

2003 • second quarter

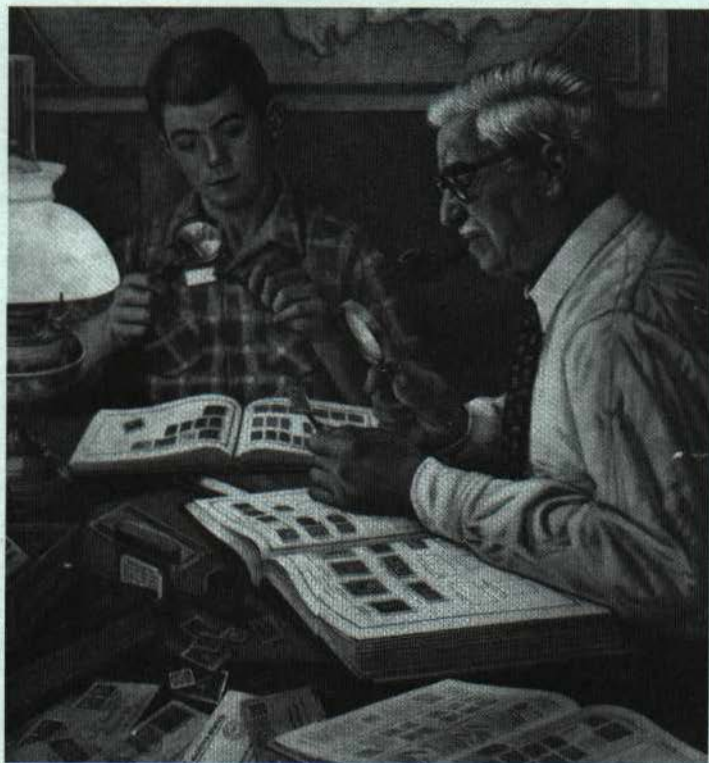
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Number 2



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BNA**T**opics, Volume 60, Number 2, April–June 2003

Editorial: Youth philately

ALTHOUGH I haven't attended many BNAPS meetings, it struck me at those few that I had attended, that there were very few young people. I don't just mean teenagers, I mean people under 50! Of course, part of the reason is that e.g., BNAPEX, is held at expensive hotels, often in expensive cities, and younger people tend to have less disposable income.

However, if we want to maintain interest in BNA philately as well as BNAPS, we should pay more attention to attracting younger members (here I mean adolescents and teenagers). A very real contribution to this is made by the "kids website", but much more could be done by this organization.

How can we get children and young adults interested? First, *not* with junk such as recent first day covers or mint new issues. Everyone soon realizes that these have no redeeming value (or real value for that matter), and this results in disillusionment. The same applies to the pseudophilatelic paraphernalia sold by Canada Post at its postal stations.

Used stamps are readily available, and generally cheap. Unfortunately, when we come to modern Canadian stamps, commemoratives are seldom seen used, and when they are, they are typically ruined by CP's cancelling (maiming) devices. (It *probably* is a coincidence that the only other countries I could find who also defile their own stamps are the US, UK, and Australia.) Most other countries (larger and smaller) make an effort to cancel their stamps neatly. This results in nice copies of used stamps, together with interesting cancellations. In fact, stamp collectors often graduate to postal history aficionados as a result of the fascinating cancels that they had found on their stamps.

Although I hate to admit it, thematics can also be developed from Canadian stamps. Before CP began to issue stamps in response to potential financial return, the history of Canada could be interpreted through stamps. Flowers, animals, and almost everything else have appeared. However, I think it would be more useful to interest young collectors in stamps *per se* right at the outset, letting them branch into thematics (if they wish) at a more mature stage.

On the other hand, the schmaltzy cover picture (from a 1950s Saturday Evening Post) does suggest how some of us could get our great-great grandchildren to participate in philately (absent the pipe).

Dean Mario wins Pratt award

THE Collectors Club of Chicago has announced this year's winner of the Pratt Award, given to the author or authors of last year's best philatelic articles dealing with Newfoundland. The \$1000 (US) prize goes to **Dean Mario** for his articles *Newfoundland's "FS" handstamps* in *Topics* volume 59, #3, *Newfoundland's 1919 Sudan booklet—bogus or bona fide?* in *Topics* volume 59, #4.

Last year, the prize was shared among Dean, Norris Dyer, and Sammy Whaley. The award is named for Robert H Pratt, the eminent Newfoundland collector, researcher, and author. While not a member of the Collectors Club of Chicago, he left a large portion of his philatelic library to the Club. In appreciation, the Club initiated the annual *Pratt Award*.

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BNAPEX '03

SARS, SCHMARS (apologies to Mel)—come to London for BNAPEX '03 (September). There *never was* a danger to the general public in Canada. It was indiscriminately and irresponsibly hyped by much of the media. There have been no new cases in Canada in months, and there never were any in London.

Keywords & phrases: Newfoundland, Pratt Award

BNA**Topics**, Volume 60, Number 2, April–June 2003

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Remembering the Korean War

Steven Luciuk

THIS year is the fiftieth anniversary of the end of the Korean War, often viewed in the West as the “forgotten war”. It began just five years after the end of the World War II, and initial interest by the public soon was replaced by indifference to the events taking place in a seemingly remote and unfamiliar land. Moreover, Korea was characterized as a United Nation’s “police action”, thereby minimizing what really was taking place. It took decades before there was general recognition that, indeed, this was a true war. After too many years “Korea 1950–1953” plaques, honouring Canadians who served in the war, began to appear on local memorials. Over the decades, the Canadian government also has been apathetic in acknowledging the place of Korea in the nation’s military history. Some of this was rectified in 1992 when it issued a Korea volunteer service medal.

Canadian forces mail from earlier wars was rich in its variety of postal and military markings. Mail from Canadians serving in Korea and Japan, on the other hand, tended to be rather plain. Registration, orderly room, redirection and other markings seldom are found on mail from the Far East. Instead, most surviving covers have only simple Canadian Field Post Office or Canadian Army Post Office handstamps. Following a brief review of Canada’s part in Korea, this article illustrates a number of postal history items associated with the navy and the army. Postal markings related to the Royal Canadian Air Force in the Far East have not been reported.

Brief review of Canada’s roles in the Korean War

On 25 June 1950, the North Korean army crossed the 38th parallel and invaded South Korea. This was the first true act of inter-state military aggression since the formation of the United Nations. Eventually, 16 countries committed forces to defend the South under the United Nations. In July 1950, Canada sent three Royal Canadian Navy (RCN) warships to the Far East, the first of eight Canadian destroyers to operate in Korean waters.

The Canadian government initially hoped that it would not be necessary to contribute a ground force. However, the early phase of the war went badly for United Nations troops and, consequently, Canada was asked to expand its role. In August 1950 the government announced that a Canadian Army Special Force (CASF), consisting of a 5000 man brigade, would be recruited. Later, the force became known as the 25th Brigade.

Keywords & phrases: Korean War postal history

After over two months of fighting, the United Nations troops found themselves in great difficulty. They were confined to the "Pusan Perimeter", a defensive position in the southeast part of the country. However, there was a complete reversal of the military situation when, on 15 September 1950, forces under General Douglas MacArthur carried out a surprise sea landing at the strategic port of Inchon. The North Korean army was caught off-guard and it appeared that the North would be defeated, possibly even by Christmas. The CASF, undergoing final training at Fort Lewis near Tacoma, Washington, probably would not be needed.

The 2nd Battalion, Princess Patricia's Canadian Light Infantry (PPCLI), sailed from Seattle to the Far East in late November 1950. The battalion expected to play only an occupation role following an expected United Nations victory. MacArthur's decision to have his troops cross the 38th parallel border and carry the advance deep into North Korea, however, led to a massive intervention by many thousands of Chinese "volunteers", resulting in a dramatic change in the war situation. By the time 2PPCLI landed in Korea, UN forces were in full retreat. Clearly, the Canadian brigade would be needed to fulfill a combat role after all. Remaining units of the brigade, therefore, sailed for the Far East in the spring of 1951.

Early in the war, there were rapid advances and retreats. Eventually, the front stabilized around the Jamestown Line, mainly just north of the 38th parallel. Following the beginning of truce talks in the summer of 1951, the nature of the conflict began to change. It now resembled the type of fighting endured by Canadian soldiers in World War I, characterized by defensive positions, patrolling and limited ground gains. After two years of truce negotiations, an armistice finally was signed on 27 July 1953.

Although the Royal Canadian Air Force (RCAF) did not provide fighter squadrons in the Korean War, 22 RCAF fighter pilots served with United States squadrons. The major role of the RCAF was transporting supplies, mail and personnel. This assignment, to and from Asia, was carried out by 426 (Transport) Squadron.

Canadian Postal Corps

The Canadian Postal Corps (CPC) performed yeoman service in the two world wars. After the Second War, it became one of many casualties during a massive downsizing of the armed forces. The Cold War and Canada's commitment in Korea, however, led to a rapid expansion of the armed forces. This was followed by a reassessment of mail handling. Consequently, in November 1950 the task was transferred from the Service Corps to a rejuvenated CPC. It was given the responsibility of processing mail for all three services.

Early in the Korean conflict, a base post office was established in Vancouver. As part of a postal standardization agreement, Canada used the letters CFPO (Canadian Field Post Office) for its overseas locations. Eight CFPO numbers were assigned to the Far East, 25–32. The busiest, by far, of the eight offices was CFPO 27. Postal hammers were made with and without dashes between the four letters and the number. This writer, however, is aware of only dashes appearing in the circular postmarks from offices 31 & 32 CAPO (Canadian Army Post Office), followed by a four digit number, was the designation for a regulating post office. Numbers 5000–5003 were used during the war and post-armistice period ([1]). Over the course of the Korean War, some of the offices changed locations but retained the same CFPO or CAPO number. Therefore, it is important to note the exact date of a postmark.

During the two world wars, the speed of mail delivery was a matter of great importance to the morale of armed forces serving in distant lands. The length of time needed to deliver mail also was a significant issue in Korea. Brent B Watson, a historian sympathetic to the lot of the ordinary Canadian soldier in Asia, criticized the CPC for its slowness with mail delivery. Watson noted [2],

... mail was supposed to be delivered twice a week, but most front-line men counted themselves lucky to receive something even once a week. On average, it took ten days for a letter to reach Korea and a fortnight for one mailed from the front line to arrive in Vancouver. This fell far below the standard set by the British army's postal service, which provided four deliveries a week and needed only six or seven days to deliver a letter to Korea.

Apparently, delivery from the Far East to an addressee in Canada improved, assuming that the time between the pickup of mail from a soldier at the front and the actual posting from a CPC office was not long. Unfortunately, ordinary mail sent from this theatre seldom received additional dated markings indicating the exact day of delivery to an addressee in Canada. Only a few covers in my collection have such a date. These items indicate the delivery period to be about ten days, an improvement over the fortnight noted by Watson.

An example is shown in Figures 1 & 1a. The cover was posted at CFPO 27, Yongson (South Korea), on 24 March 1952 by a member of the 2nd Battalion, Royal 22nd Regiment. The Crown Life Insurance Company receiving handstamp was placed on the back of the cover on 4 April, about ten days later. Whether mail delivery in past wars was slow or fast, the question pales when considered within the context of present day armed forces serving in far off locations. The Telephones and e-mail provide for instant communication with loved ones at home.

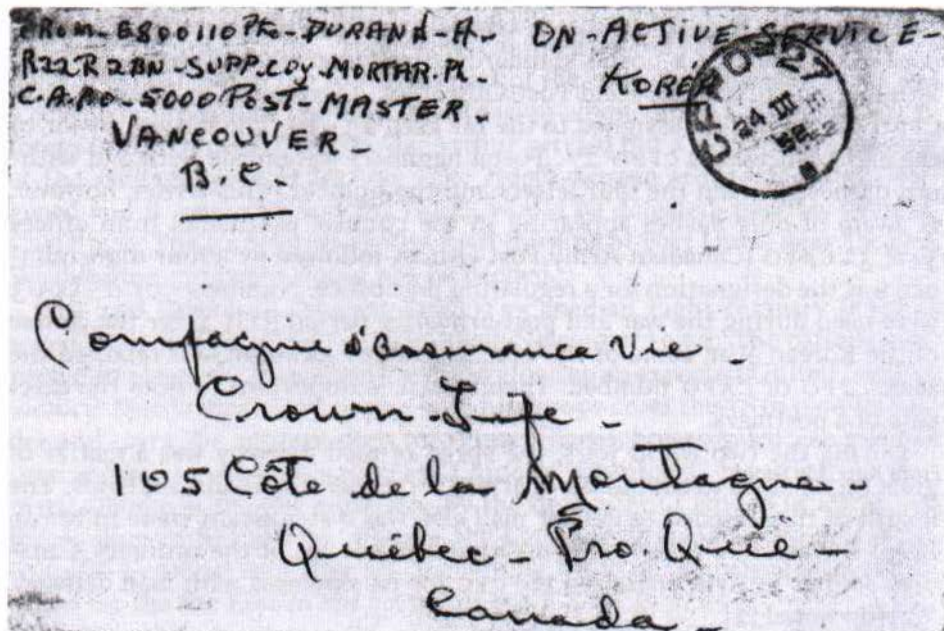


Figure 1. From CFPO 27, April 1952

Delivered in about ten days, as indicated by the receiving handstamp on reverse, shown in Figure 1a.



Figure 1a. Receiving handstamp on reverse of cover in Figure 1

Figures 2 & 3 illustrate both sides of a postal tag used by the Canadian Postal Corps in the Far East. It appears to be a regular Canada airmail tag made available to the military. The tag identified a bag of mail made up in June 1953 at CAPO 5000 located in Kure (Japan). The bag was directed to CFPO 25 in Seoul. Early in the war, this office was located in Pusan, and in May 1951 it was relocated to Seoul. This item has markings seldom seen on Korean War material. They include a C.A.P.O. 5000 6mm x 61mm straight

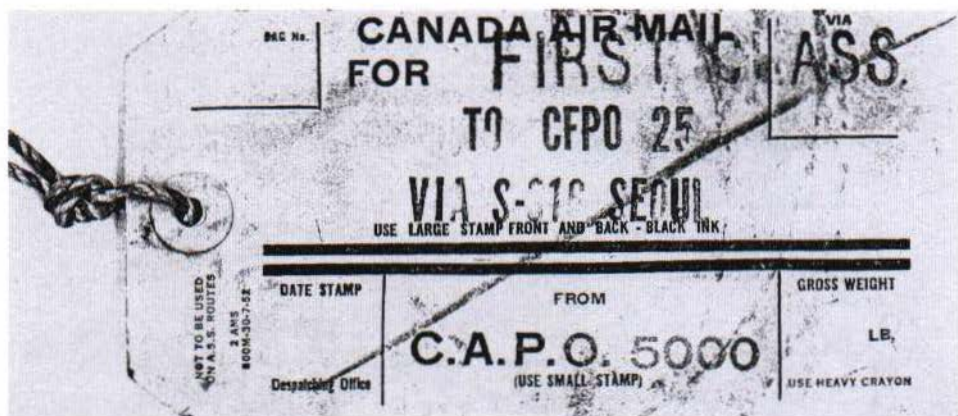


Figure 2. Mail tag CFPO 5000 to CFPO 25, June 1953
From Kure, via Seoul.

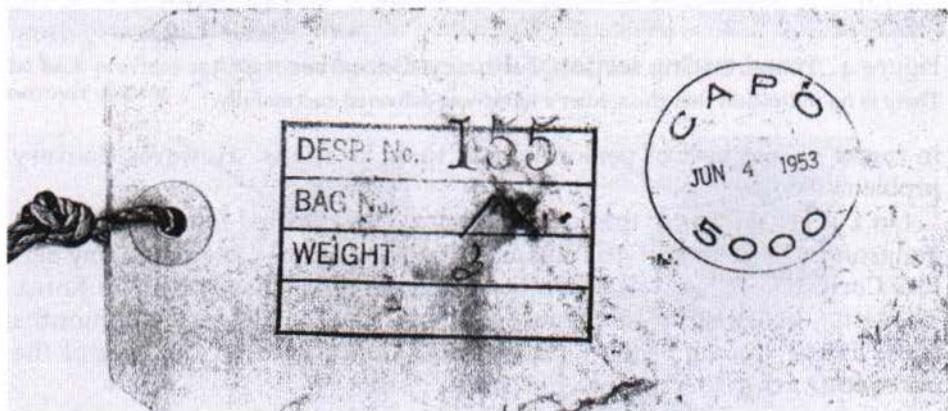


Figure 3. Reverse of mail tag in Figure 2

In addition to the CAPO 5000 Kure handstamp on the back of the tag, another marking noted the despatch number, bag number and weight of the mailbag.

line handstamp and a large 38mm CAPO 5000 marking, dated 4 June 1953. A lead slug (embossed "CAPO 5000") sealed the cord on the mail bag.

There are a wide range of potential problems to be overcome in order to ensure rapid and successful delivery of forces mail. One can only admire the dedication and doggedness of the Canadian Postal Corps during the world wars. In World War II, the CPC provided service to over one million men and women stationed in a large number of camps and theatres of operations worldwide. The Korean War, on the other hand, was much more limited

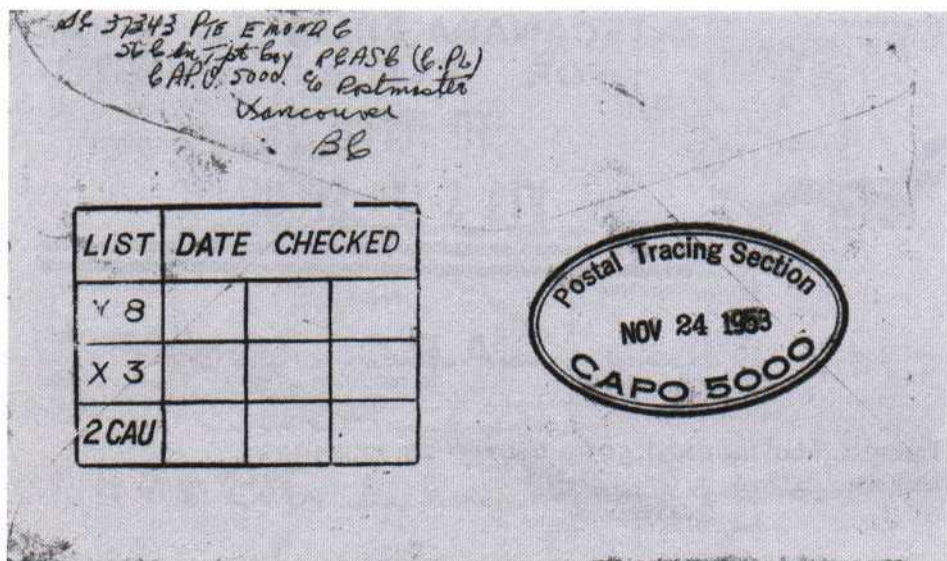


Figure 4. Postal tracing section, February–December 1953

There is no indication that the soldier's letter was delivered successfully.

in terms of numbers of personnel and their locations. However, delivery problems existed.

On 2 February 1953, the cover in Figure 4 was posted from CFPO 27 in Yongson by a member of 56 Transport Company, Royal Canadian Army Service Corps. The cover was addressed to another Canadian soldier in Korea. The letter, however, did not arrive at its destination. Almost ten months later, "Postal Tracing Section" handstamps were placed on the back of the cover at CAPO 5000 in Kure.

The Royal Canadian Navy in Korean waters

At the time of the invasion of South Korea, warships from the Royal Canadian Navy's Pacific coast fleet were in the best position to respond quickly. The government, therefore, offered three destroyers as an initial contribution to the United Nations. In July 1950, His Majesty's Canadian Ships (HMCS) *Cayuga*, *Athabaskan* & *Sioux* sailed from Esquimalt (BC) for Hawaii, and then on to Asia. Over the period 1950–1955, eight Canadian destroyers served in Korean waters. In addition to the original three, HMCS *Crusader*, *Haida*, *Huron*, *Nootka*, & *Iroquois* were in the Far East. During these years, each of the ships carried out at least two tours in the war zone [3].

The destroyer illustrated in Figure 5 is representative of Canadian warships operating in Korean waters. The card shows HMCS *Iroquois* shortly



Figure 5. HMCS *Iroquois*

The back provides specifications on the RCN's post-World War II tribal class destroyer escorts.



Figure 6. Postage due drop letter—domestic, November 1950

Redirection from the drop letter zone resulted in a charge for the difference in rates between drop (3¢) and domestic (4¢), not double deficiency as would have applied to deliberately short paid mail.

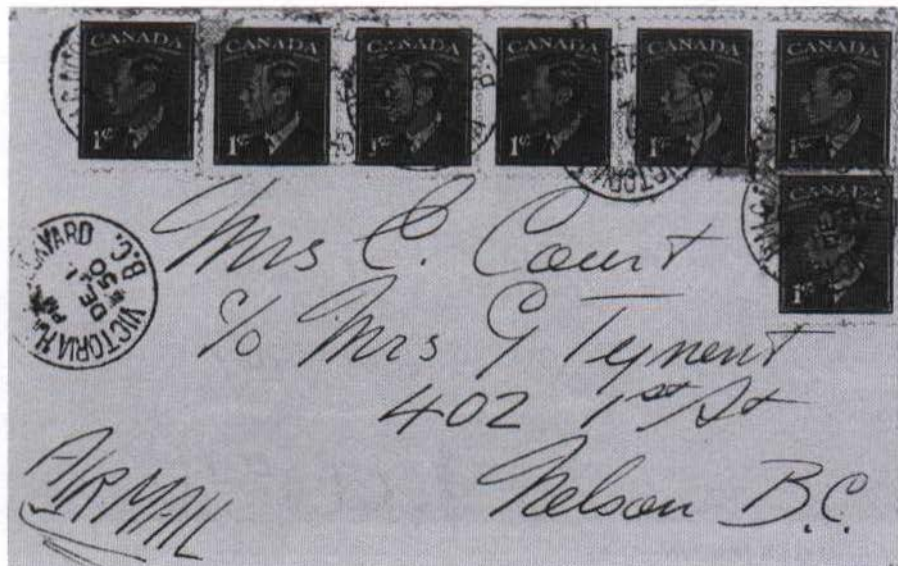


Figure 7. Free concession not available on airmail, December 1950
The seven 1¢ stamps pay the correct airmail rate on this letter from HMCS *Cayuga*.

after the conclusion of World War II. This tribal class destroyer had a crew of 240 officers and men. Information on the back of the card noted that the ship was capable of 36 knots, and that the main armament was her two twin four-inch guns. *Iroquois* carried out three tours during the conflict and post-war period. Although the Korean War was largely a ground war, naval forces played significant roles. While patrolling Korean waters, the RCN was involved in a variety of duties and situations including blockade and escort tasks, checking small craft, minesweeping, bombarding coastal targets and, occasionally, “trainbusting” enemy supply trains. Life on a warship, however, usually was associated more with boredom and discomfort rather than with excitement and the drama of combat.

Five pieces of mail related to the Royal Canadian Navy and Korea are illustrated. Figure 6 was sent by a Chief Petty Officer on board HMCS *Cayuga* early in the war. The free postage concession for Canadian service personnel in the Far East came into effect on 8 November 1950. However, this item was mailed before the sender became aware of the free concession. It was given a “Victoria H.M.C. Dockyard” handstamp on 13 November 1950 [4]. Since the 3¢ stamp paid only the drop letter rate, and the cover had to be redirected because the addressee had moved to Nelson, payment of the 4¢ domestic rate was required. The cover was assessed 1¢ postage due.

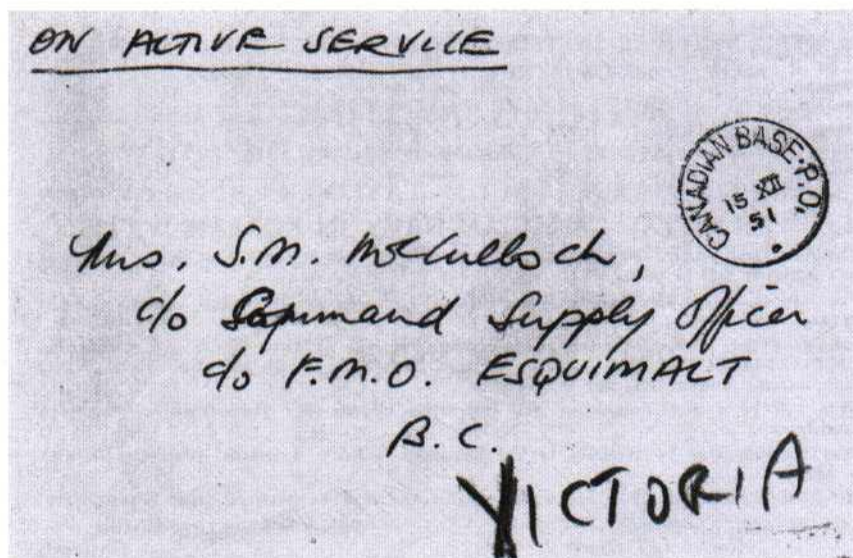


Figure 8. Navigator on the *Athabaskan* to his wife, December 1952
Canadian Base P O handstamp applied on the letter's arrival in Vancouver.

The free concession applied only to surface rated mail—airmail was not included. Figure 7 shows a cover from the same individual on the *Cayuga*. On reverse, he gave his return address as the Fleet Mail Office in Esquimalt. Before delivery in Nelson, the stamps were cancelled with a “Victoria HMC Dockyard” handstamp, dated 1 December 1950.

As a matter of interest, the *Cayuga* was the scene of a medical drama that ended up being included in the *Great Imposter* [5], a well-known movie. In fall 1951, the skillful work of the ship's doctor, Surgeon Lieut Joseph Cyr, came to public notice back in Canada. His medical exploits were reported widely in newspapers. One reader, Dr Joseph Cyr, a New Brunswick physician, was struck by the name and profession. He became suspicious and contacted the RCMP. Within days, Ferdinand Waldo Demara, an imposter with a history of several successful deceptions, was unmasked.

How could this imposter so easily fool the RCN? Earlier, when Demara showed up at a recruiting centre, no real effort was made to check the “doctor's” qualifications. At this time, medical personnel willing to join the armed forces were at a premium. Once Demara's true identity was uncovered, an embarrassed RCN decided not to call further attention to the affair by prosecuting. On his return to Canada, Demara (an American) was released from the navy and quietly taken to the United States border. Later,

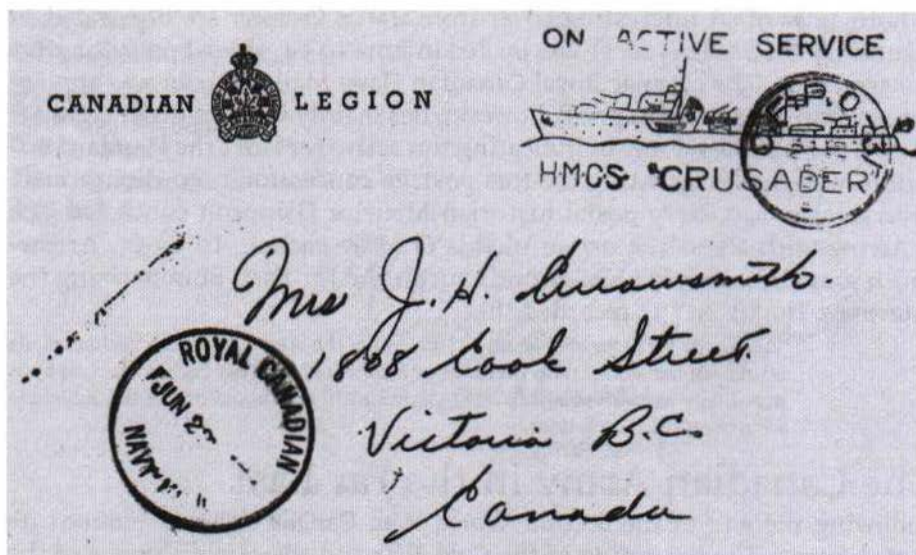


Figure 10. Privately produced “on active service” handstamp, 1954

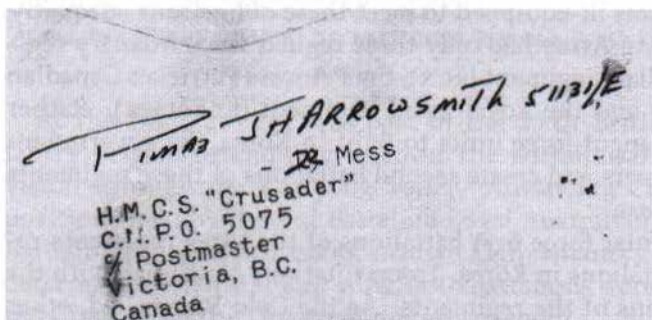


Figure 10a. Reverse of cover in Figure 10

Number 22 was penned over 15. Mr Arrowsmith recalled that he borrowed this return address handstamp from a crew member of Seaman's Mess #15 and changed it to 22, the number of Arrowsmith's Petty Officer's Mess.

Korean War-related piece of mail that never left Canada. The card was an invitation to a United Services meeting in Victoria, and was addressed to a naval officer residing in that city. The guest speaker for this US1 gathering was Commander Paul Taylor, Commanding Officer of HMCS *Sioux*, one of the original three Canadian ships serving in the Korean theatre. The destroyer had just returned to Canada from her first tour in the Far East. Fittingly, the title of the talk was *The Royal Canadian Navy in Korean waters*.

Both sides of an interesting cover from HMCS *Crusader* are illustrated in Figures 10 & 10a. This cover was mailed in June 1954, almost one year after the armistice. The circular Royal Canadian Navy Mail marking was applied aboard ship. The cover's appeal, however, lies mainly with its distinctive cachet. It shows a novel way of indicating "on active service", the standard notation required for granting the free postage concession on ordinary mail. Several years ago, navy postal historian Maurice Hampson contacted Jack H Arrowsmith about the origin of this *Crusader* cachet. In 1953, Arrowsmith joined the ship on her second tour in the Far East. Summarizing the interview, Hampson [7] recorded that

... on arrival at Sasebo, Japan . . . several of the crew had rubber cachets made up at a rubber stamp shop there. They duplicated a rubber cachet that had been previously used on this ship. He [Arrowsmith] purchased one of these cachets for use on his own letters.

The Canadian Army in the Far East

Following the end of the Second World War, Canada severely reduced its armed forces. The beginning of the Cold War and the establishment of the North Atlantic Treaty Organization (NATO), coupled with its role in Korea, meant that the nation was ill-equipped to meet these obligations adequately. At the time, the Canadian Army had only three regular force infantry regiments: the Royal Canadian Regiment (RCR), the Princess Patricia's Canadian Light Infantry (PPCLI) and the Royal 22nd Regiment (R22èmeR). Rather than commit the permanent force units to fight in Korea, the government chose to call for volunteers and create second battalions of these regiments for service in the Far East.

Later in the war, regular force first battalions of the three regiments replaced their second battalions in Korea. Troop rotations continued with the arrival of third battalions of the regiments. As the Cold War gelled, other permanent force infantry regiments were authorized. Along with infantry, Canadian artillery and armoured units served in Korea. These combat arms, of course, were supported by the usual number of other elements necessary to maintain an effective combat force in the field [8].

Infantry battalions served about one year in the Far East before being rotated. The next three covers (Figures 11–13) reflect the process of troop rotation. All three relate to the PPCLI, the first Canadian infantry regiment to arrive in Korea. On 18 December 1950, the regiment's 2nd Battalion docked at Pusan where the cover in Figure 11 was posted a few weeks later. This unit was carrying out final training before proceeding to the front. Later, in April 1951, the 2nd Battalion PPCLI fought in the best known battle involving the Canadian Army in Korea.

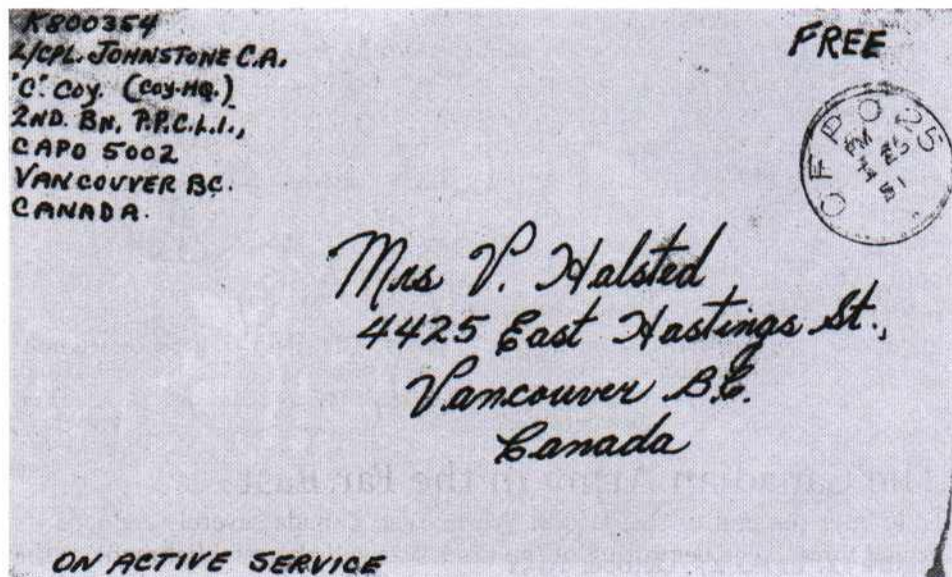


Figure 11. From CFPO 25, January 1951

At the time of mailing, CFPO 25 was located in Pusan (South Korea).

At the time, 2PPCLI was part of the 27th British Commonwealth Infantry Brigade attempting to cover the withdrawal of a South Korean division through the Kap'ong Valley. Advancing Chinese attacked hilltop positions held by the 3rd Battalion Royal Australian Regiment and the 2nd Battalion Princess Patricia's Canadian Light Infantry. In recognition of their determined defense at Kap'ong, both battalions were awarded the Presidential Citation by the United States government.

The 1st Battalion PPCLI was the first Canadian permanent force infantry unit in Korea. It took over the positions held by the regiment's 2nd Battalion in late 1951. Figure 12 shows an early cover sent by Major EJ Williams, commander of A Company 1PPCLI. It was one of two companies comprising an advance group from the regiment to arrive in Korea. The Major's letter was posted from CFPO 27 on 31 October 1951.

Figure 13 shows an unusual stationery item—the return address was commercially preprinted. It was mailed from CFPO 27 on 27 June 1952. This format was convenient for 1st Battalion personnel. A member was required only to provide his name, rank, regimental number and company. The printing, in light blue, also included the standard ON ACTIVE SERVICE notation.

Military postcards were popular during World War I and somewhat less

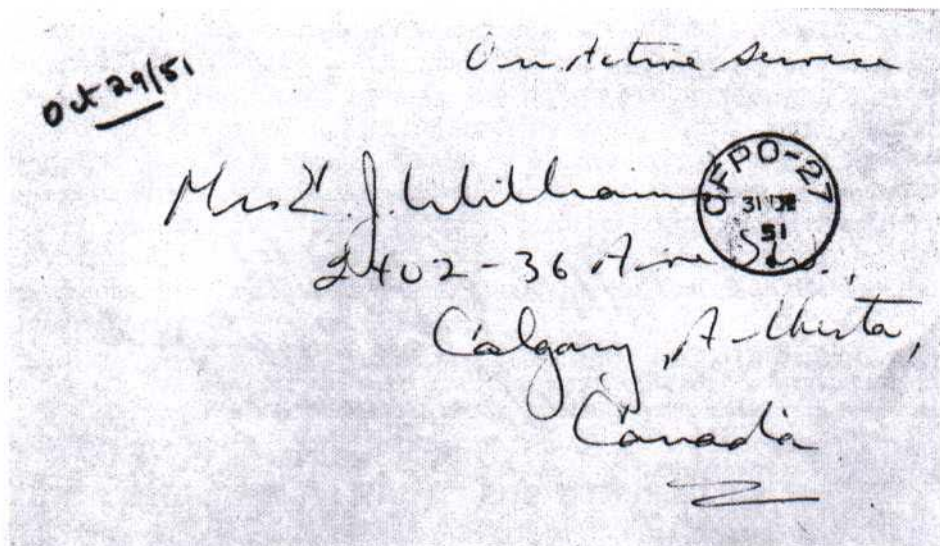


Figure 12. CFPO 27, October 1951

The *Oct. 29/51* date (upper left) was written by Major Williams who had a practice of dating outgoing letters.

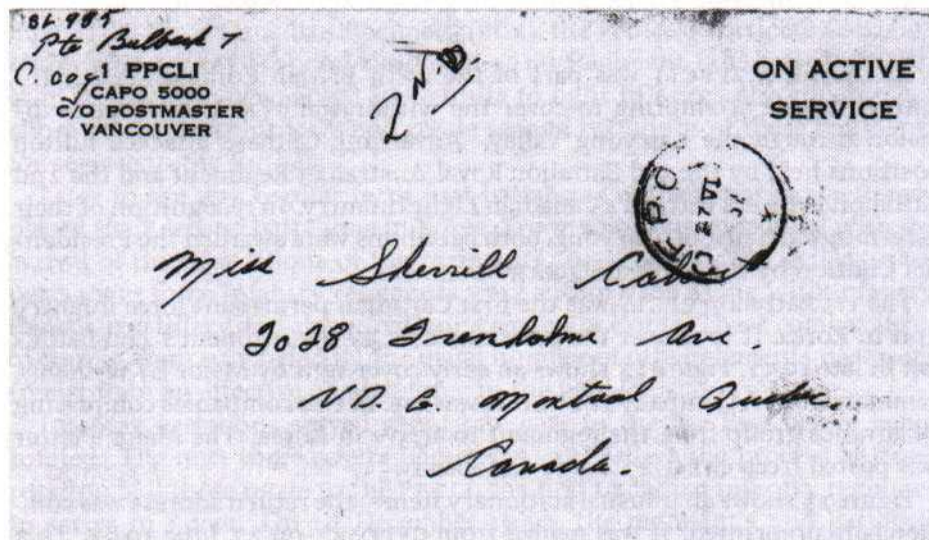


Figure 13. Preprinted return address, June 1952

A small crest of the Princess Patricia's Canadian Light Infantry, printed in blue, is on reverse.



Figure 14. Military postcard, November 1953

View card showing 3rd Battalion Princess Patricia's Canadian Light Infantry preparing to move to the front lines. Military postcards illustrating Canadians in Korea are seldom seen. On reverse is the typescript description, "Nov. 1952 Korea: Troops of the Canadian Princess Pats Regt waiting to be transported to the front".

so in World War II. Cards with images of Canadian forces in the Korean conflict were most unusual. The PPCLI's 3rd Battalion took over the positions held by the 1st Battalion in late 1952, and served until fall 1953. Members of the 3rd Battalion are shown in Figure 14.

Similar rotations were carried out when the second battalions of the Royal Canadian Regiment and the Royal 22^eme Regiment were replaced by their first battalions and, later, by their third battalions. Units from three other Canadian infantry regiments served in the Far East following the July 1953 armistice: The Black Watch of Canada (2nd Battalion), The Queen's Own Rifles of Canada (2nd Battalion) and The Canadian Guards (4th Battalion).

Normally, the infantry were confined to the front line. One company in a Canadian infantry regiment, however, experienced a something completely different. For a brief period in 1952, B Company 1st Battalion Royal Canadian Regiment, was assigned to guard prisoners of war at Koje-do (Koje Island). The POW camp was located southwest of Pusan. At the time, this massive island facility held over 70,000 North Korean and Chinese soldiers [9]. The camp was greatly overcrowded, and American and South Korean

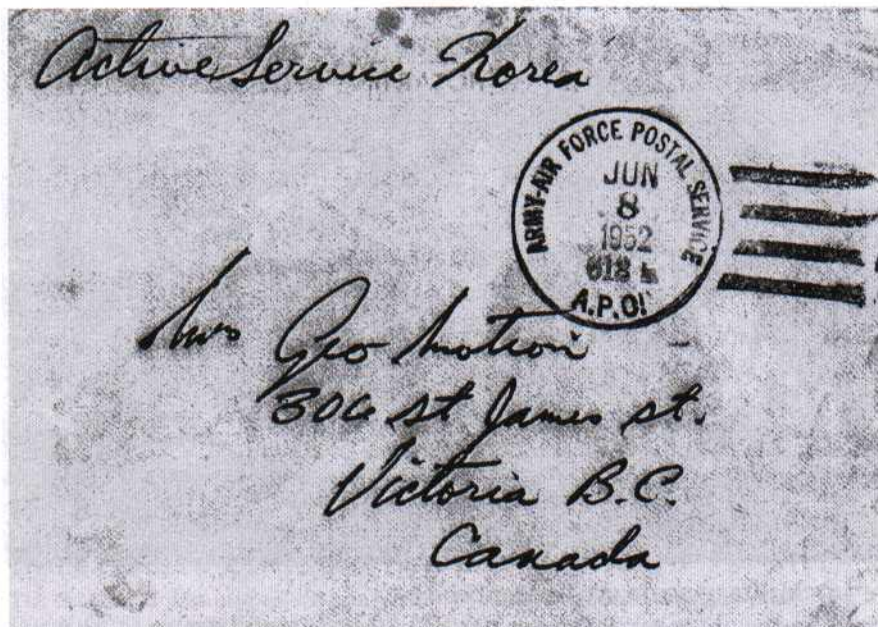


Figure 15. From Canadian on guard duty at Koje Island, June 1952
Mailed at US APO office #652.

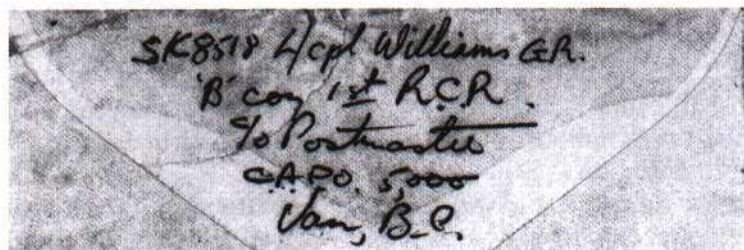


Figure 16. Return address on reverse of cover in Figure 15
Canadian servicemen in the Far East placed their return addresses on the backs of covers. This example, from a member of the Royal Canadian Regiment at Koje-do, illustrates the standard format.

guards experienced difficulty in maintaining control. Communist political officers were included in the captives. Prisoners, therefore, were organized and defiant, and for much of the time they ran the camp compounds. The tense situation culminated in a major revolt in May 1952. Shortly afterward, the Commander-in-Chief of UN forces decided to include troops from other nations as guards.



Figure 17. "Foreign" non-concessionary rate to the US, 1952

Postage stamp added two days after mailing. Sent by a member of 191 Royal Canadian Electrical & Mechanical Engineers Workshop. The unit served in the Far East May 1951–April 1953.

B Company 1RCR arrived at the notorious camp on 24 May 1952, and performed guard duty until 14 July. This assignment led to a minor diplomatic incident when the Canadian government objected to the use of its troops for this role. Government officials felt that they had not been properly consulted. Moreover, because problems related to Koje often were reported in the media, it was suggested that the use of Canadian troops as guards might weaken the nation's support for the war. However, B Company did complete its full assignment at Koje-do. Figures 15 & 16 show both sides of a cover mailed in June 1952 by a Lance-Corporal in B Company, one of 150 men serving as guards. His letter was posted from an American military post office at Koje-do.

Most servicemen took advantage of free surface mail concession to Canada. Airmail, registered mail and items sent to foreign destinations were not covered by the concession. Below are examples of these types of covers, and the rates assessed.

Figure 17 illustrates an unusual 4¢ rate. It was given two postmarks at the same office, but with different processing dates. The first CFPO 27 marking was applied 14 June 1952. When it was realized that the cover was addressed to the United States, considered a foreign destination, the

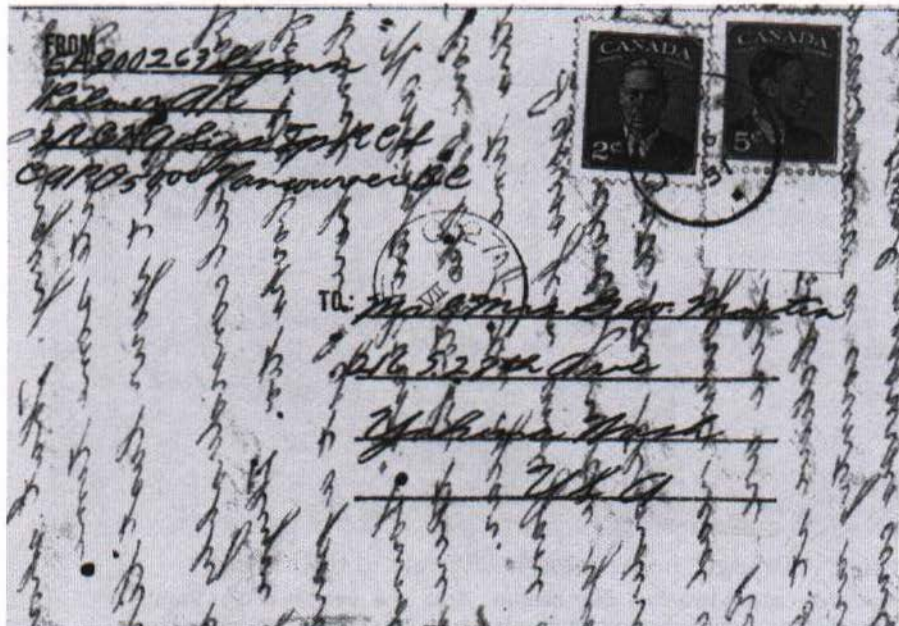


Figure 18. Foreign airmail non-concessionary rate to the US, 1951

American forces issue folded letter, used by a member of the 2nd Regiment, Royal Canadian Horse Artillery in Korea with correct airmail postage.

4¢ stamp was added, likely at the office, in order to comply with Canadian postal regulations. The cover then received a second CFPO 27 postmark on 16 June.

The cover in Figure 18 was mailed from CFPO 27 by a member of the 2RCHA (2nd Regiment Royal Canadian Horse Artillery) on 6 July 1951, two months after the arrival of this artillery regiment in Korea. The 7¢ postage paid the airmail rate. The 2nd Regiment RCHA, was involved in a terrible accident before it left Canada.

The Special Force, commanded by Brigadier John M Rockingham, trained to unit level at various Canadian camps and, in November 1950, was transported to Fort Lewis, Washington. This facility offered several advantages. It meant that the Special Force could be concentrated at one large camp suited to winter training, and exercises could be carried out on a larger scale. As well, Fort Lewis was the staging area for the eventual embarkation of the Canadian brigade to Asia.

The officers and men of the Special Force were to be transported to Fort Lewis in 23 troop trains. The operation was marred on 21 November when

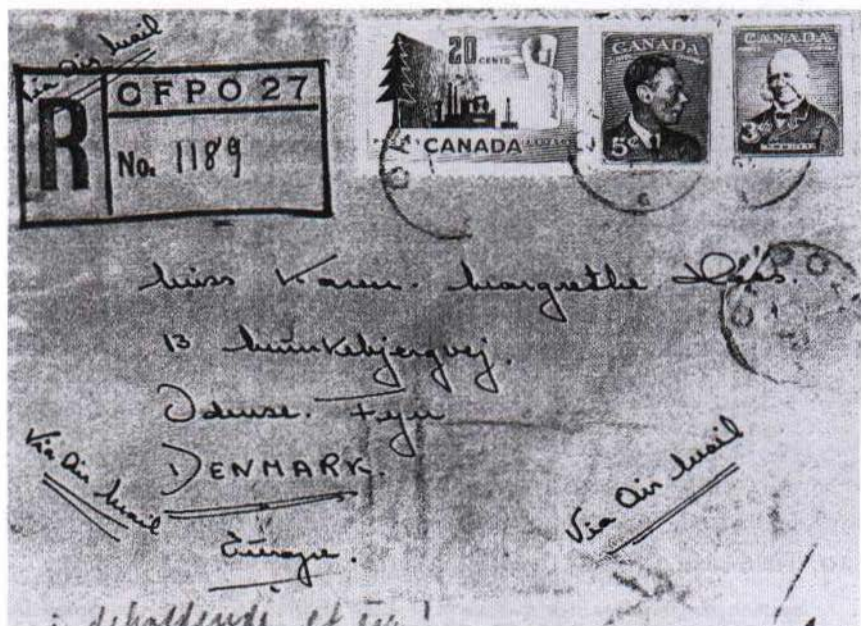


Figure 19. Registered letter to Denmark, June 1953

Postage comprised of 20¢ registration fee and 8¢. Airmail to Denmark was 15¢ at this time (and there was no domestic airmail rate, due to “all-up” service), the 8¢ rate appears to be the double surface rate to a UPU country (at 5¢ for the first ounce and 3¢ for each additional).

the train carrying part of the 2nd RCHA westward from Camp Shilo (MB) was struck by a Canadian National Railway (CNR) transcontinental eastbound from Vancouver. The collision occurred at Canoe River (BC), a remote area close to the Alberta border. The accident, caused by a railway communication error, claimed the lives of 17 members of the regiment; 52 RCHA gunners were injured. Four CNR crewmen died and six others were injured [10].

Surviving examples of Canadian registered mail from the Korean War are scarce. Figure 19 shows an airmail cover to Denmark registered by a member of 81 Field Regiment, Royal Canadian Artillery. The CFPO 27 markings were applied on 1 June 1953, about two months before a ceasefire ended hostilities. The item was routed through Kure where a CAPO 5000 transit marking, dated 3 June 1953, was placed on the back of the cover.

Orderly room and other unit identification markings appeared on much of the Canadian military mail from the two world wars. Similar handstamps, however, seldom were applied to Canadian Korean War covers. Figure 20

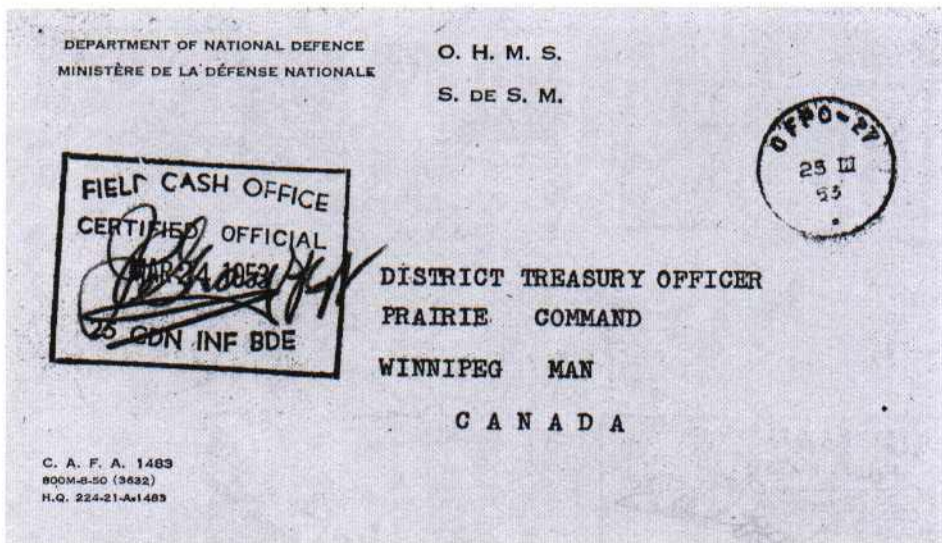


Figure 20. Field cash office 25th infantry brigade, March 1953

shows a scarce FIELD CASH OFFICE CERTIFIED OFFICIAL MAR 24 1953 25 CDN INF BDE marking. The cover was posted at Yongson on 25 March 1953. This circular CFPO-27 postmark has smaller lettering than this office's other datestamp, and is less common.

As noted earlier, markings placed on mail from Canadian forces in the Far East were rather plain. Attractive exceptions, however, appeared in the form of a variety of cachets, most with lighthearted or humorous designs. The cachet on Figure 21 shows a soldier holding a letter while riding on a rocket. This was from a member of 38 Field Ambulance, Royal Canadian Army Medical Corps and was posted at CFPO 27 on 22 June 1953. His unit was in Korea May 1953–April 1954. Although AIR MAIL often appeared in cachet designs, actual delivery normally was carried out by the free, surface rate process. If a serviceman elected delivery by airmail, he was required to pay the proper airmail rate.

The most delightful of the Korean War cachet designs were those with HUBBA HUBBA inscriptions. This command was translated loosely as *hurry* or *move it*. The expression was meant to encourage speedy mail delivery. Many readers, of course, will recall that the term had another meaning—it was a spontaneous utterance of appreciation when a man encountered a shapely or well endowed young woman. *Hubba Hubba* designs were associated mainly with American forces in the Far East. In the last few years, John M Hotchner dealt with these cachets twice in his *US notes* column ap-

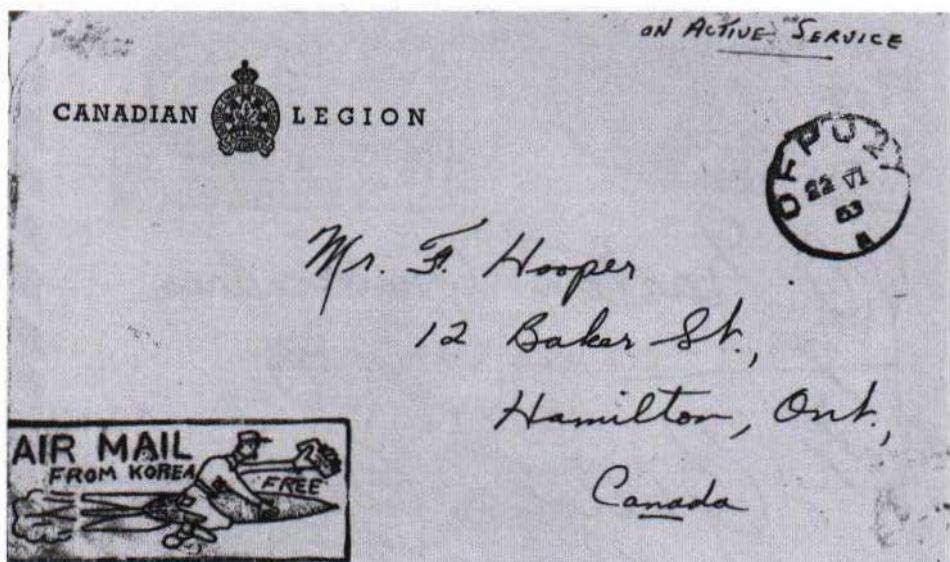


Figure 21. Canadian Legion "illustrated" envelope, 1953

Although marked airmail, it likely was sent by surface mail, as the airmail postage was not paid.

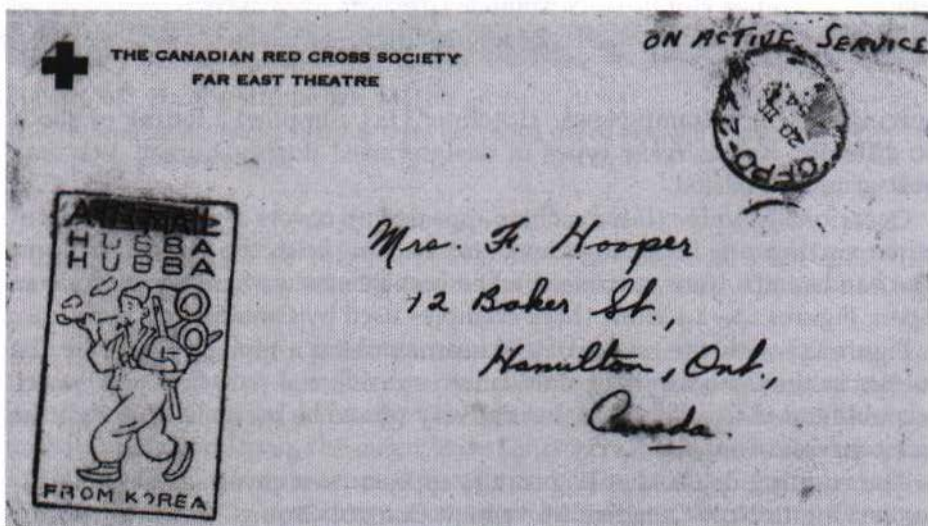


Figure 22. Hubba Hubba I, March 1954

Mailed from CFPO 27. AIRMAIL has been struck through. Note FAR EAST THEATRE on the cover. The Red Cross was another agency (in addition to the Canadian Legion) providing stationery to Canadians during the Korean War.

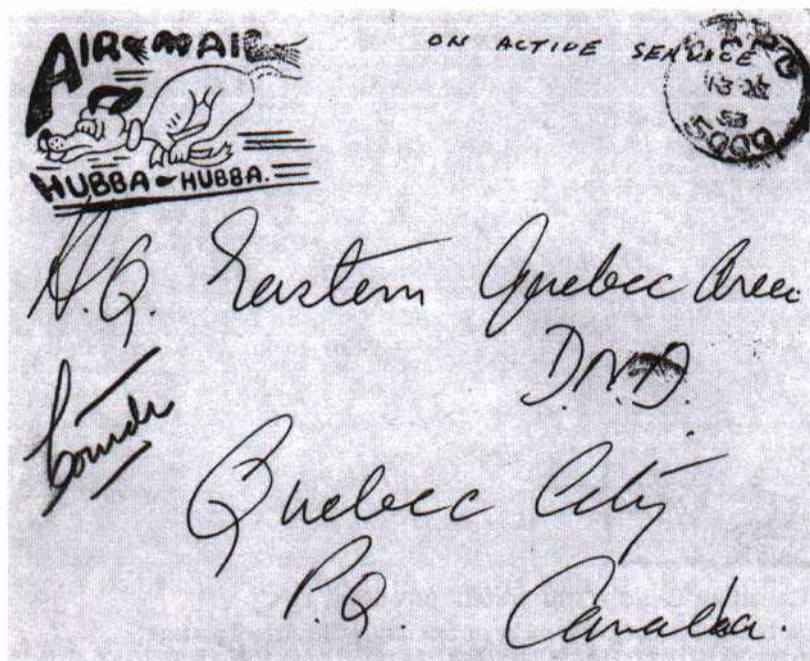


Figure 23. Hubba Hubba 11, November 1953

Many "Hubba Hubba" designs included animals similar to those in comic strips.

pearing in Linn's Stamp News. Hotchner [11] compiled a listing of about 20 different *Hubba Hubba* types of designs used during Korean War and post-armistice period.

Occasionally, *Hubba Hubba* cachets appeared on covers sent by members of other contingents, including Canadians, serving with the United Nations. The handstamps were purchased when servicemen were on leave, likely in Japan. Figures 22–24 show three examples used by Canadian servicemen.

Figure 22, with the cachet of a Korean smoking a pipe, was sent by the soldier in the Canadian field ambulance unit referred to earlier. AIR MAIL was obliterated to emphasize that delivery was to be by surface, so that the free concession applied.

The running dog cachet (Figure 23) appears on a cover sent by an officer serving in No 2 Canadian Movement Control Group. This unit coordinated the flow of troops and supplies destined for Korea. It was mailed from CAPO 5000, Kure, on 13 November 1953.

The *Hubba-Hubba* design (Figure 24) shows the two halves of the globe spanned by a jet. The cover was posted on 9 March 1954 from a British



Figure 24. Hubba Hubba III, March 1954

The jet plane in this cachet suggests rapid delivery, a theme common to many of the *Hubba Hubba* designs.

Army office, FPO 948, and on 11 March, was routed through CAPO 5000. It was sent by a Canadian serving in the First Commonwealth Division Movement Rear Control unit.

Personnel from many nations served with the United Nations during the Korean War and post-armistice period. Like tourists anywhere, contingent members hungered for souvenirs. The presence of large numbers of servicemen in Korea and Japan, the major leave centre, created a wealth of opportunities for Asian entrepreneurs. The writer recalls, as a boy, seeing veterans from Korea proudly sporting a variety of interesting souvenirs. Obvious items were silks and colourful hand painted images of Mount Fuji, Japan's famous inactive volcano, on cushion covers and on the backs of jackets. A more unusual souvenir, remembered by this writer, was a beautifully hand painted billiard cue purchased in Japan.

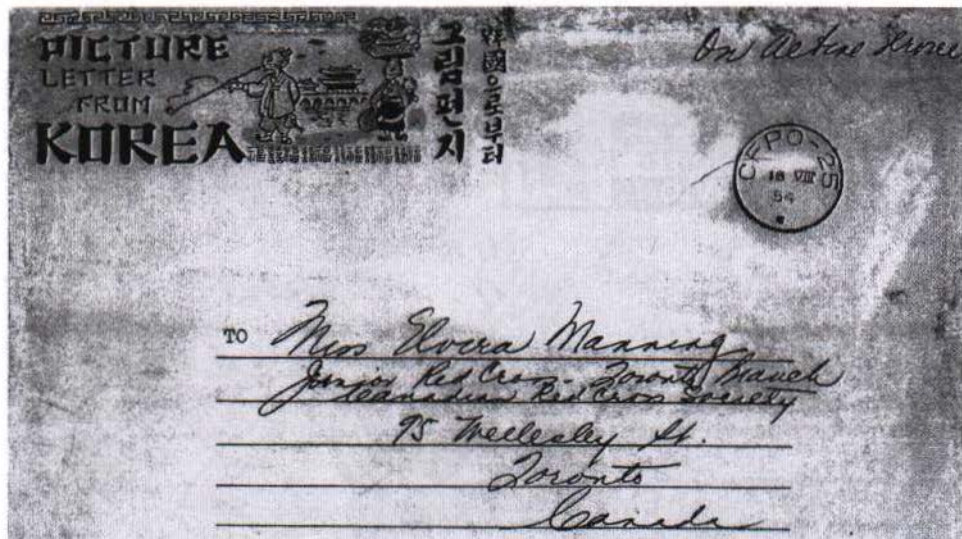


Figure 25. Picture letter from Korea, August 1954

The image is cropped at the bottom. A large, coloured map of Korea, showing the demarcation line, appears on reverse.

The multi-coloured PICTURE LETTER FROM KOREA cover (Figure 25), shows another form of war souvenir. This item was mailed over a year after the armistice, by a member of the American Red Cross attached to the headquarters of the United States Eighth Army. His letter was mailed 10 August 1954 from CFPO 25, near the end of this Canadian post office's operation in Seoul. It was backstamped with a CAPO 5000 Kure transit marking, dated 12 August.

Unlike the cover illustrated above, the final postal history item was more of an accidental souvenir of the Korean War. Figures 26 & 27 show both sides of a rayon bag used to secure a memento from Asia purchased by a Canadian on leave in Japan. This 18cm×22cm bag was handmade to fit a table centre sent by the soldier to a family member in Montreal. The address, written in black ink, includes the reference to *Forces Gift*. Written in blue ink is the identification of the enclosure and its value. At Hiro (Japan), a large 39mm CFPO 29 handstamp of 24 February 1953 was placed on the bottom of the bag. Over one month later, in Vancouver, a circular National Revenue Postal Branch (Vancouver) handstamp was applied in red ink. It reads DUTY FREE. The marking is dated 27 March 1953. Unfortunately, the postage stamp, has either come off or was removed. After half a century, how many parcel wrappings or cloth bags associated with the Korean War are likely to exist?



Figure 26. Bag from CFPO 29, March 1953

The large scarce, datestamp was applied to the front of the cloth bag at Hiro. Image cropped at top and bottom.

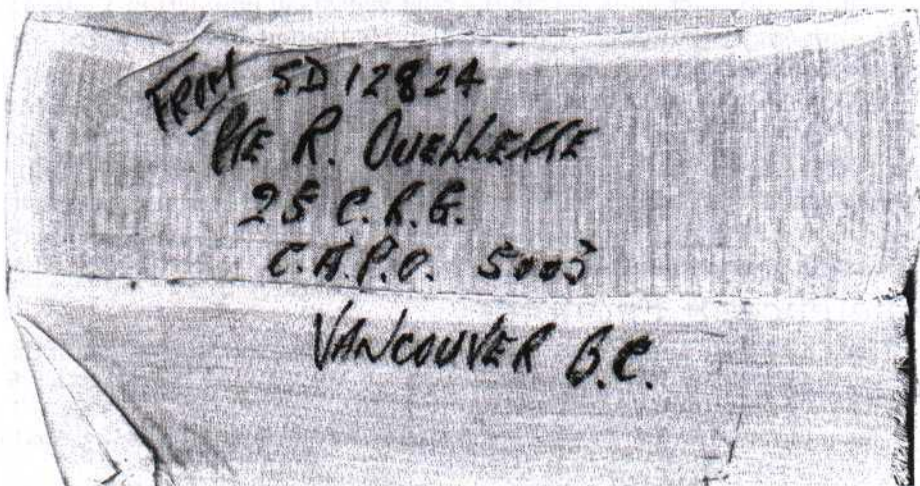


Figure 27. Reverse of bag

Image cropped top and bottom. Return address of private with the 25th Canadian Reinforcement Group.

Over the years, I have come across only a few Korean War non-philatelic registered covers or items with large CFPO handstamps. These types of

markings rarely are offered in auction sales or show bourses, and are seldom illustrated in postal history literature. The cloth bag, suggests an explanation of this puzzling aspect of Canadian Korean War mail. Could the reason for the scarcity of large, circular handstamps be because they were used primarily on parcels? The 1189 registration number from CFPO 27 shown in Figure 19, is fairly high. Obviously, the service was well used, at least at some offices. However, the number of registered covers available to collectors is low. This is apparently because most registered matter consisted of parcels (sent first class), and the parcel wrappings were unlikely to be preserved.

What did the war mean for Canada?

Close to 27,000 Canadians, mainly in the army, served in the Korean War, and approximately 7,000 others were in the Far East from the armistice until the end of 1955. The names of 516 Canadians who died in battle, accidents or from other causes are recorded in the Korea Book of Remembrance [12]. A Wall of Remembrance, with the names of the dead, was unveiled on 27 July 1997 in Brampton (ON). This memorial was dedicated 44 years after the signing of the armistice. When measured against the military effort of the United States and South Korea, Canadian involvement in Korea was limited. However, considering the relatively small population, Canada's roles were not insignificant. The Canadian contingent in South Korea was exceeded only by those of the United States and Great Britain.

The Korean War was the first conflict fought under the banner of the United Nations, and it prevented North Korea from expanding to include South Korea. Canada, after this war, began a new type of military role on the world stage. Since the Korean War, Canadian forces have carried out, with distinction, a large number of United Nations peacekeeping assignments in various hot spots around the world.

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- [This article is an elaboration of several articles that appeared in a recent issue of the newsletter of the BNAPS military study group.]

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The 1898 map stamp: colour origins

The sun never sets on this #5¢ stamp

—J Randall Stamp, Jr

John E Milks

STAMP collectors (with few exceptions) are not interested in the source of colours in postage stamps. They are interested in colour-sensations and lists of colour names given by specialists and stamp catalogues. All matter is composed of molecules, and colours are produced by the interaction of light with electrons in the molecules. Observed colours arise from the part of the light spectrum not absorbed by the different molecules present. Differences in colour, accordingly, are a means to an end in identifying changes in composition of printing inks. A list of colour names is usually subjective and varies from one observer to the next, and is an end in itself rather than a means to an end.

X-ray fluorescence spectra are more or less required to reveal the presence or absence of an atom, such as chromium or iron, which could lead to or rule out a source of colour other than a dye. An example of the use of X-ray spectra with 6¢ large queens can be found in *Topics* Vol 50, # 5 (1993) p 28.

In this article, we present the results of an abundance of tests, which show that the prolific appearance of some green in the oceans of the map stamp *did not* come about from the use of green pigments or from green dyes in the printing inks. They appeared in situ from a combination of an organic blue dye and lead sulfide. A yellow-coloured lead sulfide, rather than the black variety, frequently appears in oil paints, and it arises from a reaction of hydrogen sulfide with White Lead.

The appearance of greens came about from a mixture of a reactive lead pigment and a blue dye in the print ing ink and an ample supply of hydrogen sulfide in the air from the close proximity of the E B Eddy Co paper mill, situated in Hull (QC) on the opposite side of the Ottawa River. Long time residents in Ottawa will be familiar with the characteristic odour from the mill. Occasionally, it was quite strong even four to five miles south of the river. Emissions of hydrogen sulfide began when the Company started the Kraft process for making brown paper, sometime between 1889 & 1894.

History

The Honorable William Mulock, Postmaster General of Canada, was one of the proponents of Imperial Penny Postage within the British Empire. His

Keywords & phrases: 1898 map stamps, shades, inks

interest in the project resulted in the issue of a 2¢ postage stamp showing a map of the world with the British possessions in red and a frame in black with white letters. According to the order placed for the stamp, 10 million stamps were to be printed with the oceans in green and 10 million in blue.

Although the original intention was to issue the stamp on Christmas day 1898, newspaper accounts recorded by Clifton A Howes (in his book on Canadian stamps) reported that the stamp was actually issued to the public for sale on 7 December 1898 (for use as ordinary postage). Newspaper reports also stated that the Governor-General and Mulock had presided over the printing of the first copies six days earlier on 1 December. To produce the stamp, a basic engraved design was printed in black from steel plates i.e., recess printing on wet paper; the British possessions and the oceans came from two subsequent printings using typography or letter press plates rather than engraved plates.

An account of the probable time factor and operating conditions used to manufacture engraved stamps can be found in *The Essay-Proof Journal*, Vol 9 #2, April 1952, p67. This reports on the manufacture of postage stamps by the National Bank Note Co in New York in 1871. The report clearly shows that finished stamps from engraved plates could not have been completed overnight. As a part of the process, organic dyes and pigments in the inks were subjected to elevated temperatures in steam heated ovens for somewhere between two to seven days to remove the water added to the paper for recess printing.

According to the information in Howes' book, the Canadian correspondent for the *Weekly Philatelic Era* wrote (7 December) that the first stamps had been issued that morning and the frame was in black with white letters, the seas were in pale blue, or rather lavender, and the British possessions in bright red. It is difficult to know what the actual colour of the seas were, since Stanley Gibbons colour key for lavender is pale blue or bluish grey. Catalogues apparently chose to call it lavender. The 1987–88 Canada Specialized postage stamp catalogue stated that the true lavender shade is quite rare and most so-called lavender shades are grey to greyish.

According to the *Winnepeg Free Press*, the second shipment had been printed in pale green and arrived in Winnipeg on 13 December. A dark shade of green was apparently as common as the pale green and a cancelled copy dated 13 January 1899 was noted in *Ewen's Weekly Stamp News*.

Properties of the ink

X-ray fluorescence spectra of mint stamps, free of any contributing atoms from a cancelling ink, were indistinguishable irrespective of ocean colour.

Since the spectrum has contributions from the atomic content of all three printing inks, an assignment of the atoms to a particular ink was made on the basis of colour of the area and conventional ink recipes.

Thus, iron atoms are consistent with Prussian blue in the black ink of the border; this was a normal practice to soften the starkness of carbon particles in black ink. Small amounts of bromine are a fingerprint for the presence of eosin in the British Colonies regions. Calcium atoms invariably come from calcium carbonate. A preponderance of lead atoms may be due to White Lead or to a co-mixture with Patent Drier, a lead salt of long-chain liquid acids, in any of the inks. The use of White Lead in an oil paint results in superior brushing qualities, makes it dry well, and gives it and the toughest and most durable of paint films.

Some of the details on the printings can be obtained by an examination with ultraviolet light. Although no fluorescence is detected when the light is shone on the surface of the stamp, the red colour that had migrated from the British possessions into the underlying paper from the ink layer is fluorescent. The colourant is eosin; it changed reversibly from red to yellow and back to red after the addition of 3% hydrochloric acid followed by dilute sodium hydroxide solution to the surface of the ink.

To account for the migration of the eosin, water must have been present in the paper at the time of application—it may have been there from an earlier recess printing when the British possessions were printed typographically. It is reasonable to expect that the paper was also wet when the oceans were printed typographically.

When copies of the stamp with different colours were treated with hydrochloric acid, it was found that the American Bank Note Co had used only two dyes for the oceans. Hydrogen peroxide treatment, when effective, reacted only with lead sulfide on the surface of the ink and did not penetrate into the body of the ink to reveal the virgin colour. All "muddy waters", whether they were gold, light bronze, deep bronze, greenish brown, or brown black, came from the ink for lavender/grey printings.

The other organic colourant was blue. Isolation of the latter could be accomplished by an acid wash, but more effectively by oxidation with dilute Clorox (1/4) to react completely with colour in the body of the ink. The resistance of the dye to chlorine containing oxidants was fortuitous since most dyes with similar atomic colour groupings are decolourized. Colours ranged from greyish green through turquoise green to turquoise blue.

The colour of the oceans in the finished stamps was essentially a result of the 1897 erection of an American Bank Note Co plant, for Government engravings, on the south side of the Ottawa River, opposite the E B Eddy

paper mill in Hull. The first indication of problems from hydrogen sulfide can be found in brown colourations from black lead sulfide on the surface of some of the 1¢ orange/yellow-orange stamps in the 1897 Jubilee issue. Chrome Orange, a basic lead chromate, was used, and this is known to turn brown on contact with sulfur in the atmosphere.

Reconciliation of ink properties

For a discussion of the scenario that all changes in the ocean inks leading to the muddy waters variety occurred after the stamps reached the public, see *The Canadian Philatelist*, Vol 53, #2, April 2002, p62, and the follow-up letter on p326, Nov–Dec 2002. Colours produced from the reaction of basic lead carbonate (White Lead or Flake White) in oil paints with hydrogen sulfide are yellow and brownish. It is at the printing stage and at elevated temperatures that printing inks would be most prone to react with a gas before the surface and body of the ink had cured to a solid texture.

Tests on the ocean colours with hydrochloric acid were all positive for lead sulfide and exposed blue and lavender oceans. Green tints did not come from a green pigment or dye but from a mixture of yellow lead sulfide, produced in situ, and a blue dye. The extent of lead sulfide (sometimes with black overtones) suggests that a forcing reaction had occurred in the drying ovens. A similar rate acceleration would have occurred in the reaction of Chrome Orange with hydrogen sulfide.

The preponderance of a grey from a lavender ink in finished stamps is typical of a colour change resulting from an acid-base indicator. One of two types of indicators changes to either another colour or to colourless on addition of a base (alkaline substance). In the present case, the partial loss of colour from lavender to grey most likely occurred in the drying ovens. Both lavender and grey oceans decolourized completely with a strong base such as sodium hydroxide. The reappearance of a lavender from a grey ocean takes place immediately when acid is added to the ocean area.

These tests imply that all stamps in the hands of the public were *already* colour changelings, and this was due to air pollution during printing. All stamps were accepted by the Post Office regardless of colour. The whole process was so politically charged that the first letter sent to England, according to Howes, was received in Toronto at one second past midnight on Sunday morning 25 December. The assistant Postmaster certified the time with his signature, the map stamp on the envelope was cancelled at 15 seconds past midnight and the letter deposited in the mail bag for London to go by the next British mail.

A letter to a soldier & a transportation problem

George B Arfken & Charles G Firby

FIGURE 1 shows a Nova Scotia pence letter to a soldier, Edward Gill, of the Royal Engineers in the Brampton Barracks, Chatham, Kent, England. This cover was mailed 29 July 1858 in Pictou (NS). The soldier's letter rate was properly paid with a red brown 1d stamp. This cover is a true rarity of the Nova Scotia pence. A census by Firby has revealed only one other Nova Scotia pence-franked soldier's letter has been recorded.

Now, the question: how did this little cover get from Pictou to England? First, it went to Halifax for the bi-weekly Cunard packet to England. In 1858, the mail routes were served by coach pulled by at least two horses. So the cover went by stage to Truro and on to Shubenacadie. The railway from Halifax had reached that far by March 1858 [1], and the cover may have gone by rail to Halifax. Arnell gives the Cunard sailings from Halifax [2, 299]:

Cunard packets Halifax–Liverpool (1858)

Packet	Lv Halifax	Ar Liverpool
<i>Europa</i>	27 July	4 September
<i>Niagara</i>	11 August	4 September
<i>Canada</i>	24 August	18 September

The red Liverpool tombstone receiving mark clearly says AU 28. So the cover missed the 29 July sailing of the *Canada*. The *Europa* was much too late for that 28 August arrival in Liverpool. Maybe the cover had been sent to New York for Cunard sailings from that port. Again, from Arnell [2, 315]:

Cunard packets New York–Liverpool (1858)

Packet	Lv New York	Ar Liverpool
<i>America</i>	4 August	17 August
<i>Persia</i>	18 August	28 August

The *America* reached Liverpool 11 days too early. But the *Persia* arrived on the exact day, 28 August. This makes the *Persia* the obvious candidate, but

Keywords & phrases: soldier's letter, transatlantic



Figure 1. A 1d letter to a soldier, late July 1858

Courtesy of the Frederick R Mayer Foundation.

was the cover actually sent to New York? There is no evidence on the cover to support this and postal authorities (Maritime and Canadian) were very reluctant to pay a 2d US transit charge on a 1d cover. The problem is solved by reading Arnell's footnote:

The *Europa* had to put into St John's Nfld for repairs and *Persia* from New York called there 22 August and took on board the the *Europa's* mail and passengers.

So, the letter was held in Halifax for the *Europa* sailing on 13 August. Unfortunately the *Europa* experienced troubles and had to put into St John's for repairs. The *Persia* stopped off St John's and took the *Europa's* mail and passengers on to Liverpool, arriving on 28 August.

Moral: read the footnotes. This cover and other Nova Scotia covers may be viewed in colour on the web site, www.frmfoundation.org

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Newfoundland's royal family imperforates

Norris (Bob) Dyer

THIS article presents a survey of the gummed imperforate and part perforate issues of Newfoundland's royal family issue (1897–1901), including pairs or larger pieces, mint, used or on cover. Not included are proofs. Catalogue recognition of these varieties varies. Some catalogues list items not found in the survey. I'll refer to the part perforate varieties as *imperforate vertically* or *imperforate horizontally*. The latter are additionally termed *imperforate between* in some references.

The survey

I reviewed a number of famous auction sales, and contacted "the usual suspects". I examined auction catalogues that featured material belonging to Louise Boyd Dale/Alfred Lichtenstein, Sidney Harris, Vivian Hewitt, Douglas Campbell, H G Fletcher, Henry Schneider, as well as the extensive Newfoundland material featured in the famous 1991 sales of the "Zürich Collection" (Cavendish). Other catalogues were screened as well. Additionally, I gathered photographic contributions from some current Newfoundland collectors, including John M Walsh, who has a multiframe exhibit of the Royal Family stamps that has won gold awards and which is rich in imperforate varieties.

Table 1 Quantities of royal family imperf &c

value	imperf	imperf vert	imperf hor	total
1/2¢ olive	10			10
1¢ green		2	75	77
2¢ verm	48			48
3¢ orange	20		60	80
4¢ violet	14			14
Totals	92	2	135	229

Included only are items of which there were illustrations, to avoid obvious duplication. Unfortunately, some of the older auctions did not illustrate all of these items. The Sidney Harris auction, for example, included pictures

Keywords & phrases: Newfoundland, royal family, imperforate

of only 18 of 33 of the royal family imperforate items listed. One of the exclusions was of a scarce ½¢ imperforate pair [1].

The survey will be on-going. I have recorded 229 items (Table 1) in this first go. As there is no reliable record of how many varieties were issued, I have no idea what the total universe might be. This is unlike other Newfoundland stamps that I've investigated. Caveats include time and scissors. Some items may have been lost. Larger pieces may have been cut into smaller ones, possibly leading to double counts. I am unaware of any similar survey. If someone has an example, please send a copy to the Editor.

Table 2 Royal family imperf (mostly) on cover

#	stamp	qty	origin	date	addressee	remarks
1	1¢ gn Vic (1)	block (of 4)	Harbour Grace	02/01/25	T Ramsey	
2	1¢ gn Vic (1)	pair	local	06/02/10	G H Lench	
3	2¢ vm Ed	strip (of 3)	CB Rwy TPO	ms Au 21 02	Prof E Krippner	reg'd
4	2¢ vm Ed	pair	CB Rwy TPO	ms Au 21 02		reg'd
5	2¢ vm Ed	strip (of 3)	CB Rwy TPO	ms Au 21 02		reg'd
6	2¢ vm Ed	strip (of 3)	CB Rwy TPO	ms Au 21 02	Gov Sav bank	reg'd
7	2¢ vm Ed (2)	strip (of 3)	CB Rwy TPO	02/08/21	Dep'y Min Fin	reg'd
8	2¢ vm Ed	pair	Placentia	03/11/02	Anglo-American Tel	Telegram
9	2¢ vm Ed	pair	St John's	03/11/23	Alcock	reg'd
10	2¢ vm Ed	pair	St John's	03		reg'd
11	3¢ or Alex'a	pair	Harbour Grace	01/08/11	R Reichardt	reg'd
12	3¢ or Alex'a	pair	CB Rwy TPO	01/11/23	James Fowler	reg'd
13	3¢ or Alex'a	strip (of 3)	CB Rwy TPO	01/11/23	Halford	reg'd
14	3¢ or Alex'a	pair	CB Rwy TPO	01/11/23	?	(3)
15	3¢ or Alex'a	pair	CB Rwy TPO	01/11/23	?	(3)

All covers addressed to St John's. #14 & 15 are off cover, but have legible postmarks. Dates normally given as year/month/day.

(1) 1¢ Victoria is imperforate horizontally. All other are totally imperforate.

(2) This strip was originally designated "orange" by the auction house. See text for an explanation, and other comments on these items.

(3) Off-cover, but with legible postmark.

What is it about Newfoundland imperforates?

There is little doubt that the Newfoundland imperforate and part perforate items of the royal family issue were created by the Newfoundland Post Office. Stamp catalogues list some/all (sometimes too many, as I will suggest). Many collectors seek them, and some examples are extremely difficult to find. Pieces currently realize up to about \$500, but most commonly are

in the US\$150–300 range. There are critics of the imperforates, however, and since such criticism is well-known, I will provide examples before discussing survey results.

Robson Lowe would have none if it—well, maybe a couple of imperforates or part perforates scattered here and there in the philatelic record of a British Empire country was OK, but 57? He commented on Newfoundland's imperforates in a 1962 *Philatelic Journal* article [2] and in his *Encyclopædia of British Empire Stamps*, Volume v, 11 years later [3]:

The imperforate and imperforate between varieties of the royal family issue of 1897–1901 are all unknown used and foreshadowed a plethora of imperforate and part perforate varieties. When one considers how few imperforate between pairs and other partly perforated varieties are found in the stamps of other countries whose philatelic back-doors are barred, then these stamps of Newfoundland classify themselves as deliberate products manufactured so that someone should make a profit out of the cupidity of collectors.

In the *Encyclopædia*, Lowe referred to the imperforate varieties as “postmaster's perquisites” and listed 57 varieties more of them after those of the royal family set (according to the Newfoundland Specialized catalogue [4], the actual number is closer to 100).

Royal family examples *are* known used (36 appear in Table 2), although Lowe once again blasts this usage as “philatelic” [3]. A Newfoundland collector whom I contacted for this survey responded,

I have intentionally avoided collecting any of these as I was told long ago that they should be considered “printer's waste” or “postmasters's perquisites” [Lowe spoke loudly!], and wouldn't earn me any brownie points in an exhibit. Also, I believe all known copies on cover are philatelic (Cox) creations.

Cox? We'll hear from Colonel Robert Pratt on James Cox later on in the article. I believe few of the imperforates were printer's waste but do share some concerns about the Cox covers. As far as judges deducting points for these items, I don't believe that normally happens anymore.

Survey results

½¢ *Edward VIII, olive green* Ed Wener, who operated the Indigo stamp business for many years, bought specimen sheets of the royal family set at the 1990 American Banknote Company auction of archival material. He reported that the 1898 printing of the Edward stamp was in sheets of 200, to be guillotined into left and right panes of 100 [5]. This accounts for the Edward VIII stamps seen with straight edges at either left or right.

Figure 1 shows an Edward VIII imperforate pair. I found ten stamps in my survey—five pairs. As indicated earlier, there was an unillustrated pair in the 1969 Harris auction. This variety is listed in all major modern cat-



Figures 1 & 2. Olive ½¢ Edward VIII (as child) & green 1¢ Victoria Imperforate pair and imperforate vertically.

alogues, as well as in Jarrett's 1929 *Stamps of British North America* [6]. There is a record of a used pair, but I have not seen an illustration.

1¢ Victoria, red There was only one printing of this stamp, in 1897, and there are no reports of imperforate varieties. I have not found any catalogue reference to such.

1¢ Victoria, yellow green The yellow green version of the Victoria was first printed in 1898 to satisfy UPU colour requirements. Ed Wener found that the first three printings were in sheets of 200, guillotined into left and right panes of 100 [5]. The next printing, in 1902, resulted in blue green stamps. Some of the printings in the latter shade also were in sheets of 200, guillotined at the centre. Once again, this accounts for the frequently seen straight edge copies.

I found no totally imperforate pairs. I came across only one pair imperforate vertically (Figure 2). This is a surprising result. How do we account for its unique presence in my survey? It could simply point to the fact that the survey was inadequate. Shouldn't the fact that at least one exists be enough to establish its authenticity, in any case? W Somerset Maugham wrote, "Tolerance is only another name for indifference" [7]. This bit of wisdom suggests there is an obligation to question something that may not be what it purports to be. If a pane of 100 had been released, for example, one would expect to be able to record the sale of more than just one example. It's been 105 years! Generally speaking, when few examples of any of these imperforate varieties are recorded, one can legitimately raise the specter of private manufacture (one auction catalogue describes one piece as a Frodel forgery), or printer's waste. I will withhold final judgment, however, as I cannot disprove authenticity.

On the other hand, there are 75 examples known of the horizontal imperforate (Figure 3). Note the cutting arrow on this vertical pair. Bertram



Figures 3 & 4. Green 1¢ Victoria pairs, imperf horiz unused & on cover (1906) Drop letter.

W H Poole, writing in 1919 ([8]) wrote that in December 1902, a part of a sheet of the 1¢ horizontal imperforate was recorded. There are two covers in the survey of imperforate between stamps (numbers 1 & 2 in Table 2). One cover is from January 1902 and the other from 1906 (Figure 4), so that does not fit Poole's account entirely. Usage on cover of any of the imperforates is controversial, by the way, and I'll discuss this in the next section. I've been able to round up pictures of so many of this variety, that I suspect at least one pane of 100 was created.

All catalogues list the imperforate horizontal types; only Walsh's NSSC also includes the imperforate vertical pair. There is some color confusion in the record, but the consensus is that the imperforate varieties are yellow green, or from the first three printings.

2¢ *Edward VII*, orange No examples of this stamp are in my survey. Lot # 223 of the Cavendish "Zürich" sale [9] did describe a cover with a strip of three imperforate "orange" Edwards but John Walsh tells me he contacted them at the time and they acknowledged that the description was in error. The correct colour was vermilion (which some describe as scarlet). This cover is # 7 in Table 2, with the colour described correctly.

Several catalogues, including Scott and Unitrade, price orange Edward imperforates, but used only. Gibbons lists without a price—"Oh-oh!" Many classic works do not mention it. Robson Lowe shows no sale prices in his Encyclopædia, and NSSC does not include it. It is doubtful that it exists.



Figure 5. Vermilion 2¢ Edward VII imperforate strip of three

2¢ *Edward VII, vermilion* In 1898, Newfoundland changed the colour of the 2¢ to meet UPU requirements. I found 48 examples of imperforates, and no imperforate between. I list seven covers in Table 2, #3–9. All known strips are in a horizontal format (Figure 5). Every example examined has narrow margins at the top and/or bottom. One could reasonably expect to see copies with either the top or bottom sheet margins, a vertical pair, or at least one pair with full margins, but where are they? In the survey, I have three stamps with right sheet margins and three with left. I also have seen a single with a right sheet margin (not in the survey, since it was less than a pair). A cynical answer would be that the strips were created from a sheet imperforate vertically only. Once again the evidence is too weak to constitute proof, but it makes one wonder.

All catalogues list the imperforate variety, but only some list the imperforate between. Gibbons lists but does not price it, and Robson Lowe also shows no examples of sales in his *Encyclopædia*. NSSC does not list it. To complicate things, the catalogues that do list this type fail to say whether the pair is imperforate vertically or horizontally, an important distinction that they noted for other royal family part perforates. To me, this suggests a listing based upon a vague, and probably old report.

3¢ *Alexandra, orange* There are more imperforate varieties of this stamp in my survey than of any other royal family issue—80, of which 20 are imperforate (Figure 6), while 60 are imperforate horizontally (Figure 7). The imperforate examples are in vertical pairs or strips of three. In 1919, Poole wrote [8],

In 1902, it was reported that in February of that year a sheet of the 3¢ entirely imperforate was sold at the Post Office in St John's to a non-collector who immediately cut the entire sheet into vertical strips for convenience in separating the stamps! He had used a good many of them before a collector rescued the remainder.

This suggests that 100 copies were created. Most examples I have seen are in vertical format with narrow margins left and right. All those on cover



Figure 6 & 7. Orange 3¢ Alexandra imperf & imperf horizontally strips
Not to same scale!

and used with discernible postmarks are listed in Table 2 (# 11–15). All have 1901 postmarks, throwing doubt on at least part of Poole's story. Poole does not mention a discovery of a sheet of the imperforate horizontal version, but it is likely at least 100 were created, given the 60 that I have recorded. None of the latter was found used in my survey.

All examples of the imperforate Alexandra stamps are in the original orange shade. The red orange shade, which appeared later in 1906, is not recorded imperforate. All modern catalogues show both the 3¢ imperforate and imperforate horizontally. Walsh, in *NSSC*, also lists a pair imperforate vertically, but does not have one in his exhibit and none showed up in this survey, so its existence is called into question.

4¢ *Mary*, violet 14 examples are in the survey, imperforate, in both vertical and horizontal formats (Figure 8). No imperforate between examples were found, nor any used or on cover. All catalogues list the imperforate variety and there is no mention of imperforate between.

5¢ *George V*, blue There are no examples in my survey and no mention in modern catalogues. Fred Jarrett did list it imperforate horizontally, and Winthrop Boggs reiterated this in 1942 in [10]. Absence of any recent catalogue inclusion, however, suggests that it may not exist.



Figure 8. Violet 4¢ Mary imperforate pair

Royal imperforates used

I was surprised to find 36 used examples of the imperforates. As Table 2 shows, 32 examples are on cover (as in Figure 9) with the balance being two pairs with clear postmarks. 26 of the items include markings by the C B Railway and therein lies a tale. At this point I'll defer to the findings of Colonel Robert H Pratt [11].

There was a mail clerk named Cox [James Cox] on the Conception Bay train manning the Conception Bay Traveling Post Office (CBTPO) from 1888 onward . . . He sent many offbeat letters to himself and friends. He used the CBTPO date stamp. Among the known addressees are Krippner . . . and the Government Savings Bank of St John's . . . The known letters were mailed during the period 1901–1904 . . . Stamps used were singular, imperforate 2¢ royal stamps, misperforated 2¢ royal stamps . . . Cox was the only rail mail clerk who has been identified as contributing to these philatelic pieces . . . In the Morgenthau sale, several lots contained imperforate 2¢ royal stamps which probably belonged to Krippner.

These extracts were from a 1986 article in the book of the American Philatelic Congress. They repeated in tone earlier comments from his 1985 tome on the 19th century postal history of Newfoundland [12] in which he criticized James Cox for having “taken advantage of his position.”

Before getting back to Cox, let's take a breather and look at some postal rates prevailing at the time and compare them to the stamps on the 13 covers—local rate, 1¢; inland rate, 3¢; local registered (combined), 4¢; inland registered (combined), 6¢. We find seven covers apparently at the proper rate, three over, and three under. Of the 13 covers, 10 were registered. Seven out of the eight Cox covers were registered. Of the standard catalogues, only NSSC prices these items on cover. Scott and Unitrade list



Figure 9. Vermilion 2¢ Edward VII on Cox cover (1902)

the 2¢ orange used or on cover, but that is probably in error as I pointed out previously.

Figure 10 is a blow-up of the upper left corner of the cover pictured in Figure 9. Note the CB Railway TPO and the manuscripted date on the Manuels postmark. This combination was used on covers #3–6. There is much to chew on here. Cox obviously dispensed a number of the 2¢ vermilion covers on the same day—21 August 1902, using the same modus operandi. All were sent registered, and (curiously) two were underfranked by two cents. Use of registry suggested these were not typical letters—Cox wanted to make certain Krippner (a collector and dealer) and other addressees got these gems. Wouldn't you, under the same circumstances? Another Cox spurt was on 23 November 1901 when he dispatched items 12–15 using imperforate 3¢ Alexandra stamps. We know 12 & 13 were registered but lack the markings to know whether the two pairs in 14 & 15 were on registered letters.

Cox was also criticized by Pratt for using an outdated 1851 3 handstamp on a bisected 2¢ royal stamp with a complete copy attached for the 3¢ inland rate (I've seen many of these unauthorized bisects) and using a revenue



Figure 10. Close-up of markings on cover in Figure 9

stamp along with regular issues for franking. In addition, the fellow used an unauthorized #REGISTERED# handstamp. Look at the lower left of Figure 9 again for a version of this handstamp, without the # [12].

There is significant evidence to conclude that imperforate varieties were issued intentionally by the Newfoundland Post Office on a regular basis from 1900–1947. Their sheer volume belies any other theory. Most if not all were probably “postmaster perquisites”. However, when a postal authority resorts to this, what restricts the public, either those provided this largesse, or their friends, from slapping some of these babies on a piece of mail to frank it?

The flip side of the argument is that wrong does not make right. As far as the Cox covers are concerned, some do pay the correct rate, but their status unfortunately suffers from the “fruit of the poisoned tree” concept, or guilt by association—too much bad press for the clerk, with an obvious record of philatelic fooling around. At best, his covers were contrived. Several of the non-Cox covers, including #1, look more like normal usage, however, and are not registered; see Figure 4 again. This cover, from John M Walsh’s exhibit, is a double weight local cover at the 2¢ rate, according to him. As a researcher, my primary role is to provide evidence, with any conclusions based upon evidence. In the wider view, however, collectors must make their own judgments whether to add such items to their collection.

Summary

The imperforate and part perforate royal family stamps provide an interesting area for research. Additional study is needed to test some of my conclusions. I welcome illustrations of any types I could not find, or covers not listed. These should be sent to the editor of *Topics*.

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Update to: Canadian parcel cards— where are they?

The Editor

THIS is an update to the article *Canadian parcel cards—where are they?*, that appeared in *Topics* Volume 59, #3, pp 27–35. Rob McGuinness has reported two unused Canadian parcel cards (properly known as *despatch notes*), and I have found several, both to and from Canada. They are given here in chronological order. First, a parcel card to Canada, from an origin which is possibly quite scarce.

The image shows a large parcel card from Jerusalem, dated 1930. It features four postage stamps from Palestine, each valued at 10 mils, with a total value of 40 mils. A white sticker in the upper right corner reads "JERUSALEM 226". The card is filled out with the following information:

Stamp of Office of Origin: JERUSALEM, 24 APR 1930.

Name and address of sender: P. P. G. de T. S. A. M. de S. Cony. de Tierr. Santa. Jerusalem-Palestine.

Insured for (Valeur déclarée): L.P. (in words) Mils. (Francs) 315.

DESPATCH NOTE (BULLETIN D'EXPÉDITION): HEREWITH PARCEL(S) BEARING THE ADDRESS GIVEN BELOW. Ci-joint colis portant l'adresse ci-dessous: Postage paid 315 mils Taxe perçue.

CASH ON DELIVERY TRADE CHARGE (Montant du remboursement): L.P. (in words) Mils. (Francs) 0.

Name and Full Address of Addressee (Nom et Adresse du destinataire): MISS U. H. Foley, Westport, Ontario, Canada.

If not deliverable at the above address, see information overleaf. (Pour le cas de non-livraison à l'adresse indiquée, voir les renseignements au verso.)

To be filled up at Office of Exchange (Exact weight of Insured Parcel / Poids): 2 Kg 900g.

Route to be followed (Acheminement): Via London.

SEE OVER

Figure 1. Large parcel card from Jerusalem (1930)

In dark blue, with 315 mils postage. There are two copies of the Palestine customs declaration, noting that the parcel consisted of religious items weighing 2,900g, and the correct postage was 315 mils. The numbered sticker upper right is *not* a registration sticker (and indeed, the parcel was not registered, nor could registered parcel post matter be sent to Canada), but merely the parcel post reference number.

Keywords & phrases: parcel card, bulletin d'expédition, despatch note

<p>COUNTERFOIL COUPON</p> <p>Stamp of Office of Origin Timbre du bureau d'origine</p> <p>Name and address of sender: Nom et adresse de l'expéditeur:</p> <p><i>Mrs L. Mackala</i> <i>88 Balmont St.</i> <i>Ottawa, Ontario</i></p> <p>If the parcel is insured, an impression of the seal used to close it should, if possible, be made here.</p> <p>S'il s'agit d'un colis avec valeur déclarée (assuré), apposer ici, si possible, une empreinte du sceau qui a servi à le fermer.</p> <p>16-B-1,200,000-2-6-48</p>	<p style="text-align: center;">CANADA</p> <p style="text-align: center;">DESPATCH NO BULLETIN D'EXPÉDITION</p> <p>Number of Customs Declarations } Postage paid</p> <p><i>2</i> } <i>15</i></p> <hr/> <p>Name and full address of addressee Nom et adresse complète du destinataire</p> <p><i>Mrs Aili Kivela</i> <i>Kaarstatie</i> <i>Seinajoki, aranya</i> <i>Finland</i></p> <hr/> <p>To be filled up at Office of Exchange } Route to be followed</p> <p>A remplir par le bureau d'échange } Acheminement</p> <p>Exact Weight of Insured Parcel Poids exact du colis avec valeur déclarée</p> <p><i>3</i> Pounds } <i>700</i></p> <p>Kg } Via <i>England</i></p>
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Figure 2. Canadian parcel card to Finland (1951)

From Timmins, with 30 markkaa in postage stamps applied. I don't know what the Finnish & Swedish handstamp means. Print data 16-B-1,200,000-2-6-48, printing on both sides, and the "card" is the usual flimsy off-white thin paper used for Canadian parcel cards.

<p>COUNTERFOIL COUPON</p> <p>Stamp of Office of Origin Timbre du bureau d'origine</p> <p>Name and address of sender: Nom et adresse de l'expéditeur:</p> <p>If the parcel is insured, an impression of the seal used to close it should, if possible, be made here.</p> <p>S'il s'agit d'un colis avec valeur déclarée (assuré), apposer ici, si possible, une empreinte du sceau qui a servi à le fermer.</p> <p>16-B-10M Pads-8-12-54</p>	<p style="text-align: center;">CANADA</p> <p style="text-align: center;">DESPATCH NOTE BULLETIN D'EXPÉDITION</p> <p>Number of Customs Declarations } Postage paid</p> <p>Nombre de déclarations en douane } Affectement perçu</p> <hr/> <p>Name and full address of addressee Nom et adresse complète du destinataire</p> <hr/> <p>To be filled in at Office of Exchange } Route to be followed</p> <p>A remplir par le bureau d'échange } Acheminement</p> <p>Exact Weight of Insured Parcel Poids exact du colis avec valeur déclarée</p> <p>Poids } Kg } Via</p>
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Figure 3. Unused parcel card (1954)

Print data 16-B-10M Pads-8-12-54, printing on both sides. Courtesy of Rob McGuinness.

Figure 4a. Canadian parcel card to Indonesia (1967)

Print data 16 B—Pads of 100 (7-65), somewhat smaller than its predecessors, printing on both sides. Canadian postage paid (elsewhere) was \$2.20. All the postal markings but the large Ottawa circle are Indonesian.

Figure 4b. Reverse of parcel card in Figure 4a

Three Indonesian fee schedules attached. Total postage applied (somewhat hidden under the fee schedules) is 100 ruppiah. The postmarks read Djarkarta and Bandung (the destination).


COUNTERFOIL COUPON	 Canada Post	Postes Canada
Stamp of Office of Origin <div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto;"></div>	DESPATCH NOTE - BULLETIN D'EXPÉDITION	
	Number of Customs Declarations <i>Nombre de déclarations en douane</i>	Postage paid <i>Affranchissement perçu</i>
<i>Timbre du bureau d'origine</i>	Name and full address of Addressee <i>Nom et adresse complète du destinataire</i>	
Name and address of Sender <i>Nom et adresse de l'expéditeur</i>		
	TO BE FILLED IN AT OFFICE OF EXCHANGE À REMPLIR PAR LE BUREAU D'ÉCHANGE	
	Exact weight of Insured Parcel - Poids exact du colis avec valeur déclarée	
	Kg Poids	g
	<small>43-74-002 (5-72)</small>	

Figure 5. Unused parcel card (1972)

Print data 47-74-002 (5-72), on green paper. *Courtesy of Rob McGuinness.*

The rest of the items are Canadian parcel cards. I have never seen a single example wherein any Canadian postage is paid on these things, so the postage would likely be paid on a tag attached to the parcel. This treatment is different from that on the Jerusalem card in Figure 1, which seems to be how the rest of the world treated them. On the other hand, there are very often foreign stamps on Canadian parcel cards. Presumably, these cover extra fees, such as delivery (from the destination post office to the address), poste restante, or customs charges.

The Canada-Indonesia card (Figures 4a & b), although it looks rather dilapidated (some of the glue has turned portions of the paper dark brown) is covered in markings (almost all Indonesian), and three fees' stickers and six stamps attached on reverse. I would appreciate hearing from anyone with an explanation.

The unused parcel card shown in Figure 5 differs from its (known) predecessors in that the paper is green (which accounts for the poor image).

I am trying to build a one frame exhibit of parcel cards used to and from Canada. I need a few more examples—but more importantly, I need information on the foreign rates to explain the additional postage that was charged when the parcels arrived there.

Kiusalas or standard gauge? Neither—or both!

R A Johnson

A DEBATE has been continuing for some time as to whether the Kiusalas or the standard gauge is more appropriate for measuring the perforations on Canadian and American stamps. One rationale that seemed appealing supported the Kiusalas gauge on the grounds that the rotary perforators used on early North American stamps were originally designed and manufactured either in England or the United States and used Imperial measure in their manufacture. Therefore, it was claimed that a gauge based on the Imperial measure would match the specifications of the perforations in some natural way and so be the more appropriate for gauging them.

This reasoning implicitly requires that the specifications for manufacturing the pinwheels and counterpart wheels be expressed in linear measure—in this case, in terms of hundredths or thousandths of an inch separating successive pin/hole pairs. While the stamp producer likely told the machine manufacturer that the perforation holes should be in the range of, perhaps, “15–18 to the inch”, or even “approximately 15 to the inch”, the manufacturer would likely have drafted the shop drawings for producing the wheels in very different terms. Further research indicates that this was almost certainly the case.

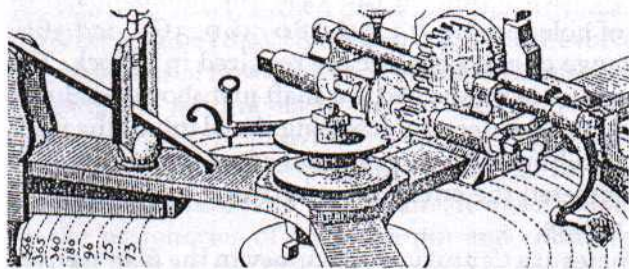


Figure 1. Early dividing plate

The manufacturing problem consists of the creation of pairs of pins and holes with nominally uniform spacing around the circumference of their respective wheels, whatever the size of wheel required. About a century or more before this arose, clock manufacturers had solved the problem of

Keywords & phrases: perforation, gauge

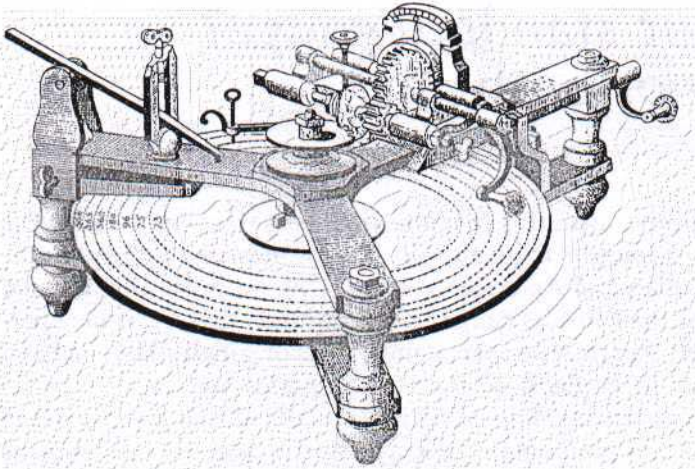


Figure 2. Fuller view of early dividing plate

cutting sets of clock gears each with a specific number of uniformly spaced teeth. The process involved the use of a dividing plate or wheel which carried concentric sets of uniformly spaced holes. An illustration of one of these early machines was reproduced by Tomlinson in [4]. Figure 1 shows a second reproduction from the same source ([5]) which shows more details of the mechanism. Figure 2 gives an expanded view of important details.

The blank for the clock gear was clamped to the shaft of the dividing wheel and, using the appropriate circle of holes, rotated a hole at a time under the rotary cutter for producing each tooth. In this case, the numbers shown on the concentric circles of holes are 73, 75, 96, 180, 360, 365, and 366, apparently covering the range of gears specifically required in a clock. The blank being cut is shown mounted on the vertical shaft just above the three-armed support. The radial cutter is seen intersecting the blank to the right of the centre shaft and just behind the two gears and crank shaft driving it. Once this process had completed the circle, the gear was removed and the teeth shaped by separate means.

By the middle of the nineteenth Century, the accuracy in the manufacture of dividing wheels was quite astonishing—of course, it had been an object of almost continuous development for a century. The division plate or engine soon became an integral part of machine tools of all sorts. In 1833, David Brown of Brown & Sharpe of Providence (R1) developed an “automatic linear dividing engine for graduating scales” and based on the newly developed precision in measuring devices, with Frederick Howe of the Providence Tool Company, a “gear-cutting machine using a formed milling cutter for producing involute gears” [6, 173]. Figure 3 shows one controlling the rotation of

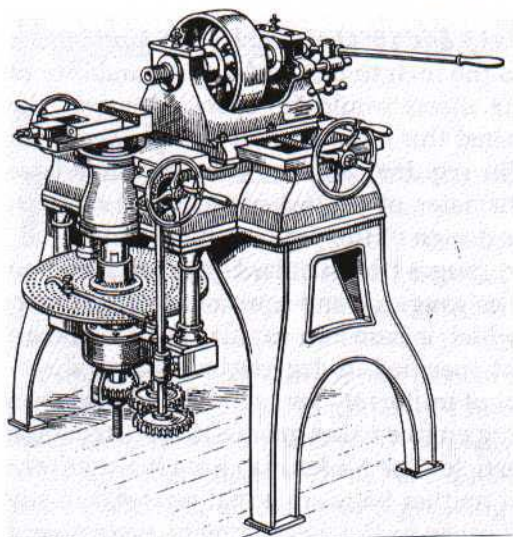


Figure 3. Gear-cutting machine in a Lincoln Index milling machine, c1850

the part to be shaped in a Lincoln Index Milling Machine developed using Howe's design of 1850 [6, 162]. In 1855, Joseph Brown developed a *Precision* gear-cutting machine for the "manufacture of index plates to order" and "precision gears". (See [8(b), Figure 22, 80] for an illustration of this.)

About 1860, Gage, Warner and Whitney of Nashua (NH) introduced the first automatic gear cutting machine soon to be with automatic indexing [6, 188]. In 1861, Brown developed his universal milling machine using a dividing engine [8(a), Figure 16, 76]. These evolved into the modern dividing engine used now with even greater automation in the control of drilling, shaping and milling machines; but the 1860s devices were fully capable of manufacturing the pinwheels and counterpart wheels then needed for early perforating machines—perhaps even under some form of automatic control.

To produce pin/hole wheel pairs, it was necessary to drill or punch holes in the peripheries of both the pin and counterpart wheels, the first for mounting the pins. This could have been done by a vertical drill press on the bed of which a form of dividing plate was mounted with its shaft horizontal. The wheel blank would then have been clamped to this shaft and rotated under the drill one dividing hole at a time. Or the arrangement could have been an adaptation of that shown in Figure 3.

Conclusion The holes for the construction of the pin and counterpart wheels for rotary perforating machines were drilled using an angular specification as represented by the holes on the dividing wheel or engine. As surmised

above, the stamp manufacturer likely described the holes in approximate terms of how many were needed to the inch to provide easy separability of the stamps but not so fine that the sheets would fall apart. However, the manufacturer almost certainly effected this by using a dividing wheel with an appropriate number of holes. The required number of holes would have been easily calculated since the diameter of the wheels would have been specified to be compatible with the design of the perforating machine.

It is thus evident that all (linear) gauges (the standard gauge in common use, the Instanta gauge, the Kiusalas gauge, or any equivalent gauge) measure the linear result of a process which is based on angular units. Furthermore, those angular units were not specified in degrees, minutes and seconds of arc but more simply as a set of uniformly-spaced holes created with great care and accuracy on a dividing engine using geometric construction.

And so, back to the title of this article. The reader may have it either way: both gauges do the same thing; but neither has a scale that relates it in any more fundamental a way than any other to the measurement system used in the shop specifications.

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Beginning serious collecting

Pierre Thibodeau

I read with interest Ken Pollock's letter in *Topics* #490, p67-69 on colours of Newfoundland stamps. What interested me most was his call for articles on the basics of stamp collecting. The editor also would like to see similar articles. Why isn't anyone jumping at the opportunity? I suppose it is because everyone figures what they know is common knowledge and they don't want to feel stupid giving basic information.

I returned to collecting in the past two years, after an absence of over 20 years. Since my return to philately, I have been fortunate enough to meet a lot of collectors and I am on my way again.

Stamp collecting is vast. It very quickly becomes a matter of specialization. Collecting amounts to organizing what you've accumulated. To organize, you must know what you have. This usually means starting with a printed album, so you can match the stamp with the picture. Then you learn about catalogues and a new vista arises. Suddenly, you have to specialize even more. This leads to more questions, which lead to more specialized books and it goes on from there.

One attraction of stamps is the social aspect of collecting. The typical stereotype of collectors—alone with stamps, magnifying glass, albums, hinges, etc, sitting in a lovely den with classical music playing—is incomplete and far from accurate. The collector needs stamps to work on, and this requires meeting other collectors and dealers (in person, by mail, electronically, . . .). Since collectors frequently buy, trade and sell, they tend to be a friendly bunch. This leads to membership in a club.

Welcome to BNAPS. You meet other collectors in person through a local chapter, on paper right here, or via the internet.

Canadian stamps are my interest, more specifically the small queens and their postal history. If I reach the limit of my purchasing power, or otherwise tire of the small queens, then there are always the Edward VII and Admiral issues. Since I was new at this, I joined my local club in order to meet others. I was fortunate that Ottawa was hosting BNAPEX last year. I met Doug Lingard at the local stamp and coin show, and suddenly I was a member of BNAPS. I volunteered to help out and got free passes to the show. I met the experts in the small queens and Admirals, attended and joined study groups, met dealers, bought books, etc. I was off and running.

Keywords & phrases: stamp collecting, postal history

When I returned home, I realized that I had to specialize even more. You have to decide on how you are going to attack this hobby. First for me is money. We have all seen items that go for thousands of dollars. I will not be buying those any time soon—probably never. Can I still have a great collection? Of course, if I have more knowledge.

To be able to finance this hobby, I set up a budget at \$50 dollars per month. My kids laugh at me. This amounts to a weekly burger and fries for two. To me it is an amount that I can put aside without worrying, and it is a starting point. You don't want this hobby to keep you up at night worrying about how you are going to pay the rent. I must admit that I had a lot of stamps from when I last did this, so that I had stuff to trade or sell.

Off you go to your club to trade and sell. Slowly you accumulate material and you meet the specialists in what you collect. Now it becomes fun.

Stamps are artifacts, and provide clues for further knowledge. Collecting involves putting the clues together. People have been piecing together the clues since stamps were invented. What is needed is knowledge. Since most of the details were kept secret at the time, information is often sketchy. Books on your subject are essential. This is why you want and get scholarly articles in *BNATopics*. The writers are searching for knowledge, and are sharing it, so that it won't be lost.

We are very fortunate in Ottawa to have many resources at hand to help in this search. The first are the *BNAPS* members themselves, of whom many live in Ottawa. Some have extensive reference libraries, and they are willing to share and help.

We also have the Postal Archives of the National Archives of Canada. The Archives has a great philatelic corner which I am starting to use.

What now? You are accumulating material and information. How do you set up your collection? It is a personal matter. There is no right or wrong way, but a plan is needed. Start wide and narrow in on the subject.

Beginning collectors typically begin with a printed album, so perhaps that is the logical starting point. After you obtain one of almost all the stamps on the page, make additional pages of the main varieties, and then branch from there. Think of it as a family tree. Your stamps are the members of the family. You have to figure out how they fit in. Since a stamp is like a snapshot of a member of the family, the first thing is to separate the duplicates. Not so easy, when all your relatives look alike. The small queens are great for this. I have set up a form on my computer with the basic information about a particular stamp at the top and a lot of frames below where (when the pages are printed) the stamps can be mounted. As I find new material I can mount it there, and make notes around it.

I am sure other members have even better methods, using stock books or whatever. This takes a lot of time and effort but as you see the pieces falling into some kind of order, you feel it building. You start to feel as though you understand it a little more. If you are not careful, a sense of satisfaction creeps in. You discover some minute bit on a stamp that is different. You find a reference to it in a book or from a friend and you are flying. Now you start talking about "position dots", shades, perf varieties, etc. You bring up the subject with anyone who makes eye contact. Then you realize you are officially a philatelic nerd. Non-philatelic people avoid you. You have to be careful, you are getting addicted. A wonderful addiction!

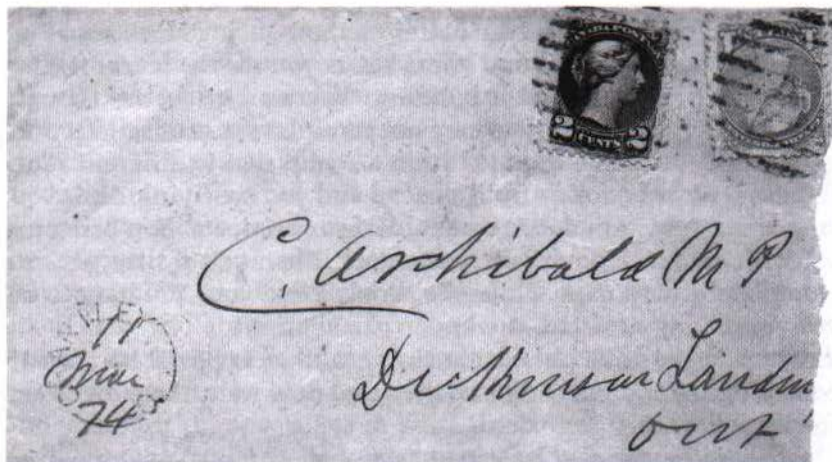
The next step, that can be pursued at the *same* time, is postal history. If you are collecting stamps and their varieties, you now want them on cover, in order to show how they were used.

Postal history [often described by "rates, routes, and markings"—*dh*] involves the study of the postal system. Among other things of interest are the markings on the envelopes; these tell part of the story of how the letter travelled. Stamps were usually issued for a specific purpose, for example, to pay the drop, first class or registration rates. You would like some examples showing these. Every post office has its own canceling and dating devices. There are thousands of Canadian post offices, and tens of thousands of different post marks. Most covers are "unique", which makes things even more interesting. If you like that idea or just want to add a few covers to your collection, you should get to know the Postal History Society of Canada.

By now, I have found that I seem to spend more money on books and memberships than stamps. To the average stamp collector, this seems a waste. I am basically cheap at heart, but I find that this is the most economical way to collect. I can buy a pile of stuff that most people would discard and because of the knowledge that has accrued from the books and club memberships, I can pull out a few little gems that may not be worth a great deal but illustrate unusual points.

What do you do with these interesting bits of philatelic knowledge once you discover them? Write them up on your album page, of course, and then store them carefully in your library. Now what do you do?

Exhibit! I am no where near that yet, but I want to learn. I think of it as something to spur you on to your best. I enjoyed a wonderful afternoon with my friend Bob Smith looking and talking about all kinds of things philatelic. When the conversation turned to writing up the material, he showed me how he sets up his postal history collection. Each page has a cover which is written up in the usual way, giving all the pedigree of the item, but he goes further. He includes a small drawing of a map showing



Grantley in Ontario—but mistakenly with “Q” (for Quebec) at base (1874)
 One of my prize postal history items. This seldom seen marking is known only
 1870–1876, and the site of the post office is very near my house.

where the post office was situated, as well as any historical bits of information that might relate to it. A snippet of history right there. Now that is something that I would like to see at the stamp exhibitions. Bob feels that from the standpoint of competitive exhibiting they would be considered too wordy. I think that from the standpoint of the public at large, this stuff is interesting. It should be out there for people to see.

In general, exhibiting can be the ultimate goal for us. When I see what Bob and others have done, I am encouraged to try. I know for security reasons that many collectors don't want everyone to know what they have—but how do you stir others up if you don't share? Maybe you should submit a photocopy or scan of your favorite page from your collection so the editor can print it in *Topics*, and everyone can see how you do it. As a beginner, I would be very interested.

We are explorers in the vast wilderness of philately. We may not wish to share with everyone the location of the gold mines that we discover, but we should be willing to share the beautiful lakes, mountains and scenery we come across.

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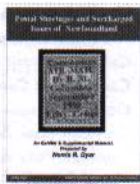


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THE expression *drop letter* can mean one of two things: either a letter intended for local delivery, or a letter, intended to be registered, dropped in the mail box rather than taken to the counter to be registered (so these letters are often called *dropped* letters). In the latter case, it is expected that all the postage (including the registration fee) be paid in stamps on the cover. From postal guides c 1900:

10. REGISTERED LETTERS.—These are letters for which a receipt is given by the Post Office at which they are handed in, of which a record is kept during their course through the mails, and for which a receipt is taken before delivery. They are therefore letters to which a special degree of security is given, but for which the Post Office Department does not become in any way pecuniarily responsible.

Manifestly a letter (or other article) intended for registration should not be merely dropped into a box or receiver, as in that case a receipt cannot be obtained for it. On the contrary it should be carefully handed into the Post Office, and a duly stamped receipt obtained for it then and there.

A Postmaster, will however register and forward any letter dropped into the receiver of his office, fully both as regards ordinary postage and registration fee, and will hand a receipt to the sender, if known, at the first opportunity.

On the other hand, a letter bearing the word "Register", but not fully prepaid will be sent to the Dead Letter Office under registration. The cautions given above (sections 8 and 9) as regards letters addressed to initials, &c, apply with special force to Registered letters of the delivery of which to the person entitled to receive them the Post Office must in all cases have a satisfactoryittance.

Figure 1 shows a 1900 postcard mailed from Montreal to Yonkers (NY) with 7¢ postage applied. The charge for a post card was 2¢, and registration was 5¢, so the regulation above (third paragraph) should have applied, and the card should have been registered. However, it was obviously missed, as aside from the postage, there was no noticeable indication (such as REGISTERED in coloured pencil) that the sender intended it to be registered.

Figure 2 illustrates a 1919 example of a dropped registered letter mailed

Keywords & phrases: "dropped" registered letters

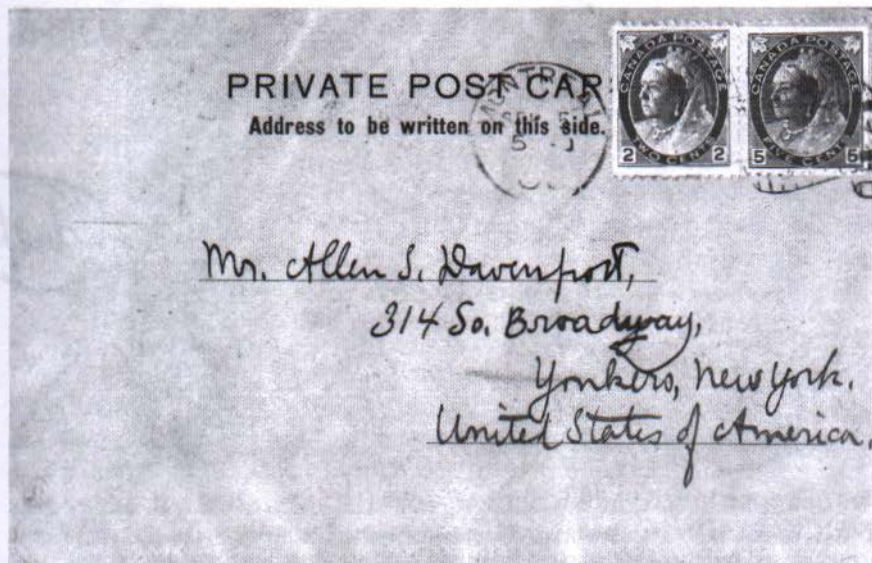


Figure 1. Post card to the US with 7¢ postage affixed (1900)

Obviously intended to be registered in view of the postage. However, the card was dropped in the mail box rather than taken to the counter, and the clerks missed it, likely because it went through a Bickerdike machine.



Figure 1a. Postmarks on the card in Figure 1

At left is a (Bickerdike) #8 flag.

to France. Franked with 10¢ in postage which would pay the 5¢ registration fee and 5¢ first ounce UPU fee (but not postage on an unregistered multi-weight UPU letter, as the rates were 3¢ for each subsequent ounce), it is marked (lower left) *Drop* in indelible pencil.

Finally, in Figure 3 we see a remarkable combination—a 1965 dropped drop letter which is also postage due, and a bit more. Mailed from Toronto to Toronto (hence a drop or local letter), with 29¢ postage, with the typescript “Registered” and a special delivery sticker, it was marked *Drop* in ball point pen. The drop (local) letter rate was 4¢ at this time, and the registration fee was 35¢, so it was already short paid 10¢ even before special delivery was



Figure 2. Dropped registered letter to France (1919)

Mailed from Val Marie (SK) to a notary in Plomodierne. The somewhat unusual original registered number handstamp—this style was introduced in response to the Rome 1907 UPU convention requiring first registration number on international mail—contains a very low number 4. Via Winnipeg and London. The registration handstamp was likely applied at Winnipeg, which suggests that the *Drop* was endorsed there. From the Editor's collection. This appeared originally in the *Registry*, the newsletter of the BNAPS registration study group.

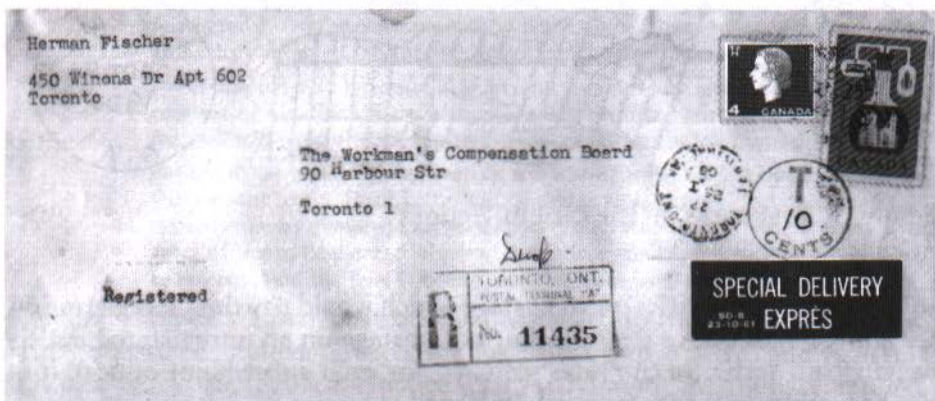


Figure 3. Dropped drop postage due registered letter (1965)

Postmarked at Toronto Terminal A. *Drop* appears just above the registration rectangle. From the Editor's collection. This appeared originally in the *Registry*.

considered. There is no evidence that it was sent by special delivery, so that aspect was ignored, and it was only charged single deficiency postage due (correct for short paid registered letters since 1935).

Book Reviews



👁 *Emerging Saskatchewan: The postal history of Territorial Saskatchewan* (2003) by Donald W Thompson & Norman E Wagner (ISBN 0-9731617-0-1). Published by Auxano Philatelic Services, c310+ (unnumbered) pages +xii, 8½" × 11", wireO bound. \$49.95 + postage from publisher, 207, 525 11th Avenue SW, Calgary AB T2R 0C9 e-mail: info@auxanostamps.ca website: www.auxanostamps.ca

ASSINIBOIA was a district of the huge Northwest Territories, roughly corresponding to the bottom half of present-day Saskatchewan. It was created in 1882 along with other districts, those of Alberta, Athabasca, and Saskatchewan (which occupied the *middle* half—more or less—of present-day Saskatchewan). The provinces of Saskatchewan and Alberta were formed in 1905, and this demarcates the period of the postal history discussed here—or does it? The postal history, Assiniboia datestamps, continued for several more years, in the form of postmarks with ASSA at base.

This book mostly consists of a comprehensive listing of postmarks of Assiniboia during the territorial period and a bit beyond. For each of 400 Assiniboia post offices, there is a half (or full) page of data, including scans of all the postmarks recorded or proofed for the office, very detailed postmark census data (numbers of each cancel reported, whether on cover, stamp, etc), opening dates, physical location of the office, lists of postmasters, a brief description of the town,

The amount of information conveyed is really quite remarkable, and it serves as an excellent model for other authors who might wish to attempt similar projects where there are up to 500 post offices. (This model obviously would not be feasible for Ontario—c 12000 different broken circles known—or Quebec, which has yet to be done.)

There are other very pleasing aspects to the work. The history and development of the region (from the very early explorers to the Riel Rebellions and the early provincial period) are discussed in detail, interspersed with images of documents, photos, maps, and covers (mostly in true colour, although I was surprised by a reddish brown 5¢ RLS on p1.11).

A prerequisite of course is a description of the cancel types. The most commonly used device is the broken (or split) circle, but other types include circles (in the book called *closed circles*, abbreviated CLC), duplexes, rollers and squared circles. There are also what the authors refer to as “manuscript” cancels, meaning split circles with the date written in—I would call them

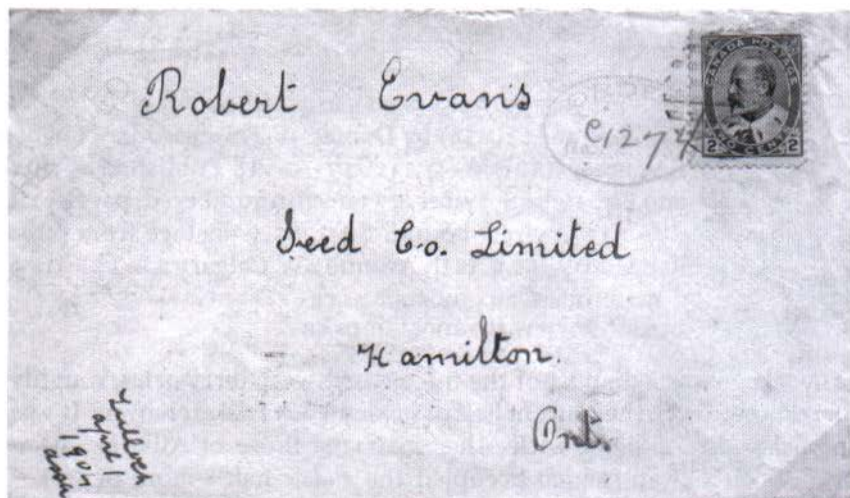


Figure 1. Manuscript from Tulloch (1901)

Only reported marking from this town (opened 1 March 1904 and renamed Invermay 1 June 1905).

Courtesy of Gray Scrimgeour.

manuscript-dated, reserving the term manuscript for postmarks wherein the town name is written—and a few rare examples of straightline cancels. Figure 1 shows a true manuscript, from Tulloch. It would have been helpful to put the classification in the context of devices used in the rest of what is now Canada prior to and during this period. We would see that the styles in use were (with few exceptions) the typical Canadian ones sent to newly-opened offices in this period.

There are numerous excellently done colour pictures, mostly of covers. On the front cover is the unique Görlitz–Görlitz (Assiniboia to Prussia, later in Poland) post card (my maternal grandparents were named Gorlitzky, so naturally I noticed this). The back covers show off-beat and rare items, including some lovely illustrated covers.

The final sections deal with name changes, a list of reverse spellings, name errors, and most interestingly, related collecting possibilities. The latter include picture post cards, the nearly ubiquitous Dominion Lands return-to-sender covers, a dense page of Assiniboia cancels on Jubilees from the Joseph Smith collection, and other fascinating material.

There have been about new dates and details reported by collectors since the book was published. The first example of a Hamona strike has come to light. An updated checklist is available, and the website is being updated.

One of the “features” is the rarity factor (RF) scheme. The authors were so

impressed with the RF system given in Harrison, Arfken & Lussey, *Canada's registered mail 1802-1909* . . . , that they adapted it for use here. The criticisms in my review of the latter (*Topics* 2003 #1)—use of letters that typically convey something else, too many levels—apply more so here, since there are now more levels. Moreover, since there are only a few hammers with more than 25 examples reported, there really is no need for an RF scheme at all. With such small quantities reported, any RF system will be unstable, meaning that a few new reports can change the rarity factors, often by two levels. When there is a detailed list of the quantities reported, why is an RF scheme needed?

That and the lack of page numbers were my only serious criticisms of an excellent work. Anyone who is interested in postmarks of Western Canada, or anyone who would like to see how a postmark list for a limited region or time can be done should read this. It is even reasonably priced! *The Editor*

CORRECTION to pricing information for Harrison, Arfken & Lussey, *Canada's registered mail 1802-1909*, reviewed in the last issue of *Topics*: The price for sale by Auxano should have been Can\$125 plus postage (it was listed as Can\$125 postpaid). Postage within Canada depends on the destination, but averages about \$12.50; to the US, it is about \$18.75, and to Europe by surface, about \$30.

THE DEAD LETTER OFFICE
IN CANADA
1830-2002

An Illustrated Postal History



by Brian C. Plain
2007

☞ *The dead letter office in Canada 1830-2002* (2003) by Brian C Plain (ISBN 0-9731617-1-X). Published by Auxano Philatelic Services, 141 +iv pages, 8½"×11", wireO bound. \$49.95 + postage from publisher, 207, 525 11th Avenue SW, Calgary AB T2R 0C9
e-mail: info@auxanostamps.ca
website: www.auxanostamps.ca

DLO are the initials of the aptly-named *Dead letter office* (later renamed the *Undeliverable mail office*). Letters that cannot be delivered, or even returned to sender (perhaps because the sender's address is not on the envelope) are sent there to be opened and examined. If the letter is lucky, the proper address will be found and it will be delivered; less lucky ones are returned to sender, but some simply die there. Any valuables found therein that cannot be sent to either the addressee or returned to sender are auctioned off, and the remaining paper is eventually (supposed to be) destroyed.

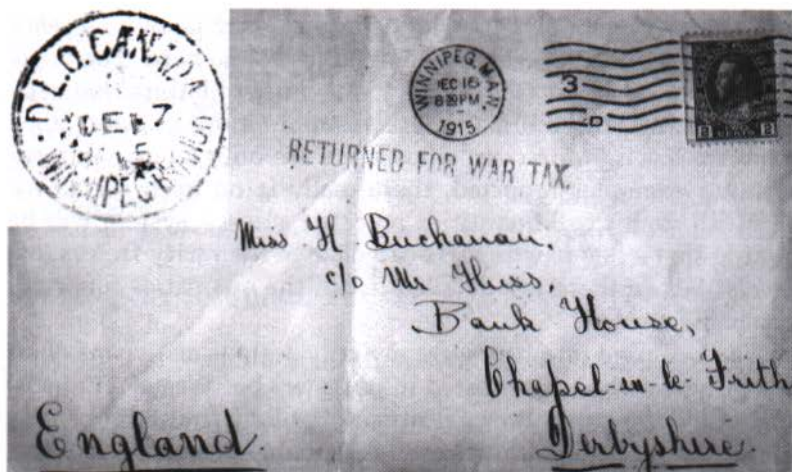


Figure 1a. Returned for war tax and DLO cancel inset, December 1915

The 2¢ stamp pays the Empire rate to Britain, but not the War Tax, which had been implemented in April 1915. As there was no return address visible, the cover was sent to the Winnipeg DLO (inset cancel, on reverse), where it was opened to find the return address. The cover was returned in the covering envelope (Figure 1b) on the same day that it reached the DLO, 17 December.

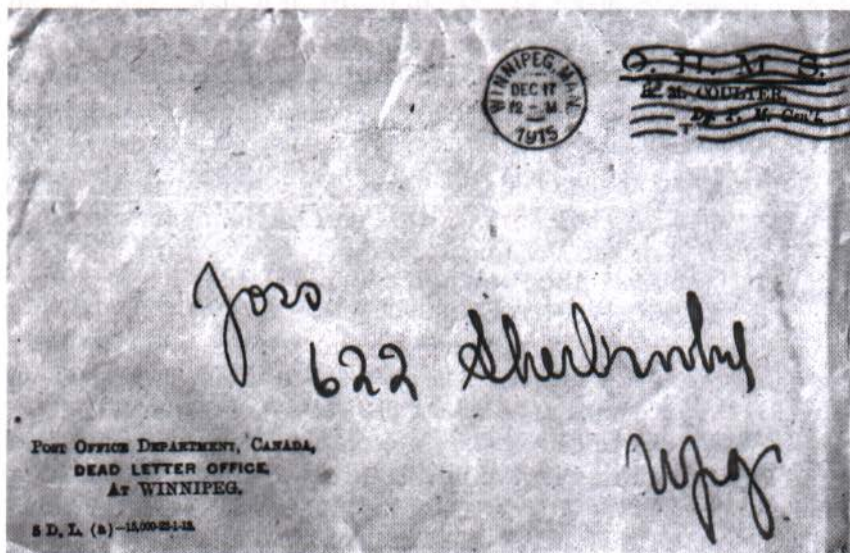


Figure 1b. Covering envelope for returning item in Figure 1a
On tan-coloured paper, with print data 5 D.L. (a)-15,000-22-1-13. There was no additional charge for this "service".

By the 1820s, the British had developed a system for returning undeliverable mail to the sender. Since the return address was not normally on the visible side of folded letter mail, this required opening it and examining the contents at the Dead Letter Office in London. The letters were returned inside preprinted letter wrappers. The Canadian DLO is believed to have been in operation by 1830 and was using the same scheme. Returned letter wrappers are known from 1833. They were superseded in the mid-1850s by covering envelopes, which however, are very rare until at least the 1870s.

Initially there was no fee per se for the service of returning undeliverable mail, except if the original letter were mailed unpaid (as was usually the case), the sender was charged postage both ways, and this could be very expensive. When Canada took over control of its post office in 1851, a flat rate of 1d (plus any postage due) was charged per returned letter. This rate of course changed, e.g., 5¢ in 1868, dropping to 2¢ around the turn of the century, rising to 36¢ in 1987. Very often the service charge was printed on the covering envelope. Perhaps as many as a hundred different printings of the returned dead letter envelopes have been recorded.

Sometimes letters were held up because they were short paid (or unpaid). If there was a return address visible, a notice was sent to the sender asking for payment of more postage. If no return address was visible, the letter was sent to the DLO for examination. Registered letters were not supposed to be short paid; however, if they were, they were (supposed to be) sent immediately to the DLO and then returned to sender. (I have only seen *one* example of a cover for which this practice was followed—all other short paid registered letters that I have seen were delivered and charged postage due, frequently incorrectly double deficiency.) A remarkable pair, consisting of a cover returned for war tax together with the DLO covering envelope is shown in Figures 1a & b.

The emphasis in the book is on the postmarks of the various DLO branches. There are discussions, city by city, and illustrations of the types, concluding with an extensive listing with periods of use of all the known hammers of dead letter offices throughout Canada. Many of the hammers were very similar, and using the listing (called a "database") can be time-consuming. However, this is an important first step in the study of a neglected subject.

There are numerous, clear, colour illustrations. The typography is just above mediocre. I think an index would have been helpful, but it wasn't essential in this case. It was not necessary to use 8½" × 11" paper, and I wish people would stop doing this, except where the extra size is crucial.

Overall, this is a very useful monograph, easy to read, and containing lots of information.

The Editor

Study group centreline

Robert Lemire

THE purpose of this column is to bring to the attention of BNAPS members some of the fascinating specialist work being done within each BNAPS study group. Highlights are provided for newsletters that have arrived in my mail box from mid-March 2002 to mid-May 2003.

Re-entries The Canadian Re-entry Study Group newsletter generally has little text, but shows wonderful, enlarged pictures of stamps with re-entries. Shown in Volume 21, #1 is a re-entry on a proof copy of Newfoundland #72, a misplaced entry on the 5¢ registration stamp (Harry Voss), copies of extensively re-entered copies of the 1¢ and 5¢ numeral issue (Harry Voss and Ron Waldston), and some doubling of lines on copies of the 2¢ and 20¢ tercentenary issue of 1908 (Ron Waldston).

Queen Elizabeth 11 In Volume 11, #4 of the *Corgi Times*, Robert Elias presented the results of an extensive study of papers used on the stamps of the Wilding definitive issue. In Volume 11, #5, he provides a checklist and some further comments on the issue. In the same issue, details are provided for the 2003 printings of the \$1 & \$2 definitives—the sheets now have a bar code in the margin, and the stamps are printed on TRC paper. Editor Robin Harris has also begun a new series reviewing the stamps of the Canadian “Environment” definitive issue (1977–1987).

Revenues The March 2003 issue of the Canadian Revenue newsletter features the fourth installment of Chris Ryan’s study, *Canada’s stamp taxation of tobacco products: 1864–1974*. This part deals with the issues of tobacco stamps during 1883–1897. Chris also shows a document bearing Ontario transfer tax stamps and Admiral postage stamps in payment of the respective provincial and federal transfer taxes. The stamps paying the federal tax were applied against a proposed rate that was never put into effect. Four uncatalogued varieties of federal tobacco stamps are noted (courtesy of John Harper, Paul Stephens and Chris Ryan).

RPO cancels In the March–April issue of the newsletter of the RPO study group, details are provided on two RPO runs which operated in the south-western area of Quebec. One was an extension of the New York Central Railroad between Malone (NY) and Montreal, and another ran between Montreal and Dundee (and later on to Fort Covington (NY)), and met a New York Central Railroad subsidiary. Both lines used a large number of RPO cancels. Also, there are maps and listings for the Northern Pacific Railway and the Manitoba & North Western Railway runs in southern Manitoba.

Military mail There are many short articles and questions in the March 2003 issue of the newsletter. Doug Sayles shows a registered CAPO 1 cover with an orderly room handstamp, and the article is augmented with an illustration from Dave Hanes of a cover with an orderly room marking from CAPO 2. Doug also asks for more information on a cover addressed to the Great Lakes Naval Training Station, RCAF Detachment, Corpus Christi, Texas. Dave Hanes submitted a photocopy of an interesting cover that was processed through the detention barracks in Camp Borden in 1943. There are also contributions from David Kelley, Colin Pomfret, Wilf Whitehouse, Colin Campbell and editor Dean Mario.

Postal stationery In *Postal Stationery Notes*, Volume 18, #5, William Geijsbeek reports that new envelope printings (with printed dates of 2003.02.03) have been prepared, and that these should appear in Canada Post stocks in the new future. New Post Card Factory prestamped cards are also described. A spectacular 47¢ cinderella item is shown—it is sufficiently deceptive to the casual observer that Canada Post ordered that they not be used. Hans van Dooremalen shows a picture of a late use (1918) registered 2¢ blue Queen Victoria UPU card to the US, with an interesting message about the flu epidemic and the end of World War I.

British Columbia postal history Volume 12, #1 of the newsletter features a discussion of the Vancouver “key” registration marking, and the case is made that it came into use as early as 1908. Also, there is an article on the history of the Toby Creek post office. This issue, as usual, provides considerable information on current post office procedures and cancels in British Columbia. This series of newsletters forms one of the best sources I know on modern Canadian postal history. While the discussions are generally limited to BC items, they should serve to alert others to what may be occurring elsewhere in Canada.

Newfoundland The Newfoundland study group has published its 100th *Newfie Newsletter*, and as part of the celebration of this event, editor Bob Dyer has had several pages printed in colour. There is an illustration of a full setting of 25 of the first 1920 surcharge (bars 10.5 mm apart). Also, an 1861 cover from Harbour New Britain to the United States is shown bearing a 3d Newfoundland triangle stamp plus a bisected 8d stamp. Sammy Whaley shows a scarce used strip of three of the 1870 Victoria 3¢, and there are pictures of four lovely 19th century covers submitted by Doug Hannen. David Handelman shows a registered AR cover from 1904.

Airmail In the April 2003 issue of the newsletter, Gord Mallett discusses flights from Fort St John by bush pilot G W G McConachie over the period 23–28 May 1936. Flight covers for the experimental route bear the signa-

ture of R W Hale, Postal Superintendent of the Edmonton and Northwest Territories District. The author concludes that there were two flights (only one of which was able to land at Fort Nelson), and that the signatures of McConachie and Hale were applied either before the first flight, or after the return of the second. Thanks to Jack Wallace, the newsletter has a picture of a copy of a cover carried by air from Victoria to Nanaimo in August 1919.

Post Cards Volume 4, #1 of *Post card matters* shows pictures of three more cards showing prairie grain elevators (submitted by Jack McCuaig). Wally Gutzman provided photocopies of five cards in the series of Stedman Brothers cards with metal clip-ons, and an interesting 1904 Catherine Martin card commemorating the tercentenary of the discovery of the St John River by Champlain.

Map Stamp In Volume 4, #1, Ken Kershaw comments on the difficulty of finding first state examples from plates 1–3, compared with those for plate 5. John Anders lists and discusses the postal rate changes in late 1898 and early 1899. There also is an interesting short article (with illustrations) on cinderella labels based on the map stamp.

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