not exceptionally late. Although a few of the low denomination maple leaves stamps had been issued by the time the letter was mailed, their use was discouraged until supplies of the earlier stamps (the Jubilees and the small queens) ran out, according to memorandum from the Deputy Postmaster General in October 1897.

Keywords & phrases: UPU non-member



Figure 1. First class to China (December 1897)

Prepaid the single rate, 5¢ per half ounce.

NOTICE TO POSTMASTERS

NEW ISSUE OF POSTAGE STAMPS, &c

The Postmaster General has made arrangements for the issue of Postage Stamps, Letter Cards, Stamped Envelopes, Post Cards and Post Bands. These will be supplied to Postmasters in the usual way.

Postmasters are, however, instructed not to sell the stamps of any denomination of the new issue until the stamps of the corresponding denomination of the present Ordinary and Jubilee issues are disposed of. The filling of requisitions by the Postage Stamp Branch will be regulated by the same principle—that is to say, no item of the proposed new issue will be sent out until the corresponding item of the present issue has been exhausted.

To conform to the regulations of the Universal Postal Union, the colour of the new one cent stamp will be green and that of the five cent stamp a deep blue.

R M Coulter, Deputy Postmaster General.

Post Office Department, Canada

Ottawa 25th October 1897.



Figure 2. First class to Korea (December 1898)

The datestamps (all but the first on reverse) show the route: Baddeck to Saint John to San Francisco to Kobe and finally Seoul.

Figure 2 shows a cover mailed to Korea in December 1898. The 5¢ numeral had not yet been issued. Korea (also spelled Corea at the time) had become a member of the UPU in 1884. However, it was not listed in the postal guides until 1899, when it was shown as a non-member. In the 1900 postal guide, it was listed as a member.

Korea was annexed by Japan in 1910. It regained its independence at the end of WW II (15 August 1945), but did not rejoin the UPU until 1949.

HR *The Ottawa crown cancel* Marcel Lavois once showed me a very large collection of stamps all nicely cancelled with the Ottawa crown. We compared them to the one in Jarrett's book, and they were identical. One day someone found more Ottawa crown cancels and these did not fit Jarrett's illustration. So, maybe these were fakes? As it turned out later, the illustration in Jarrett's book was of a fake cancel. Many red faces. (Hans Reiche)

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

Andrew Kulpa fonds [graphic material] 1982–1983, four prints, posters 45.5 × 28.5 cm. Fonds consists of four posters designed by Andrew Kulpa, two from 1982 and two from 1983, advertising, respectively, Lethpex '82 and Lethpex '83, philatelic exhibitions organized by the Lethbridge Philatelic Society in Lethbridge AB. The posters are signed artist's proofs. The overall design involves enlarged postage stamp motifs in a vertical format. [R4765]

Arthur W Leggett collection. [philatelic record, textual record], c1867–1876, 1898–1990, predominantly 1898–1908; 39 postage stamps, die proofs, steel engravings, one strip (five postage stamps), one postal cover. The collection consists of two series, American Bank Note Company die proofs and philatelic memorabilia, and an additional tête beche composite. The first series consists of die proofs in black, printed on card by the American Bank Note Company (New York), including, Queen Victoria numeral issues (1898–1902), King Edward VII regular issues (1903–1908), Quebec Tercentenary issues (1908), and the Historical issue (June 1927). Also included are proofs for proposed but unissued postage stamps, including: 4¢, 15¢, 50¢ Queen Victoria numeral issue (1898–1902), and 1¢, 2¢, 5¢, 7¢, 10¢, 20¢ Cartier-McDonald Centenary (1914). The series has been arranged by issue and date order.

The second series contains memorabilia from the 62nd annual convention of the Royal Philatelic Society of Canada (RPSOC), including a framed strip of five coil postage stamps (39¢), official first day cover, and conven-

Keywords & phrases: National Archives of Canada

- tion programme. The strip of five was part of the ceremonial ribbon used to open the convention. It was acquired at an auction held during the convention. The collection also contains a Canada Victoria (large queens) tête-beche composite 2¢ die proof with 3¢ die essay, c 1867–1876. [R4990]
- James E R Locke collection* [philatelic, textual records], 1945–1951, ten air letter forms, one postal stationery item (re-direction card), one print, and one envelope. Consists of 13 items relating to the Royal Canadian Air Force during WW II, including one RCAF postal re-direction card (blue form T.S. 700), one 2nd Tactical Air Force RAF Victory/Europe card with envelope and ten unused Commonwealth Military Forces Air letter forms. [R4908]
- L W Loynes collection* [philatelic record], 1905–1908, 56 postal covers: postcards, 7.5 × 13 cm. Collection consists of 56 leather postcards, bearing Canadian and United States postage stamps and postal markings. The themes and subjects depicted on the postcards include: affection, animals, automobiles, birds, buildings, children, emblems, flags, flowers, greeting, honeymoon, humour, insects, locations, marine life, poetry, summer activities, and travel. [R4951]
- Michael Madesker fonds* [multiple media], 1970–1992, 34 cm textual records, 16 prints, 13 posters, 3 show cards, 4 architectural drawings (blueprints), one diagram, one strip of 7 labels, 10 medals, one badge (cloth patch). Fonds contains of 34 cm of textual records related to Michael Madesker's work with the Royal Philatelic Society of Canada (RPSC). The fonds also includes architectural drawings documenting the floor plan of the CAPEX 1978 philatelic exhibition, promotional posters advertising Toronto Stampex '74, unused sample award medals, posters, show cards, a cloth badge, and one strip of labels. The fonds is divided into the following series: Administration & Policy (1986–1992), Correspondence (1971–1992), Exhibitions (1981–1992), Philatelic Judges & Apprentices (1978–1991), and RPSC Research Foundation (1986–1992). [R4245]
- Sybil Mathieu collection* [philatelic record, textual record], 1919–1940, 32 postal covers, one leaf. Collection consists of 31 prisoner-of-war postal covers, sent to German internees during WW II at Internment Operations, Ottawa, Whitewood SK, and Kananaskis (Seebe AB) Internment Camp K, bearing various Canadian and German wartime postal and censor markings. The collection also includes one prisoner-of-war postal cover, created during WW I, addressed to an unidentified German internee at Scapa Flow, England, and one letter, dated 1940-10-09, from M Hertzberg, Oakland, California to the Canadian Red Cross in Ottawa requesting examples of censored German prisoner-of-war postal covers. [R5334]

New issues

William J F Wilson

BEGINNING with the University of Manitoba stamp released in February (described last column), Canada Post has given us a very attractive set honouring the anniversaries of four Canadian Universities. Each stamp features a scenic view of one of the university buildings, the university seal or crest, a vignette of a student activity, and a silhouette of a graduating student.

Table 1. Stamps issued March to May

Stamp	Colville	Universities	Tulips	Corals
Value	\$1.25	48¢	bklt4×48¢;ss4×48¢s-T	4×48¢s-T
Date	22/3	L 4/4; T30/4; SM27/5	bklt 3/5; SS30/8	19/5
Printer	AP	AP	LM	LM
Pane	16	bklt 8	bklt 8; ss4	SH16; ss 4
Paper	C	C	C	C
Process	5CL + foil	5CL (SM: 6CL)	(1) 5CL	(2) 6CL (3)
Qty (10 ⁶)	4	3	bklt 16; ss .3	8
Tag	G4S	G4S	G4S	G4S
Gum	PVA	PVA	bklt P-S; SS PVA	PVA
Size (mm)	40×48.5 (4)	44.5×35.2	(5) 30.5×48	(6) 48×26 (7)
Perf	12.5×13.2	13.5×13.6	bklt DC; SS13.1×12.5	SH12.5×13.1; SS13.3×13.1
Teeth	25×32	30×24	bklt NA; SS 20×30	SH 30×17; SS 32×17

(1) Listed as five colour lithography on the Canada Post website, but the stamp selvedge shows six colour dots.

(2) Listed as six colour lithography on the Canada Post website. The stamps are actually five colour lithography, as shown by the five colour dots on the booklet pane; the sixth (light blue) colour dot on the souvenir sheet is for the printing on the selvedge below the stamps.

(3) Listed as six colour lithography + 1 special (foil stamping) on the Canada Post website, which may be correct; but there is no extra colour dot (or foil dot) in the selvedge of the sheet stamps to denote the foil stamping, and for the life of me I can't see any foil on either the sheet stamps or the souvenir sheet.

(4) Listed as 40×48mm on the Canada Post website.

(5) Listed as 44×35mm on the Canada Post website.


(6) Listed as 30×48mm on the Canada Post website.

(7) Listed as 52×26mm on the Canada Post website.

Keywords & phrases: new issues

Of the four universities, the oldest is St Mary's in Halifax, founded in 1802. The vignette shows a student using the astronomical telescope at the Burke-Gaffney Observatory on the St Mary's campus. The astronomical reference is perhaps more fitting than the stamp designers realized, since on 24 July of this year (about two months after the stamp was released), a previously-unnamed asteroid of ten to fifteen kilometres in diameter was named *Saint-Marys* in honour of the university's bicentennial. (The asteroid is number 6898 if you want to look it up. It orbits very happily in the asteroid belt beyond Mars, and is no danger of ever dropping in for a visit.) An interesting specialty collection would be stamps of the world showing persons and places after which asteroids have been named. The St Mary's stamp provides good Canadian content.

Table 2. Stamps issued June to September

Stamp 	Tourist Att'ns	Sculptors	CPAA	World Youth Day	Public Services
Value	5×65¢	5×\$1.25	2×48¢ s-t	48¢	48¢;48¢
Date	1/6	10/6	5/7	23/7	4/9
Printer	CBN	CBN	CBN	AP	LM
Pane	5 (bklt)	16	16	8 (bklt)	16
Paper	C (1)	C	C	JAC	C
Process	9CL (2)	5CL	8CL	6CL + varnish	6CL
Qty (10 ⁶)	2×3.75	5	3	6	3
Tag	G4S	G4S	G4S	G4S	G4S
Gum	P-S	PVA	PVA	P-S	PVA
Size (mm)	48×30	45×30	50.5×32 (3)	30×40	56×26
Perf	11.3×11.3 sim'd	13.3×13.3	13.1×12.5	DC	12.5×13.3
Teeth	27×17	30×20	33×20	NA	35×17

(1) Listed as JAC paper and eight colour lithography on the Canada Post website, but the pane selvage shows "C" and nine colour dots.

(2) Listed as 5CL on the Canada Post website.

(3) Listed as 49.5×32 on the Canada Post website.

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

Does anyone collect mis-perfed stamps on stamps? The issue honouring the Canadian Postmasters & Assistants Association—a stamp replete with philatelic history—shows a life-sized portrait of the 2¢ numeral, a circu-

lar cancel of Stonewall, Manitoba, dated 05 July 1902, and a view of the Stonewall post office of that era. Although not really a mis-perf, the top row of perforations on the actual (48¢) stamp cut across the 2¢ numeral in much the same fashion as a set of misaligned perforations might do. The write-up on the Canada Post website says that Ira Stratton, the postmaster of Stonewall, met with D H McLean of the neighbouring community of Emerson, on 6 July 1902 and they discovered that they had common problems in their jobs. Shortly after that meeting, they founded the precursor of the CPAA. (The date on the Canada Post website should surely be the fifth, although I couldn't find a history page on the CPAA website to check it.)

Collectors of single stamps have two perforation varieties on the Tulips stamps—straight-edge on the booklet stamps, and perforated on the souvenir sheet; and two on the Corals stamps—12.5×13.1 on the sheet stamps, and 13.3×13.1 on the souvenir sheet.

There is an unusually large number of errors in the stamp data on the Canada Post website for these issues, all noted in the footnotes to the tables accompanying this column. The souvenir sheet does not show colour dots or identify the printer or the paper, so in the accompanying table I am relying on the information on the website. The information in the tables is from Canada Post's *Details* booklet and the Canada Post website, <http://www.canadapost.ca/personal/collecting/default-e.asp?stamp=stamps> and from philatelic inscriptions on the stamps. Size, perforations, and number of teeth are my own measurements, and are given as horizontal×vertical.

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Readers speak

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

From C R McGuire (Nepean), pointing out errors—caused by printer's devils—in his review of Susan Sheffield's book on Muskoka postal history (Topics # 489, p 66, 68)

1 There should have been a legend to the illustration of the post card:

This is a c1940s card (# 428 of a series of picture post cards by an unidentified publisher) in a style similar to that of the 1906 post card depicted on the book's dedication page (i).

2 As printed, the review states that there are only 19 townships in Pontiac county—what I wrote originally was that I was interested in only 19 of the townships in the county. They constitute the majority of the original townships. They were settled by immigrants, such as my four great grandparents, all of whom came from Ireland in the 1850s.

From John Hillson (United Kingdom) on Boulton's mounted scouts (Topics # 490, p 16–21) by Robert Lane

I respectfully point out that the cover illustrated on page 19 (Figure 4) is not addressed to Earl Grey, but to The Hon Mrs Grey. She was Lord Melgund's mother-in-law. Her husband was Earl Grey's younger brother.

From C R McGuire (Ottawa) on Boulton's mounted scouts (Topics # 490, p 16–21) by Robert Lane

To supplement Robert Lane's interesting Northwest Rebellion article, here is a real photograph post card of Birtle MB. It is a very unusual use of this type of card, as it is also a "personalized" Christmas card.

Although the preprinted portion of the message is dated 24 December 1909, the Birtle postmark is dated three days earlier. There are no transit nor receiver (Blenhim ON) markings. The written message reads

Very nice weather here.

Quite a few changes in our town since you left us. All Well.

A very typical post card message. Despite the changes mentioned in the card, I'm sure that this "view from the south" would be recognized by members of Major Boulton's mounted forces who left the town nearly a quarter of a century earlier. On the left is a lumber yard. On the right, there is a sign advertising a once-common (thankfully, no longer) product, *Old Chum*



Figure 1. Edwardian view of Birtle MB (1909)

Personalized as a Christmas card.

chewing tobacco. It is probably over a general store. A wonderful glimpse of a town in Edwardian Western Canada.

From Robert C Smith (Ottawa) on John Aitken's letter to the editor dealing with money packets (Topics # 490, p 66-67)

John Aitken asked whether readers had seen money packets from later than 1979. Figure 2 shows a mysterious item that was part of such a money packet.

It was mailed in St Thomas ON on 27 November 1987. The money packet

rate (including registration, c.f., my article in *Topics* # 489, p6) was \$7.40, in effect from 24 June 1985 to 31 December 1987. It was paid by metered tape, barely visible on the reproduction here.

Curiously, it was marked AR, both in manuscript and with a (faint) hand-stamp, but the then-current and short-lived 60¢ AR fee (1 April–31 December 1987) was not paid. This item was addressed to my late wife, and unfortunately I cannot now remember whether it was accompanied by an AR card.

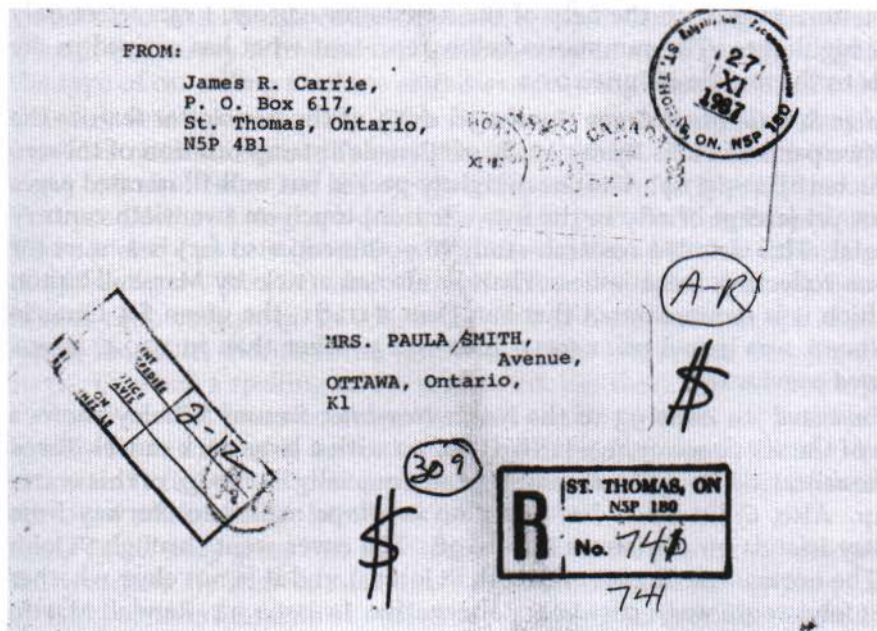


Figure 2. Money packet (1987)

Marked as AR, but Note the dollar signs.

We are left with a puzzle. If AR service had been provided, was the AR fee paid by stamps or meter attached in error to the AR card (a practice discontinued by 1977, or possibly earlier), or was the service mistakenly provided free with money packet service. If AR service was not provided, then why not?

With the study groups

Robert Lemire

THE purpose of this column is to bring to the attention of our members the fascinating specialist work being done within each BNAPS study group. My apologies in advance to authors and contributors whose articles are omitted; it is impossible to discuss the entire contents of every newsletter. Even with the help of the newsletter editors, I can select only a few highlights. The summaries below represent what has arrived in my hands to the middle of June 2002.

Canadian Revenue Study Group Issues 38 & 39 of the newsletter feature the first two parts of Chris Ryan's study of "Canada's stamp taxation of tobacco products 1864-1974". The dozen tightly-packed but well-illustrated pages do not yet (except briefly in the introduction) touch on twentieth century material. This detailed research study (64 references so far) is a must for anyone collecting these issues. There is also an article by Marshall Lipton in which it is demonstrated that van Dam #OL61, the green \$4 Ontario law stamp, was issued prior to 10 June 1903 rather than in 1904, as was believed previously.

Newfoundland In issue 93 of the *Newfie Newsletter*, Sammy Whaley shows a copy of the six pence orange (1860) stamp with a large cork cancel. Based on the cancel, the copy is an example of an unusually late usage of this scarce stamp. Also, Colin Lewis has found an envelope mailed to Norway from the Bay Islands on Christmas Day 1898. The cover went through St John NB. The normal routing was through St John's, and it is not clear whether the St John route was a customary alternative. In issue 94, Randall Martin shows a cover that suggests that the registration rate for mail sent outside Newfoundland may have been raised from 5¢ to 10¢ in December 1926 or earlier, rather than 1927.

Map Stamp The newsletter for March 2002 contains a report from Bill Pekonen of a plate proof, black plate only, for plate 5, positions 85 & 95. This seems to be the first report of this plate proof impression. Roger Boisclair noted that some persons might consider it to be a die proof, rather than a plate proof. Also, John Anders shows two covers bearing bisected copies of the map stamp, presumably to pay the 1¢ drop letter rate.

BNA Perfins study group The November issue of the *BNA perforator*, though mainly devoted to the study group auction, also features information on two Newfoundland firms that used perfins, the Anglo-Newfoundland Development Company and Ayre & Sons Limited.

Confederation Issue Newsletter # 21 contains an interesting article on the imperforates of the 8¢ small queen issue, by RW Cummings. Three different imperforate varieties are discussed—a light blue-grey stamp (1893, from plate 1), a blue-grey stamp (possibly 1894 and from plate 3) and a dark grey stamp (from plate 4).

British Columbia Postal History In volume 11, # 1, the article "Travelling post offices on boats—why?", by RF Marriage has been reproduced from RPO Newsletter volume 30, # 3. Editor Bill Topping continues his survey of earliest and latest usage dates for modern Rapid Cancelling Machines. Although the survey is limited to machines used in BC, it provides a guide to the type of cancelling machine activities occurring elsewhere in Canada.

Canadian Re-entry study group The newsletter for January/February 2002 provides more excellent illustrations of re-entries. Re-entries on the 1¢ & 7¢ Admiral Issue are shown (courtesy of Arthur Halpert), and Harry Voss provided a photograph of a major re-entry on the King Edward VII 5¢. There is also a picture (from Don Williams of the Saskatoon Stamp Centre) of a re-entry on the 12¢ value of the Newfoundland Royal Family issue.

Squared circle study group In volume 24, # 1 of the newsletter, the *Round-Up Annex*, Jim Miller discusses the Winnipeg orb hammers that were proofed in 1934. One had a spelling error: WINNPEG, but there are no known postal strikes from this hammer. It appears that a nude strike in the proof book is a strike from a retooled version of the hammer. The newsletter also has an extensive list of new squared-circle reports spawned by the publication of the latest edition of the handbook.

Fancy Cancel study group In newsletter # 29, some previously unreported fancy cancels are shown. Also, there is a useful discussion by Dave Lacelle on fancy cancels found on PEI material—some genuine cancels, some fake or bogus cancels added to remainders long after PEI joined Canada, and some Canadian backstamps misattributed to PEI in a book published almost half a century ago.

Canadian Military Mail study group In the lead article in newsletter # 154, Dave Hanes and Doug Sayles have combined to produce an extensive illustrated checklist of the registration markings of Camp Borden. Some of these markings were not listed in Bailey & Toop's 1996 book of Canadian military postal markings. Jon Johnson shows a number of WW I hospital post cards and cachets related to the francophone # 4 Canadian Stationary Hospital (later the # 8 Canadian General Hospital) and the # 6 Canadian General Hospital (# 6 CGH). The former unit was raised in Montreal, initially located at Shorncliffe, England, and then, from mid-1915, in St Cloud, France. The # 6 CGH (raised in Laval) moved to France in mid-1916. An-

other piece by Doug Sayles describes and illustrates a Canadian letter sent during WW I to a British civilian interned in Germany. A label on the envelope reads *parti, sans laisser d'adresse*, indicating the addressee had left without a forwarding address.

Elizabeth II study group Volume 10, #5 of the *Corgi Times* features an article by Robin Harris on the second series of the "Greeting Stamps", first issued in the spring of 2000. These stamps could be used with different labels supplied by Canada Post, with user created labels, or with personalized picture labels ordered from Canada Post. The different frames and labels allow the collector to search for a large number of combinations. Pictures are shown of the associated booklets, stamps and labels. In volume 10, #6, there is a detailed discussion of the UPC bar codes that have recently been added to panes of Canadian stamps. The position of the bar code on the pane appears to be different for different stamps. These could bear watching, especially on definitive issues.

Air Mail study group Volume 10, #1 of the newsletter carries several small articles and questions on the early air mail flights. Mike Painter provides some interesting details concerning whether two previously reported varieties on the BC Airways stamps are constant. The answer seems to be possibly yes in one case, with the second case still unresolved. There is also an interesting question raised with respect to the origin of some undoubtedly bogus "USA Post Office" labels for Labrador.

RPO study group Volume 30, #4 of the newsletter contains a discussion of the Hamilton to Toronto branch of the Great Western Railway. Covers and hammers are illustrated for this line for the period 1856-1884 when the Great Western Railway was amalgamated with the Grand Trunk Railway, and for the period 1884-1918, after which the RPO run was discontinued. In another article, three 1859 Montreal and Toronto RPO cancels (Grand Trunk Railway) are shown.

Postal Stationery study group volume 17, #5 & 6 of *Postal Stationery Notes* contain the first two instalments of a new series of articles by Chris Ellis. These describe some of the companies that produced some of the beautiful illustrated cards from the late nineteenth and early twentieth century. In part 1, the cards from the John Morrow Screw Ltd, Ingersoll ON, are illustrated. In part 2, T McAvity & Sons, Saint John NB is the featured firm. Several of the cards are shown in full colour. Dick Staecker has found (and researched) a previously unreported private order Post Card Factory issue (from 1998). However, that effort is surpassed by the find of Erik Middleton. Erik provided photocopies of three previously unreported prestamped CPR view cards, all from the 1930s.

World War II study group The February 2002 issue of *War Times* contains an introductory list, prepared by John Munro-Cape, of the precancels and pre-cancelled perfins on the 1942 War issue stamps. In addition to the latest instalment in his list of the many "War Boards", Bill Pekonen illustrates several items related to the War Savings Certificates program. An application form suggests saving \$4, \$8 or \$20 per month, and indicates the rate of return (after seven and one half years) would be \$25 for every \$20 invested.

Registration Study Group Two issues of *The Registry* have arrived containing a wide selection of interesting registered covers from all periods. The saga of the Brant REGISTERED handstamp continues. A cover that was earlier in doubt because of an "impossible" date has now been found to have been mailed in period. In volume III, #2 are some examples of the "little boxed R" marking, and a probable explanation supplied by Andrew Chung. There is a fascinating 1942 acknowledgement of receipt cover from Canada to the US (photocopy from Jeff Switt) which bears a DIPLOMATIC MAIL/FREE marking. However, the 10¢ registration fee was paid with a Canadian postage stamp. Among the items in volume III, #3, a 1939 registered post card to France (Len Belle) is shown. There is also large registered cover addressed from the Treasury Department (presumably of Ontario) to the Law Stamp Distributor, County of Waterloo. It is possible that this envelope contained law stamps for distribution.

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The *miscellaneous cancels* study group has
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June 11, 1997

Dear Bill,

The modern amateur collector needs two things in order to build a significant and satisfying collection: (1) determination, persistence, and judiciousness in assembling it, and (2) the guidance of professional experts of absolute integrity whose knowledge and experience in the field can supplement the collector's own. Likewise, the eventual dispersal of a collection requires similar dependability and assistance from professionals.

Since much of modern stamp collecting is necessarily channeled through auctioneers and/or dealers whose business interests are involved, it is crucial that the professionals involved are scrupulously honest.

Over many decades, I have placed primary responsibility in your firm for counsel in buying and selling. I have never been disappointed and have developed full faith and confidence in your direction and judgement. Every member of your staff has been cooperative, helpful, and considerate and I am delighted to recommend you unreservedly to all collectors in whatever field of interest or wherever their geographical location.

Reputation cannot be purchased; it must be earned. The reputation of R. Maresch and Son is pristine.

Sincerely,

Jim Bloomfield
JB/ab

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