

2003 • fourth quarter

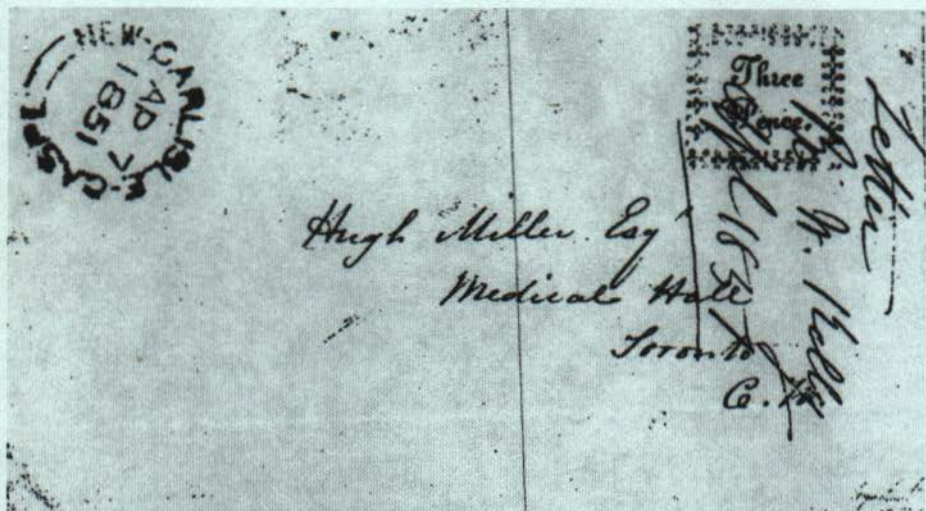
BNA Topics



Whole number 497

Volume 60

Number 4



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BNA**T**opics



The Official Journal of the British North America Philatelic Society Ltd
Volume 60 Number 4 Whole Number 497

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Shroud of New Carlisle, II

*V G Greene Foundation** This contains the report of the VG Greene Philatelic Research Foundation of 2001–2 on the so-called postmaster's provisional of New Carlisle, which has just been listed as such in Scott's Specialized Catalogue (2004). The first part of the article is the report itself, and the second part consists of the forensic document examiner's analysis. The legends and captions of the figures were prepared by the editor.

An important point which should be kept in mind is that the owner of the item did not permit destructive (intrusive) examination (of even a microscopic part) of the cover. Hence some forensic tests which perhaps would have been decisive in settling the issues, could not be performed.

Occam's razor and philately

Entia non sunt multiplicanda praeter necessitatem —William of Occam, 1340

IN modern English, Occam's philosophy when dealing with problems was that "the simplest and least complicated answer is usually the best one." The Vincent G Greene Expert Committee had a great opportunity to test the truth of this when it was able to carry out a thorough examination of a controversial Canadian marking that was discovered at the beginning of the twentieth century. Initially, it was viewed as merely interesting, but eventually became what some believe to be a great rarity (Figures 1 & 1a).

It dates from the short period 6–23 April 1851, when responsibility for the Canadian Post Office was transferred from Great Britain to the Colony of Canada, to the issue of Canada's first adhesive stamps. The cover originated in a small town in Quebec (Lower Canada), New Carlisle, Gaspé on 7 April 1851, and it bears a "Three Pence" rate marking in a fancy frame.

During this period, all postmasters were instructed to mark the postage rate on the front of the cover in either manuscript or handstamp. Most of the handstamps showed simple figure 3s but that of New Carlisle was quite distinctive. This was noticed by a Montreal collector, who, after some checking with the Post Office Department, reported the find in a British philatelic journal [1]. Following the appearance of this article, the item was sold to

Keywords & phrases: postmaster's provisional, handstamped/printed

*Through the courtesy of Harry Sutherland, Chairman of the Vincent Graves Greene Philatelic Research Foundation, Toronto. The article was prepared by Kenneth Rowe, RDP, FRPSC.

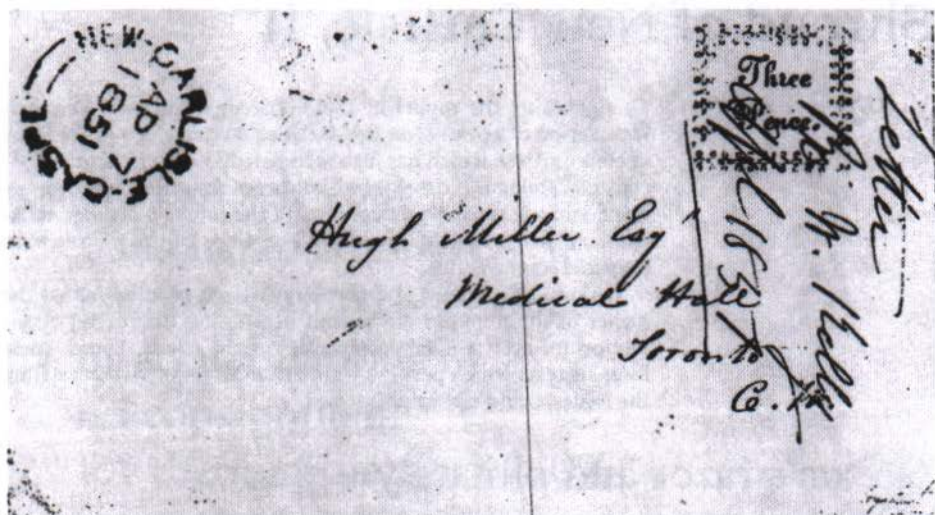


Figure 1. New Carlisle to Toronto (7 April 1851)

The fancy script “Three Pence” is the issue—preprinted, handstamped, or . . . ? The domestic rate had just changed to 3d (collect or prepaid) the day before this cover was mailed.



Figure 1a. Blow-ups of the critical feature

Ferrary and remained with him until the collection was sold by the French government. The New Carlisle cover and a similar cover with a different rate marking were sold to Burrus in 1922 [2].

Seven years later, Fred Jarrett, one of the early postal historians, included a description and a partial illustration of the marking in his book *The stamps*

of *British North America* [3, p 104]. Probably working from a photograph, he was the first to suggest that the marking might be a provisional “stamp” and also to suggest that the recipient docket was Kelly’s signature.

The cover was not seen or commented upon until the Burrus collection was sold by Robson Lowe in 1963. It is instructive to read Robson Lowe’s lot description [4]:

1/4/1851 from New Carlisle, Gaspé, to Toronto with a typeset “Three Pence” in fancy frame not cancelled but crossed by recipient’s endorsement. Most intriguing. Ex Ferrary.

The cover had been purchased by London Stamp Exchange (Richardson & Bolton). In May, a month after the sale, an article [5] appeared in a British magazine written under the pen name *Beaver* upgrading Jarrett’s suggested “might be’s” to “there can be no doubt”. The following year, London Stamp Exchange sold the cover to Stanley Gibbons, who then revised their catalogue listing of Canada by placing the New Carlisle marking as SG # 1! The cover then went through a number of hands.

In 1979, another article [6] on the New Carlisle cover was published in the *Canadian Philatelist* by C N Richardson, one of the original owners, which reiterated in greater detail the claims made in the 1963 article.

Although knowledgeable Canadian philatelists and postal historians had ignored Jarrett’s article in 1929 and also the *Beaver* article in 1963, the 1979 article provoked written objections to the content of the article from three well known postal historians and verbal ridicule from many others. All rejected the claim that the marking was a “provisional stamp” and that the recipient’s endorsement (filing docket) was a manuscript cancellation [7]. There was no response from the author.

In 1986, the cover was submitted to two British expert committees, with ambiguous results. The BPA expert committee concluded [8],

Cover bearing New Carlisle postmaster’s three pence provisional stamp. Cancelled RW Kelly in manuscript (SG1) appears to be genuine, but its issue was not authorized by the postal administration.

The Royal Philatelic Society of London certificate is even less useful [9]:

Canada New Carlisle, Gaspé 1851, SG1, 3d provisional envelope in black is genuine as far as one can say from a single example.

The committee reviewed the conflicting opinions and decided that there were two aspects of the problem that required deeper investigation than a purely visual examination as carried out by these earlier examinations.

Question 1. Was the marking a “prepaid provisional stamp” or only a fancy rate marking. Was it authorized by the regulations in force at the time?

The Post Office Act of 1850 [10] expressly forbids anyone

to use or affix to or upon any letter or packet, any stamp, signature, initial, or other mark or sign purporting that such letter or packet ought to pass free of postage or that postage thereon or any part thereof hath been prepaid, without the written permission of the Provincial Postmaster General.

The Regulations under the Act in this regard state [10]:

If the postage is paid in money when the letter is posted, stamp or write PAID against the postage rate, and mark the rate in red ink; but if the letter is "unpaid", the rate is to be marked in black ink.

Copies of both the Act and the regulations were sent to all Postmasters on 14 March 1851, more than three weeks before they went into effect on 6 April. Therefore the postmaster of New Carlisle would have known that in order for letter to be accepted as paid at its destination it would require a PAID marking and the rate would have to be written or stamped in red ink.

The requirement that *black* rates indicated *unpaid* and that *red* rates indicated *paid* was in force in Canada for many years before 1851. In addition to this, and also for many years, prepayment of postage was the exception rather than the rule, even after adhesive stamps were introduced, the feeling being that the postal fee should not be paid until the letter was actually delivered [11, p 71].

In view of these facts, does it seem logical that the postmaster of New Carlisle would prepare a special handstamp that could only be used for prepaid letters?

Question 2. Was the manuscript endorsement *Letter/R.W.Kelly/April 18* a cancellation of the fancy rate stamp or was it the filing note (docketing) of the recipient?

The Regulations of 6 April 1851 state [10],

... letters are to be carefully postmarked on the face or address side, with the name of the post office, the month and day of the month in which they are posted, and, except when they are prepaid by postage stamps, with the rate of postage in plain figures. In performing these operations, great care must be used to avoid interference with the address.

In this regard the recipient's endorsement (filing note) interferes with the address and the Postmaster would not have done this even if he considered it to be a "cancellation".

Filing systems for much of the century were designed to accept the common stationery of the period—the folded letter sheet. When opened, the whole letter was refolded lengthwise and an identifying endorsement was written at the end to be readable when upright. Such endorsements followed the standard pattern in use in all establishments, subject/writer/date.

The envelope was only just beginning to appear, and in fact the first envelope folding and gumming machine was demonstrated at the Great Exhibition in 1851 [12, p 236]. When envelopes were filed with their contents, the filing note was written across one end of the envelope. The New Carlisle envelope is a perfect example of the practice.

Although the foregoing would under normal circumstances be quite sufficient to allow the committee to provide an opinion, it was decided to have the cover reviewed by a professional Forensic Document Examiner. The results of this investigation were as follows.

- (a) The marking has the characteristics of an impression by a metal die.
- (b) The ink used for the marking and for the New Carlisle date stamp cannot be differentiated without destructive testing.
- (c) The R W Kelly endorsement is written over the marking.
- (d) From the signatures of Hugh Miller on six archival documents dated 1846–62, there are similarities of writing style and the structure of the letters *t*, *e*, & *k*, which appear in both signatures and the endorsement.
- (e) No samples of Kelly's handwriting were found for comparison with the address on the envelope.
- (f) The cover has not been altered, repaired or treated chemically. Some slight age related wear and tear is present [13].

The committee therefore provided the following opinion on this interesting item [14]: Pre-adhesive cover from New Carlisle, Quebec to Toronto, Ontario bearing handstamp "Three Pence" with fancy border and New Carlisle date stamp together with Quebec City transit marking as well as filing note by recipient or his office, age soiled but genuine in all respects; the handstamp is not a printed impression and was impressed at the time the item was mailed; all post offices in Canada were during this period required to mark any mailing with a handstamp showing the rate.

References

- [1] London Philatelist, Vol 13 (1904) p 150.
- [2] Ferrary Sale # 3, April 1922, lot 214.
- [3] Fred Jarrett *Stamps of British North America*, Toronto (1929).
- [4] Burrus Sale, 2 April 1963, lot 293.
- [5] "Beaver" (C N Richardson) *Out of the shadows*, Stamp Collecting, London, May 1963; reprinted in *Stamps*, New York, July 1963 (p 14); reprinted in *Canadian Philatelist*, Ottawa, Vol 14, # 4 (1963).
- [6] C N Richardson *The Gaspé postmaster's provisional cover*, *Canadian Philatelist*, Vol 30, # 3 (1979).
- [7] *Canadian Philatelist*, Letters to the Editor, Vol # 30, # 4 & 5 (1979).
- [8] British Philatelic Association, London, Certificate # 5501.
- [9] Royal Philatelic Society of London, Certificate # 138181.

- [10] Winthrop Boggs *The postage stamps and postal history of Canada*, Vol 2, Appendices A & B, Kalamazoo MI (1944).
- [11] William Smith *The history of the post office in British North America*, Cambridge (1920).
- [12] W Turner Berry & H E Poole *Annals of printing*, London (1966).
- [13] Document Examination Consultants, Forensic Report # 1278/2001 (follows).
- [14] Vincent G Greene Expert Committee Certificate # 10300.

Summary and analysis

1 ENVELOPE Envelopes were in limited use in North America at this time and most letters were in the form of folded letter sheets.

2 FILING Commercial correspondence file-systems at this date were designed to accept folded letter sheets refolded lengthwise with an identifying filing note (docket) on one end.

3 TYPESET HANDSTAMP? *Postage prepaid marking?* Postal regulations in force on 6 April 1851 read as follows.

If the is paid in money when the letter is posted, stamp or write PAID against the postage rate, and mark the rate in red ink; but if the letter is unpaid, the rate is to be marked in black ink.

The typeset handstamp on this cover is in black and is therefore not a marking indicating prepayment. If one allows that the postmaster of New Carlisle had obviously read the previously circulated regulations he must have known this and certainly the larger transit offices would have classed the letter as unpaid. One must also remember that prepayment was the exception rather than the rule.

4 DOCKET OR CANCELLATION? If one assumes that the New Carlisle postmaster had seen letters from both the US and UK using adhesive stamps he would have used the date and town name even in manuscript to cancel the "stamp" whereas the position and wording of the manuscript "cancellation" are identical to commercial filing practises of the period.

Additionally, the docketing is in the handwriting of the recipient, Hugh Miller. It follows that the writing of the sender is that of R W Kelly and the cover is nothing more than a nice example of a fancy rate marking.

Although the cover itself is genuine, it is the earlier collectors' or dealers' interpretation that is false.

Forensic Report File No 1278/2001

Brian Lindblom, BA, FSS Dip, forensic document examiner

I am a forensic document examiner and President of Document Examination Consultants Inc. ... Harry Sutherland of the Vincent Graves Greene

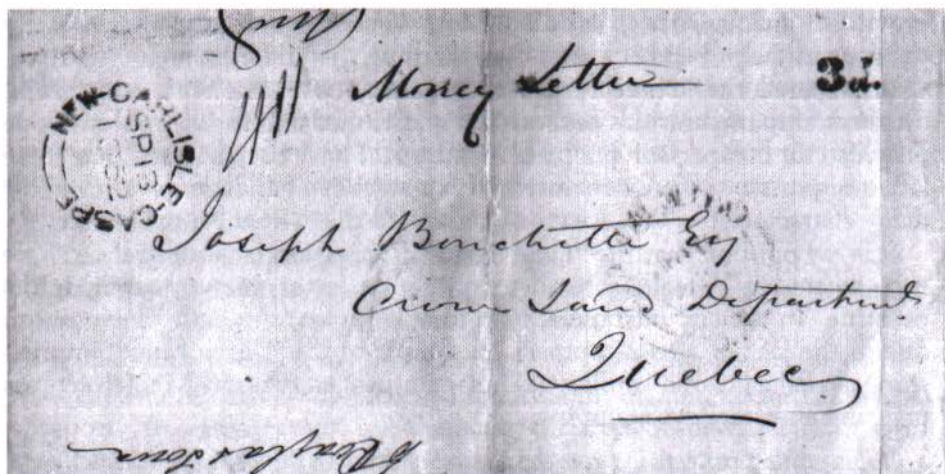


Figure 2. New Carlisle to Quebec with rate handstamp (18 September 1852)

Two examples are known of this small and peculiar New Carlisle 3d handstamp, indicating the domestic rate to be collected from the sender (i.e., unpaid). This was a *money letter* (it contained money); there was no charge per se for the extra care this required. The manuscript 411 is a (pre-)registration number recording the money letter. From the Editor's collection.

Philatelic Foundation, retained me to conduct various forensic tests on what is called the *New Carlisle Postmaster Provisional*. This document is described below, as are the samples [*most of the reference material has not been illustrated—ed*], against which the questioned stamps and handwritten notation on the enveloped were compared. . . . [Below] is a description of the methods employed, my observations, and the conclusions derived from the analysis. . . .

A series of questions were put to me for consideration I conducted the appropriate non-destructive techniques in an effort to provide answers to as many of these questions as possible.

1 *Is the ornate "Three Pence" a printed or a handstamped marking?*

The image was examined microscopically with the aid of reflected and oblique light under infrared excitation. This analysis revealed some inequalities in dispersion of ink, as well as a silhouette effect along the edges of the border and the words "Three Pence". Some of the impression is accompanied by indentations, the result of relief printing. Given the characteristics outlined above, two possible sources for the impression can be ruled out—lithographic printing and rubber stamping, neither of which would result in impression indentations. Letterpress (or typographic) printing and steel dye stamping are the two possible methods of creating the impression. The image shows some differences in depth of indentation, and as mentioned

previously, inequalities in ink dispersion. These features are far more likely to occur in the process of a steel dye stamping than in letterpress printing.

I compared the "Three Pence" stamp image with the NEW CARLISLE GASPÉ stamp impressions on both the questioned and the sample envelope provided for comparison purposes (Figure 2). I have been advised that these latter impressions were generated with a steel dye handstamp. They show many characteristics that are consistent with the "Three Pence" image.

It is my opinion that the "Three Pence" impression is more likely to have been created by a steel dye handstamp than by letterpress (or typographic) printing. In the circumstances, I am unable to render a definitive opinion due to the lack of a true comparison sample to the "Three Pence" impression, as well as to the similarities between usages generated by letterpress printing and steel dye stamping.

2 *If it is printed, can you indicate the method of printing (lithography, intaglio, etc)?*

This question has been partly addressed in my first answer. The image is definitely not the product of the intaglio (or gravure) method because the ink impression is indented into, rather than raised off the paper as it would be with this form of printing.

3 *Is the notation Letter/RW Kelly/April 1851 written above or below the ornate postal marking?*

The intersecting points of these two images were examined under high magnification with the aid of transmitted and reflected light. While some of the intersection points do not lend themselves to making such a determination, a limited number do show indications that iron gall writing ink used to make the notation is sitting on the surface or above the "Three Pence" stamp impression.

4 *Is the notation (in # 3) in the handwriting of Hugh Miller?*

I have viewed the various samples of handwriting and signatures purportedly of Hugh Miller. This intercomparison has revealed that the extended written information on each of the specimen documents has been produced in part or in its entirety by more than one writer. There are also discrepancies in the signature style seen on the documents, again suggesting that more than one writer may have authored the Hugh Miller name. In the time frame at issue, it was not uncommon for clerks, notaries or other officials to hand write a document on behalf of senior staff or clients. Therefore, to ensure that the samples are not contaminated, none of the extended handwriting has been used for comparison purposes and I have chosen to use only Hugh Miller signature samples that are internally consistent one to the other.

I have found a few similarities between the specimen Hugh Miller signature and *Letter/RW Kelly/April 1851* notation. The similarities are with respect to writing style and development, as well as in the structures of the *l*, *e*, & *r*. Many of the letters within the questioned notation could not be examined due to the absence of comparable letterforms within the specimen signatures. Given these limitations I am unable to offer a conclusion as to whether or not Mr Miller wrote the notation.

5 *Is the address in the handwriting of RW Kelly?*

This question cannot be answered, as I have not been provided with Mr Kelly's handwriting samples for comparison purposes.

6 *Is the ornate marking in the same ink as the New Carlisle dater handstamp?*

The two impressions were analysed microscopically and under infrared excitation. No differences in ink characteristic were observed. This question can only be fully answered using destructive examination techniques.

7 *Can the age of the paper and inks be determined to be contemporary to 1851?*

This question cannot be answered without using destructive examination techniques.

8 *Is the red circular marking on the reverse of the cover a Quebec City datestamp, and what does it read?*

The faint impression was examined microscopically under various intensities of reflected light, as well as under infrared excitation. Portions could be deciphered: APR 16 1851 LC. I have not been able to determine with any degree of certainty what the city name is, although there does appear to be a letter B within the name.

9 *Has the cover been altered, repaired or treated chemically?*

This question was addressed by viewing the envelope microscopically, as well as under ultraviolet and infrared excitation. While some staining and abrasion is present, it appears to be, for the most part the result of normal wear and tear. There are a few isolated areas on the reverse side that appear clearer or whiter than the surrounding area. Such a difference may be the result of cleaning the surface.

10 *There are one or two words written in small handwriting at the bottom right in the front of the cover. What are these words?*

Under microscopic examination, it was possible to determine that the entry in question has been written in graphite (pencil). It clearly has the appearance of a signature. Upon advising Mr Charles Verge of this finding, I was informed that he has independently determined whose signature this is.

EDITOR'S COMMENTS This is not the final word on the cover. Future discoveries or further forensic analysis might alter the opinions given in this

article—however, it now seems very unlikely that the script “Three Pence” was preprinted. In particular, the contention that this is a “postmaster’s provisional” seems unsupported. I solicit more comments from experts, in particular, from the expertiser for Scott.

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The earliest Canadian duplex: a new discovery

Charles J G Verge & Stéphane Cloutier

A CIRCULAR (shown in Figure 1) franked with a 1¢ Province of Canada stamp issued 1 July 1859 (Unitrade #14, Darnell #A12A) was recently purchased from Charles G Firby Auctions Ltd (11 October 2003, lot 479). It was posted 2 May 1860. The first author bought it because the circular was described as related to dentistry, a theme he collects (Figure 2).

A few weeks later, it was shown to a number of Ottawa collectors. The second author mentioned that the cancel was likely the earliest known Berri duplex, and therefore the earliest known use of a duplex in Canada (Figure 3). Currently the earliest recorded is also on a circular, mailed from Hamilton on 10 May 1860.



Figure 1. Circular with early Ottawa Berri duplex (2 May 1860)
On a circular from Ottawa to Pakenham, rate paid by the 1¢ "cents" issue.

Keywords & phrases: duplex, circular rate

DENTISTRY.

F. D. LAUGHLIN,
DENTIST,
Wellington Street, Ottawa,

In returning thanks to the Citizens of Ottawa and surrounding Townships for the favors of the last ten years, regrets to announce to his Friends in the Country, that he will not be able to attend the places he has formerly visited Professionally, it being necessary to attend constantly at his Office, and perform personally all Operations in Dentistry for those who may favour him with their patronage.

He requests attention to some Valuable Improvements in Getting Artificial Teeth.

THE MOST PARTICULAR ATTENTION PAID TO
FILLING TEETH.

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KEPT CONSTANTLY ON SALE.

Bell & Woodhouse, Printers, Central Ottawa.

Figure 2. Inside of circular

[Getting this to come out legibly was like pulling teeth—dh]

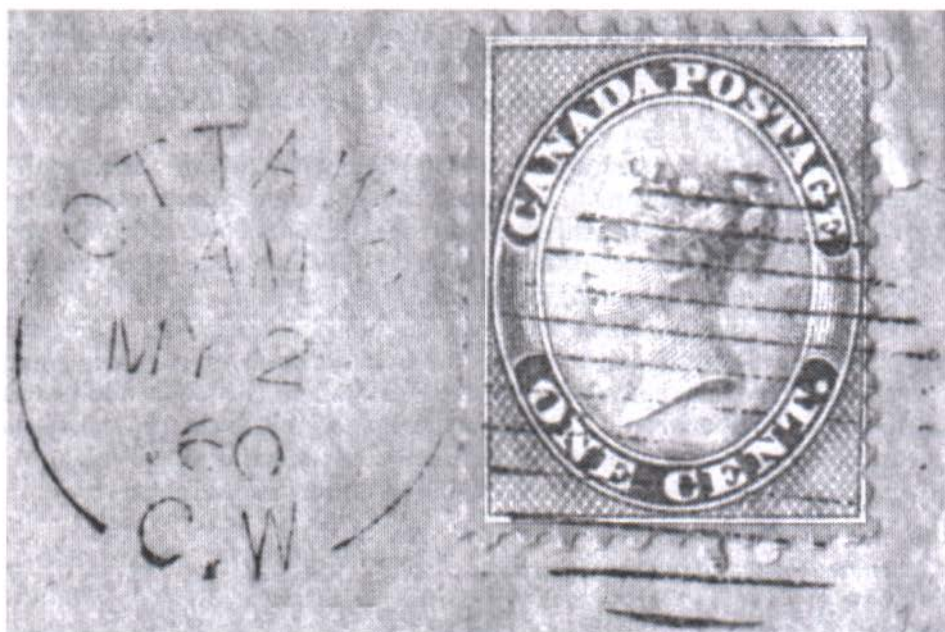


Figure 3. Close-up of duplex
The small top bar is barely visible.

The close-up shown in Figure 3 raises a number of questions regarding the current classification of the Ottawa Berri duplex in the *Catalogue of Canadian duplex cancellations*, (Robert A Lee, second edition, 1993). There are two different Berri duplexes listed for Ottawa. The first is identified as having 12 bars in the killer portion of the duplex and the other has 13 bars. Both are correctly listed as having changeable time marks. The earliest dates recorded are 25 July 1860 (12 bars) & 7 January 1861 (13 bars).



Figure 4. Clear 13 bar duplex

The 2 May example illustrated here definitely has a 13 bar killer. Could it possibly indicate that there was no 12 bar duplex issued to Ottawa? We

note that the first bar at the top is very short (Figure 4) and can easily not be impressed on some examples; this would give the impression that there are only 12 bars. This new early date is of a 13bar killer. Does anyone have a *clear* strike of the 12 bar duplex?

The daters of the duplexes have 20.5 mm diameter (12bars) and 21.5 mm diameter (13 bars) according to the duplex catalogue. The dater shown in Figure 3 measures 21 mm. All other Berri listings vary over 20–21.5 mm. Many factors distort the accuracy of such measurements on postmarks of that era. Poor or uneven inking, smudging, hammer deterioration, and different papers can contribute an error exceeding half a millimeter. This might also apply to another difference between the two Ottawa Berri duplexes listed in the catalogue, the space between dater and killer. The 12bar duplex has a space of 1 mm between dater ring and killer, and the 13bar duplex has a 1.5 mm spacing. Are there accurate measurements for these duplexes?

Readers' comments (and even those of the Editor) are welcome.

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History associated to 19th century western American mail

Donald J Ecobichon

INTEREST in the small queens leads to fascinating local history. From a friend, I received a clipping taken from *Linns Stamp News*, discussing cross-border mail from Canada to the Pembina region (Dakota Territory) in the late 1800s. Shortly thereafter, I successfully bid on an auction lot described as “rough covers”. I received a bundle of tattered envelopes, many with enclosures. These were written by friends and relatives from the Nepean–Kars–Bell’s Corners–North Gower region to a young lady, Miss Arminella Eastman, or to her parents, Margaret and Odariah Eastman, homesteaders in the Pembina area. After organizing the envelopes and letters, I realized that not only was I looking at philatelic history but also at a capsule of personal, rural Canadian history from 1880 to 1897.

[Warning! The covers shown here are in very bad condition. Readers who are sensitive to poor condition, or who find it offensive, are respectfully requested not to view the figures on the next two pages.—ed]

All envelopes bear the correct postage, 3¢, and have local obliterator and post office cancels, some receiving a circular date transit cancel of Ottawa or Prescott (Figures 1 & 2). Interestingly, none of the envelopes carry other transit cancels that might have been applied en route. Sporadically one sees receiving cancellations of Pembina or Carlisle (Pembina County, North Dakota), the former an interesting octahedron, the latter a large circular date stamp (Figures 3 & 4). Why are there no other transit marks?

Before the completion of the North Bay & Fort William section of the transcontinental railway in 1891, all mail to the US would have gone south to the border, crossing at Prescott or Kingston, and subsequently carried on the American railway system. An alternative route ran from Prescott via the Grand Trunk Railway to Toronto and Windsor, crossing the border at Detroit, with transfer to Chicago, Minneapolis–St Paul with forwarding to Pembina. Why are there no RPOs or border-crossing receiving cancels?

After 1891, letters from near Ottawa could have gone to Winnipeg via a Canadian railway route, then directly south from Winnipeg to Pembina (Figure 3). However, none of these have Winnipeg receiving cancels. It should be noted that by 1897, it took three to five days to reach Pembina from the Ottawa region.

Keywords & phrases: small queens, Pembina, cross-border

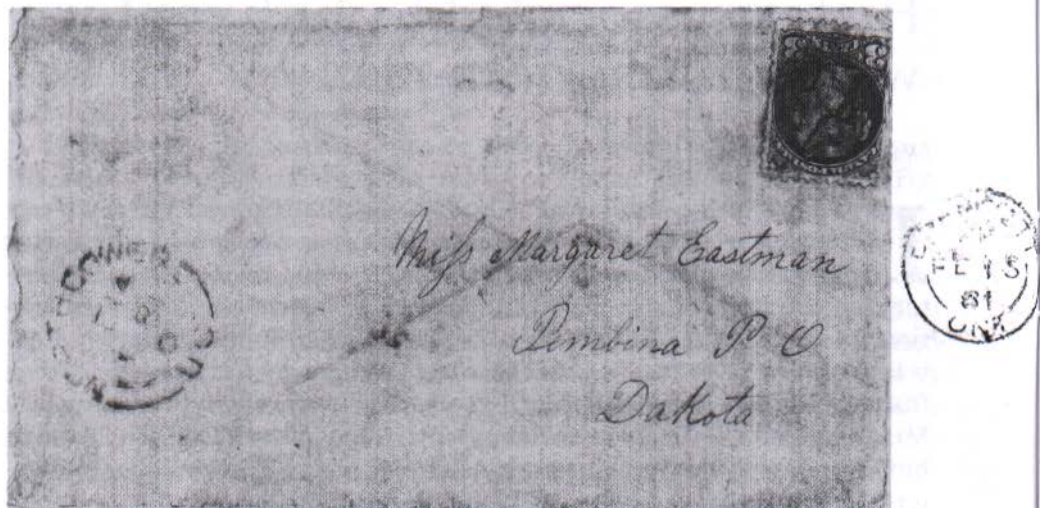


Figure 1. North Gower, UC to Pembina, Dakota Territory (1881)

The North Gower double broken circle datestamp has a basal O. The latest date recorded for this hammer in Graham (*Ontario broken circles*, PHSC 1999) is 1870; so this strike and the next one represent the two latest known uses (and a fairly late use of UC). The 3¢ small queen is cancelled with a seven ring obliterator. The Prescott datestamp on reverse is a transit marking.

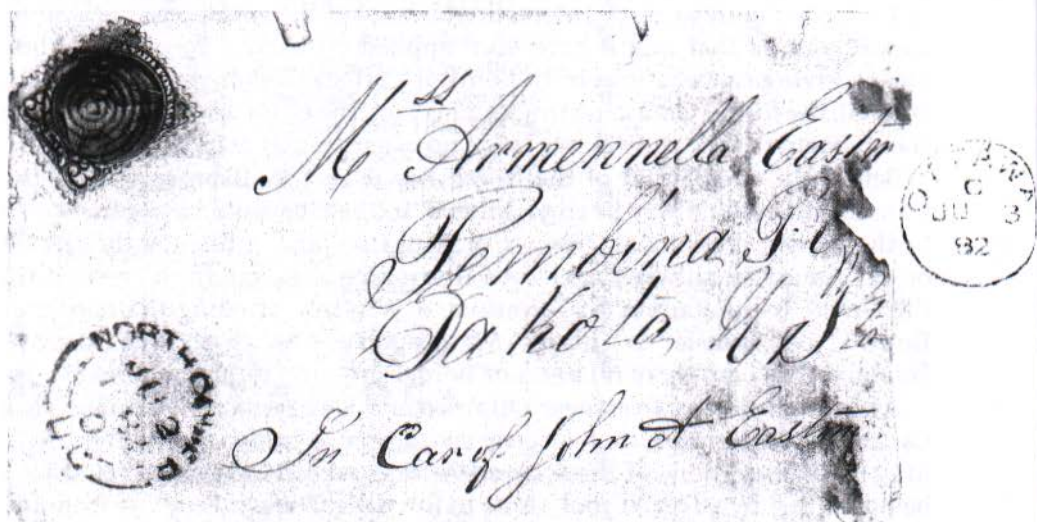


Figure 2. North Gower to Pembina via Ottawa (1882)



Figure 3. St Catharines to Pembina (1883)

Just one strike of this hammer is reported in Graham (op cit), proofed in 1877, dated 1881. An octagonal Pembina backstamp on reverse.



Figure 4. Stittsville to Carlisle (North Dakota) via Ottawa (1897)

Large Carlisle receiver on reverse. The month (MR) is inverted on the Ottawa transit marking.

The enclosures were of even greater interest, providing some insoluble mysteries about the outcomes of events, but also fascinating reading. Many contained news from relatives and church friends of Arminella Eastman. There are at least five variations in the spelling of her name, including Armennella, Armanella, Manella and Nellie, presumably dependent upon how well one knew her. The news concerned family activities, reports on church activities (services, socials, suppers, plays, sleighing parties, weddings), travels, winter logging activities, farming and crops, bad weather (cold weather in May 1882 caused the horse trough to freeze), concerns about newspaper reports of flooding of the Red River around Pembina and Winnipeg (spring 1882) and "sailing around looking down people's chimneys." In 1880, a farm in "the Gower" [*pronounced* gore—ed] could be had for \$3,000, but the writer claimed that it was very hard to make a profit and pay off the loan.

There are two mysteries. The first, a letter written at North Gower on 13 March 1882, requested assistance in locating a man, supposedly in the Pembina area, who had abandoned his wife and four young children; the latter were destitute and were being assisted by parishoners of a local church. The wife's nine letters had gone to a dead letter office before being returned to her. It is possible that he had found a new wife. Was he ever found?

The second mystery arises from the content(s) of an 1883 letter to Arminella posted at St Catharines (Fig 3). A third party, possibly a mutual friend, wrote about a young man, attending medical college in Toronto, with whom she had an "understanding". He was worried whether she was willing to "wait for three years until he is fit to practice or will wish to leave her people, him being unworthy of her good graces and love". It sounds like someone trying to get off the hook! Did she marry this young doctor? I don't think so, since there is an 1896 letter to "My Dear Nellie" that is a heartbroken response to a Dear John letter, "... very cruel injustice by blaming me for thinking of others when I have not had one untrue thought about you ..."

An 1897 letter from a male friend, mailed at Millbrook ON during an eastward business trip, complains of her "scolding him so much while he has been true to her since he left home and threatening to be tempted to do something." Nellie must have been quite a girl! Did she ever find true love and happiness?

This correspondence has been a particularly interesting find. There must be plenty of other bundles of sequential family letters shut away in trunks and boxes since the nineteenth century still waiting to see the light of day and to find philatelic and historical homes. With only half the correspondence, there remain unsolved mysteries that require in-depth research of church and community records to rectify. It is a rewarding facet of philately.

Postal history of Rossland

Pete Jacobi

THE history of the West Kootenay region of British Columbia begins with the discovery of ore at Rossland (BC). This is followed in quick succession by the incorporation of the cities of Rossland and Trail, and the formation of CM & S, today's Cominco, which laid the economic foundation for both towns and the region as a whole.

It was the year 1890 when two prospectors from Colville (Washington State), Joe Morris and Joe Bourgeois, came across the border and staked five claims of an interesting ore outcrop on Red Mountain, just above the future site of the city of Rossland. These were the *War Eagle*, *Centre Star*, *Idaho & Virginia* claims. In lieu of the recording fees, the two prospectors offered the fifth claim to the mining recorder Eugene Sayre Topping of Nelson, who paid the total of \$12.50 and named his claim the *LeRoy*.

Topping shortly thereafter interested a group of Spokane investors in forming a syndicate to exploit the LeRoy claims, which resulted in the LeRoy Mining & Smelting Company of Spokane Ltd, being duly incorporated in Washington State in 1891.

Mining of the copper-gold ore began in late 1891 and the ore was transported to the nearest smelter at Butte, Montana. Haulage over this distance via the primitive transportation network was prohibitive, and either cheaper transportation or a nearer smelter was needed.

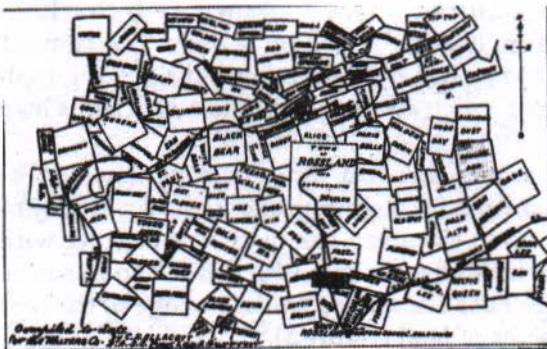


Figure 1. Early claims map of the Rossland camp
Five original claims highlighted.

Keywords & phrases: West Kootenay, British Columbia, mining



Figure 2. Rossland's Columbia Avenue looking west

Ross Thompson's original cabin can be seen in the background, and Rossland's first post office (opened 1 March 1895) is at the immediate front left (Provincial Archives photo).

Early mine development led to the discovery of a rich ore body on LeRoy ground in 1893, which in turn led to the construction of two wagon roads, one to Northport where a ferry connected to the Spokane Falls & Northern Railway, and one to Trail Creek Landing on the Columbia River. The rumour that Spokane capital was attracted to Red Mountain started a staking rush of major proportions, the result of which are shown on the early claims map in Figure 1.

By 1894, news of the strike at Rossland had spread throughout the Pacific Northwest, and mining men, financiers, entrepreneurs, and a variety of fortune seekers had descended upon the area. The place was bulging with people, a townsite company was formed and a townsite laid out in the same year. It was named Rossland after Ross Thompson, builder of one of the first cabins and pre-emptor of 160 acres of land (Figure 2).

Rossland's post office was opened on 1 March 1895 with D Stussi as its first post master. It used more than twenty different cancelling devices in its early years. The following pages will show a representative selection of these cancels used on commercial correspondence, which will highlight the early history of the City of Rossland.



Figure 3. Rossland squared circle (1896)

A total of 59 strikes are known, of which only two are on cover. On domestic cover (with 3¢ postage paid by small queen), dated 4 May. The letter carrier's mark shows delivery in Victoria four days later.

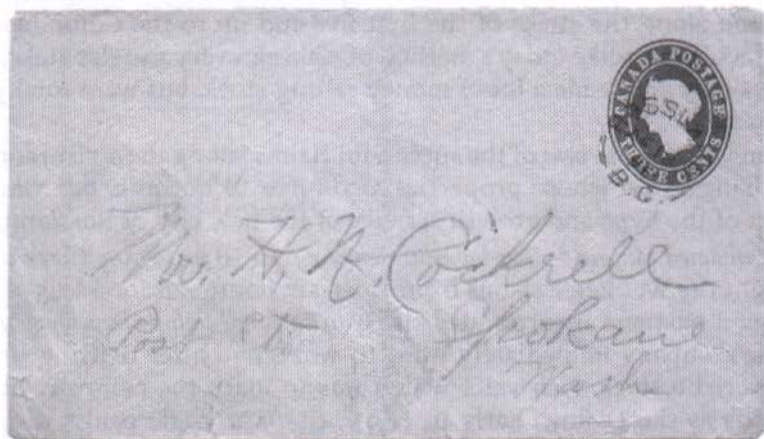


Figure 4. Rossland split ring datestamp (1896)

Early broken circle cancel on stationery U4(b), dated 18 August. The backstamp shows arrival the next day.

Rossland Mines

It was mining activity which put Rossland (Figure 4a) on the map, and it was the group of the first five claims staked which resulted in viable mining enterprises. Illustrations of two of these are shown below; these also became



Figure 4a. LeRoi Mine (c 1896)

This mine put Rossland on the map.

two of the founding companies of CM & S referred to later. Ore of commercial value was found along the strike of the first five and up to the Columbia-Kootenay claims. Not unlike today's method of staking, everyone else staked into a hot area play and made a lot of money selling stock, but were totally out of the ore zone.

This section will discuss two of the successful claims (along the strike) and three of the hangers-on whose properties amounted to nothing, but who were also part of the hype and growth activity of the new city of Rossland. *War Eagle Consolidated Mining & Development Company* In 1894, Patsy Clark of Spokane bought the War Eagle claims from Morris & Bourgeois for \$17,500 and with several partners incorporated the *War Eagle Mining & Development Company*. The company immediately went to work, and after drifting for 70 feet discovered a thick, rich vein, which was to make the company almost as famous as the Le Roy. Early in 1895, the War Eagle paid a dividend of \$27,500, the first ever paid by a Rossland mining company. In 1897, the company was sold to the Toronto interests of Beattie, Gooderham & Blackstock, and was renamed with Consolidated in its name, as shown in Figures 5 & 6.

Centre Star Mining & Smelting Co In 1895, Oliver Durant of Spokane formed the *Centre Star Mining & Smelting Company* (Figure 7) In 1899, the Centre Star was acquired by Toronto interests of Gooderham, Beattie & Blackstock, and renamed the *Centre Star Mining Company, Limited* (Figure 8).

Monte Christo Consolidated Mining & Development Company, Limited This com-

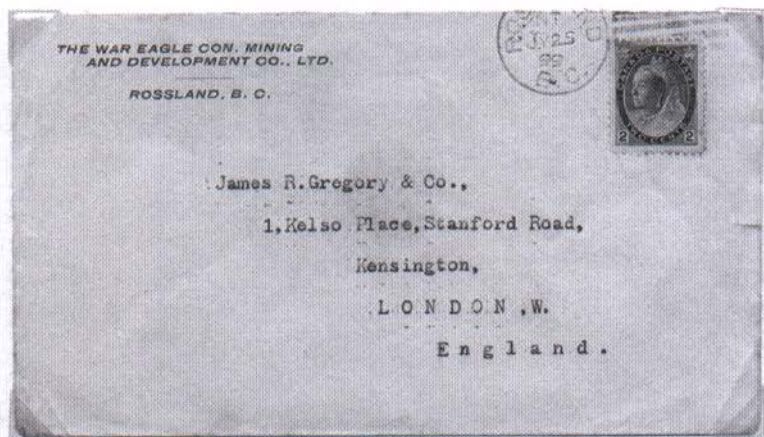


Figure 5. Rossland duplex (1899)

Type DBC 323 (the first of eight duplexes used at Rossland). The 2¢ franking pays the single weight British Empire rate.

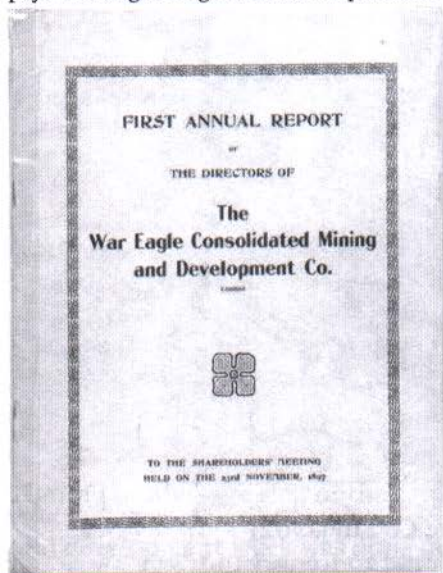


Figure 6. Report of the War Eagle Consolidated Mining & Dev't Co (1897)
First report to the shareholders at the first annual meeting, 23 November 1897.

pany (Figures 9 & 10) has an intriguing name and a good PR-manager, but never became a money-making mine. Its properties were located north of the trend.



Figure 7. Centre Star Mining & Smelting Co (1897)

Type B full circle (diameter 25 mm), dated 15 September. First class rate to the US paid by 3¢ Jubilee.

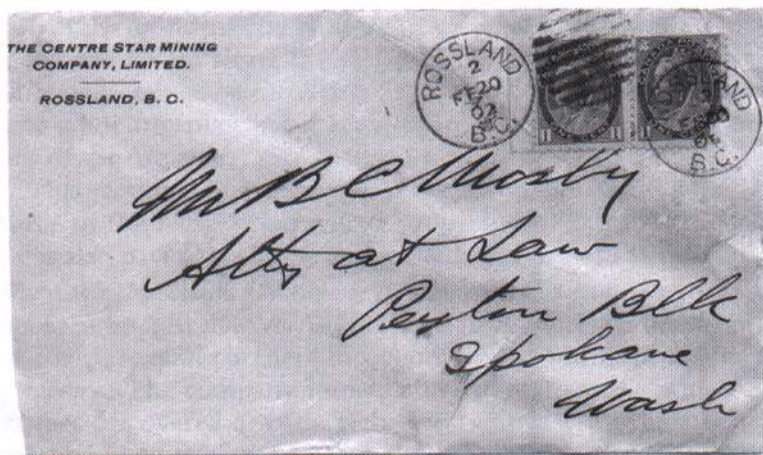


Figure 8. Centre Star Mining & Smelting Co Ltd (1902)

Duplex DBC 323A. The postmark was originally dated 20 February 1901, but the postmaster realized his error and changed the year to 1902, which corresponds the year on the Spokane backstamp, dated the next day. First class rate to the US (2¢)

Commander Consolidated Mining & Smelting Company, Limited This company was incorporated in Spokane. It held 52 acres of crown granted claims one mile southeast of Rossland on the wagon road to Trail. Considerable exploration

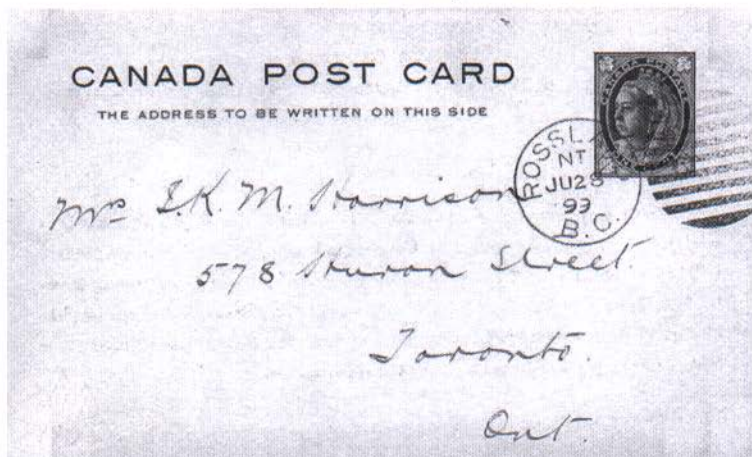


Figure 9. Monte Christo Consolidated Mining & Development Co (1901) Postcard cancelled with Rossland duplex DBC 323, timemark NT, dated 28 June. Known use for this marking is 4 May 1899–25 July 1901.

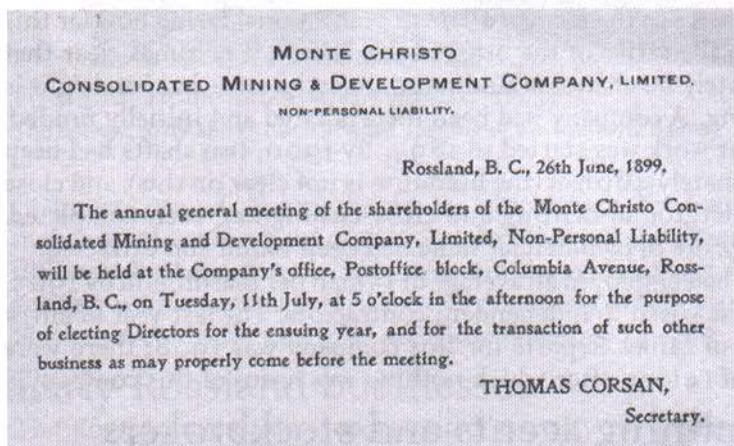


Figure 10. Message side of the card in Figure 9

and development work was done during the period 1896–1899, including sinking a 300 foot shaft, as well as considerable horizontal drifting. Several shops, a 60 horse power boiler, a three-drill compressor, and bunk-houses were built, but no solid ore was encountered. After 1899, the company was not heard of again.

The Homestake Mines, Limited (Figure 12) This company's life cycle typifies that of many early prospects in the Rossland area. The Homestake property was located mile south of the Rossland townsite (see claims map, Figure 1) and

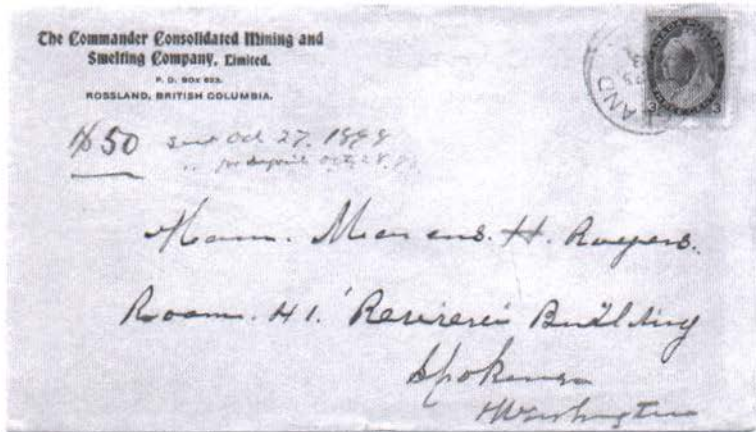


Figure 11. Commander Consolidated Mining & Smelting Co (1898)
Dated 25 October; 3¢ first class rate to US.

comprised 21.3 acres in the form of a Crown grant. Considering how far this is removed from the strike of the original five claims, it becomes clear that there was absolutely no chance of finding commercial ore—but hindsight is a wonderful thing. A company had been incorporated and initially funded, and development work was started in 1895. By 1900, two shafts had been sunk to approximately 460 feet (the literature is not clear on this), and close to a mile of underground drifting and cross-cutting had been completed. Very little, if any, ore of commercial value had been found and extracted.

The company had employed an average of 15 men per season, and by 1905, its mine had been leased to independent contractors. The last year of entry in the Minister of Mines Reports for this company was 1908; there were ore shipments of 14 tons, after which nothing was heard of this company.

Rossland mining agents and stockbrokers

The methods of financing of promising mining claims were not much different in the 1890s from what they are today. A few moneyed individuals get together and register a company. They decide on a name, the number of shares and their par value, if any, then acquire a mining prospect, either in exchange for shares or by outright purchase.

Next, they fund the company with its original seed money by buying shares at low cost and use that money to pay for initial exploration. If this exploration is successful or even partly so, it becomes easier to promote the company in order to raise more cash for the next phase of development and more shares are sold at higher prices.

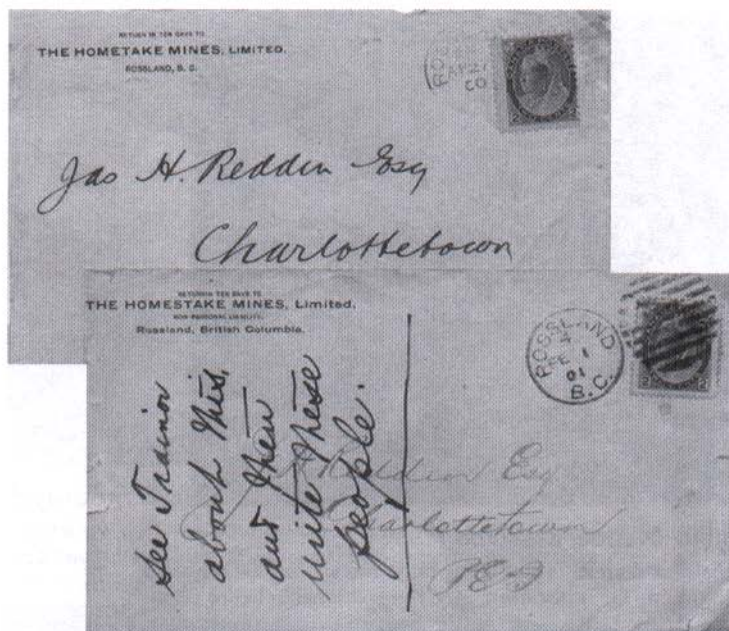


Figure 12. Homestakes Mines (1900 & 1901)

The bottom cover shows the corrected spelling of the company name!

Brokers provide the mechanics by which shares are bought and sold and make a good business out of that. The fact that my collection alone has seven different brokers' corner cards tells me that stock plays and stock market activity were an active part of the daily business of this young mining town. Four representative examples are shown (Figures 14–17).

Early Rossland businesses

The Rossland camp was incorporated as a city on 4 March 1897. In the spirit of the day, it took every opportunity to advertise its virtues.

The Hotel Allan The Hotel Allan (Figures 20 & 21), originally known as Allan House, was built by Mrs M E Allan in 1895 and served the community until 1976, when it burned to the ground in a spectacular fire. It was *the* place to stay in Rossland for businessmen, investors and dignitaries.

The Rossland Miner (Figures 22 & 23) This weekly newspaper began publication in Ross Thompson's cabin 2 March 1895. After a lot of early competition, it became the leading newspaper in western Canada by late 1897. It served the community until the mid-1970s.

Martin Brothers Hardware (Figure 24) James Martin and his brother George



Figure 13. Columbia Avenue, Rosland (1896)

Looking west. The business district is just being built and we can see the mine buildings on Red Mountain. Quiz question: Are the fashionable ladies crossing the street miners' wives, brokers' wives, or independent entrepreneurs? (Provincial Archives photograph)

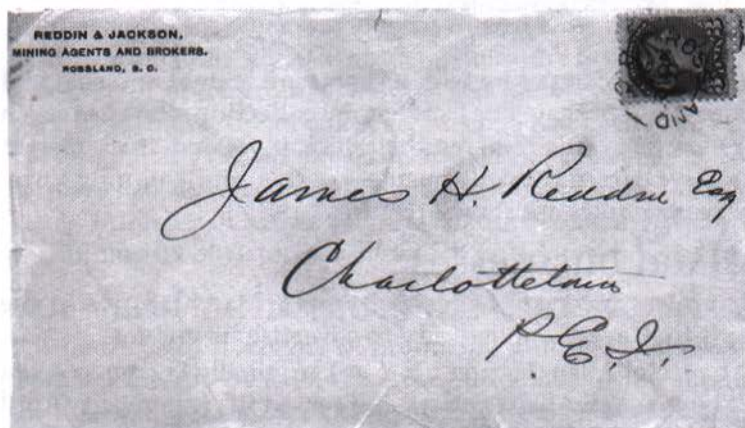


Figure 14. Reddin & Jackson brokers (1896)

Early split ring, 2 November. Postage of 3¢ domestic rate.

had established Martin Brothers Hardware at the corner of Columbia Avenue and Spokane Street, where the Bank of Montreal now stands.

During 1897, there was a lot of agitation amongst the miners of the

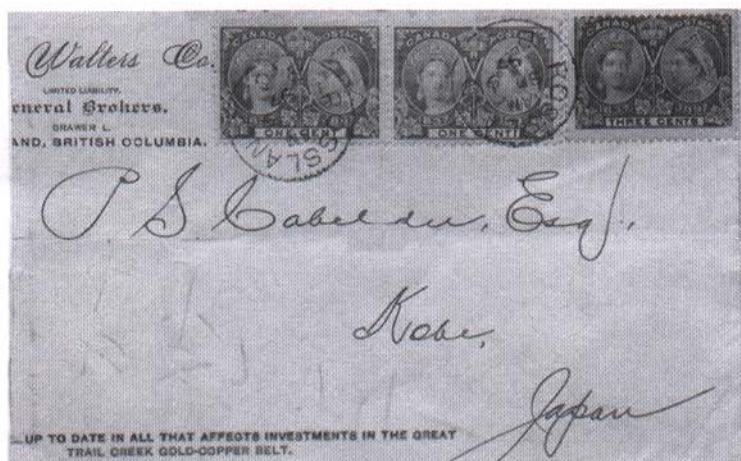


Figure 15. Walters Co brokers to Japan (1897)

Type B cancel dated 9 September. Postage of 5¢ UPU rate made up with two 1¢ and one 3¢ Jubilees. There is a red advertising handstamp.

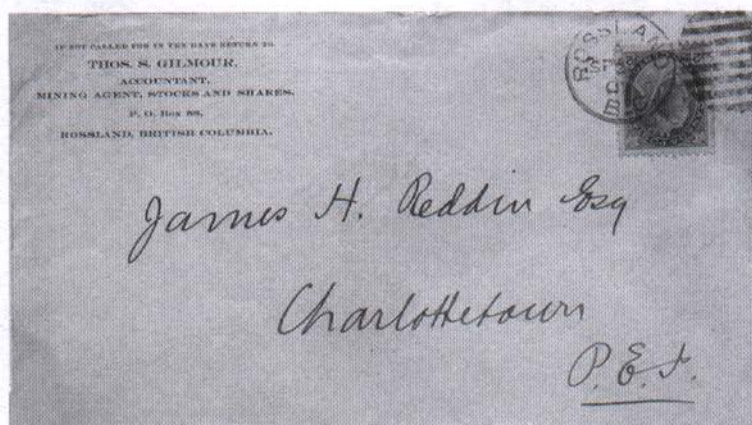


Figure 16. Thomas Gilmour brokers (1901)

DBC 323 cancel dated 23 September (latest recorded date).

Kootenays for an eight-hour workday. After much debate, the Miners Committee selected James Martin to take the miner's cause to Victoria. At the next provincial election (July 1898) James (Jim) Martin was elected to serve as representative for Trail Creek, and left for Victoria.

Jim Martin from Rossland formed a working agreement with namesake Joe Martin, an influential lawyer from Vancouver. Together, they initiated



Figure 17. A B Mackenzie & Co brokers (1897)
Full circle with large letters (type B) dated 4 May.

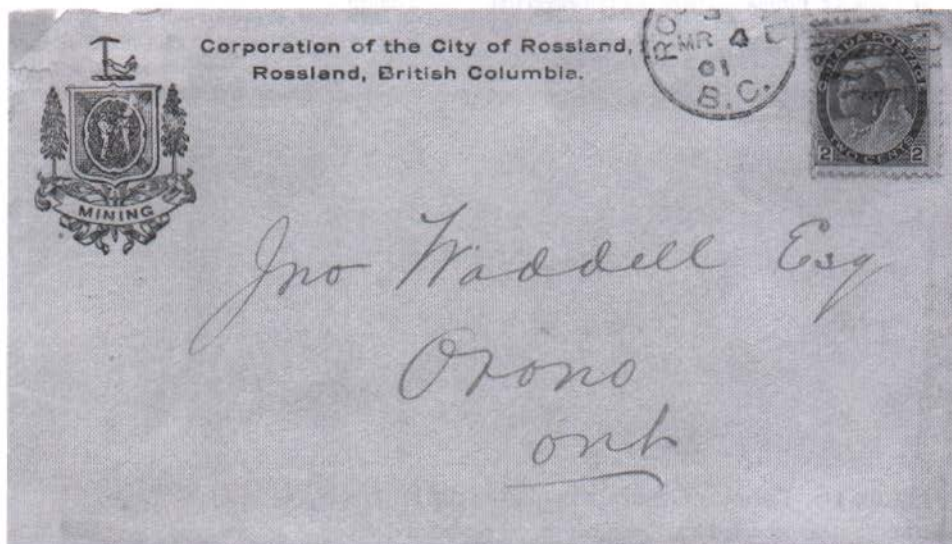


Figure 18. City of Rosland (1901)
Duplex dated 4 March, DBC-323A. Corner card illustration shows mining on this official stationery of Rosland.

the Eight-Hour Law, and successfully piloted it through the BC Legislature. It became law and was put into force in Rosland on 6 February 1899. *West Kootenay Power & Light Company Ltd* (Figure 28) The West Kootenay Power



Figure 19. City of Rossland (1911)

Postmark dated 12 August, DBC-324.



Figure 20. Early postcard of Hotel Allan

& Light Company Ltd was incorporated in the BC provincial legislature 8 May 1897. Rossland needed more electric power and soon plans were completed for the construction of a hydro-electric plant at Bonnington on the Kootenay River. The general manager of the new power company was a young man named Lorne A Campbell, who was destined to play a major role in the development of the CM & S.

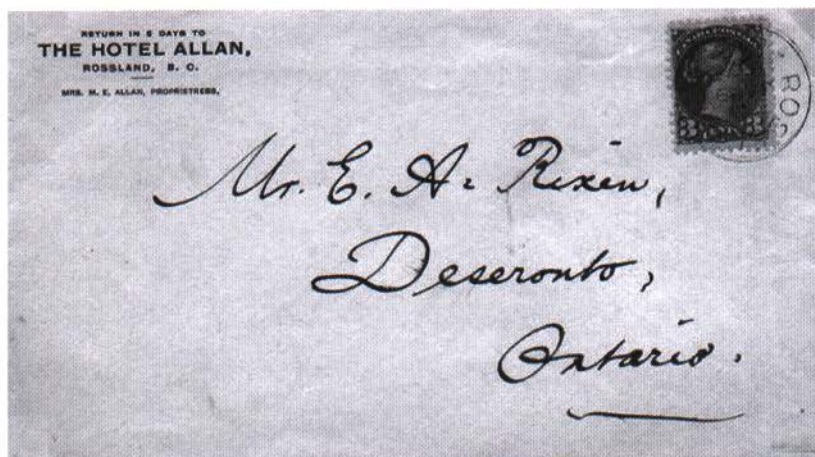


Figure 21. Hotel Allan cover (1897)

Canceller is first generation type B, (25 mm diameter) dated 29 January.

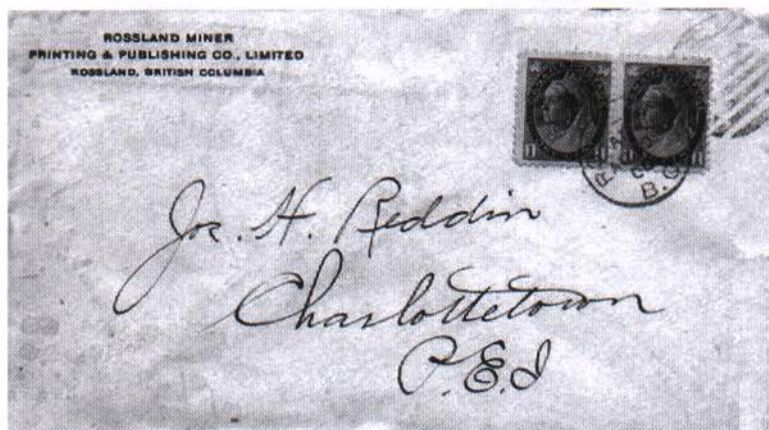


Figure 22. The *Rossland Miner* then (1900)

DBC-323 dated 30 August.

Built in 1944, the Brilliant hydro-electric dam, the fifth and last one built along the Kootenay River, is located just north of the confluence of the Kootenay and Columbia Rivers.:

A long range plan was implemented. This resulted in full development of the power potential of the Kootenay River between the Nelson and Columbia rivers. Five hydro-electric plants were built with a total turbine capacity of 390,000 horsepower—enough to supply the industrial needs of CM & S,

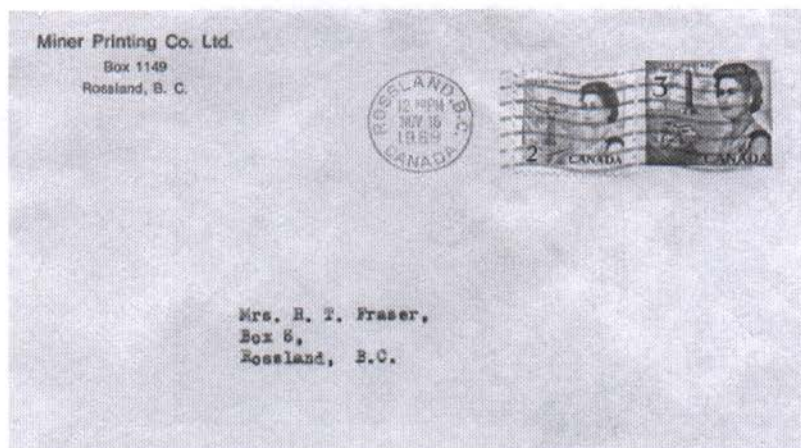


Figure 23. The *Rossland Miner* much later (1968)

Rossland machine cancel of 16 November. Domestic first class rate, 5¢.

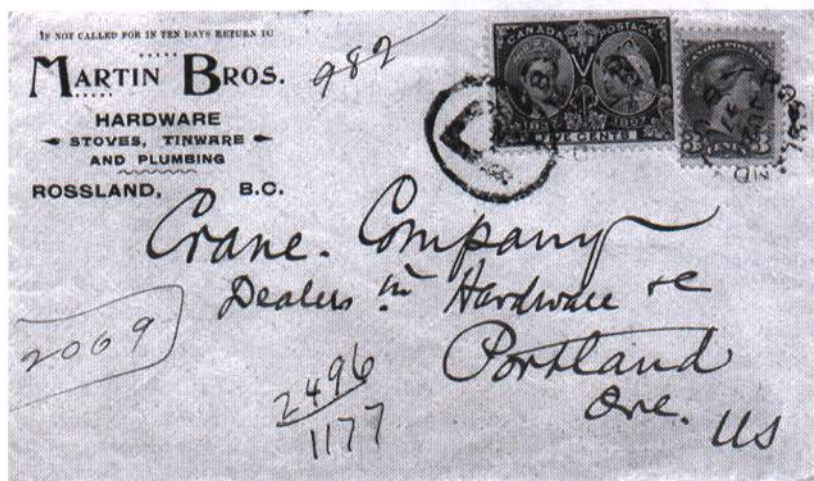


Figure 24. Martin Brothers registered letter to Portland, Oregon (1897)

Rossland split ring dated 24 June, Spokane backstamp transit marking two days later, and Portland receiver dated two more days later. The 8¢ postage is made up of 5¢ registration plus 3¢ first class to US or Canada.

as well as the power requirements of Trail, Rossland, and the surrounding communities. The West Kootenay Power & Light Co Ltd was one of the five companies which consolidated to form The Consolidated Mining & Smelting Company of Canada Limited (CM&S), in 1905. Much of this story is told

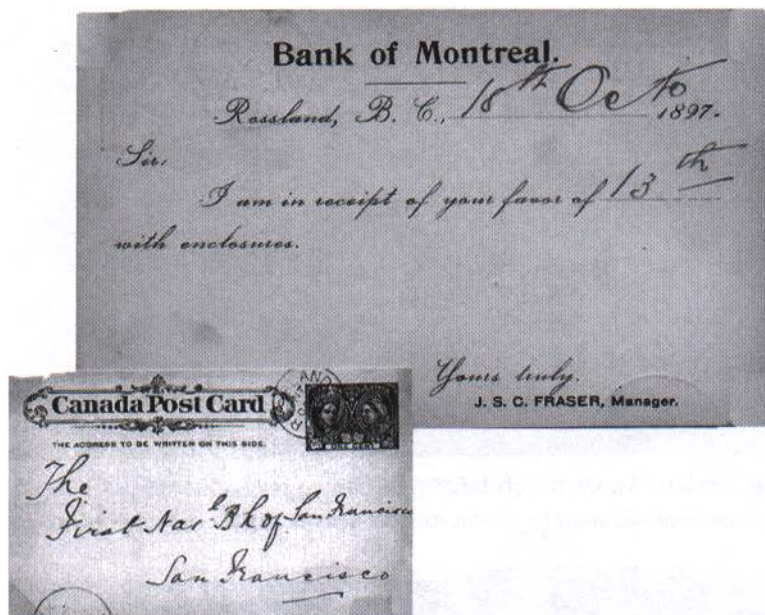


Figure 25. Rossland branch Bank of Montreal (1897)

Postcard receipt signed by JSC Fraser, Manager of the branch. At left is the front of the card (UX 16).

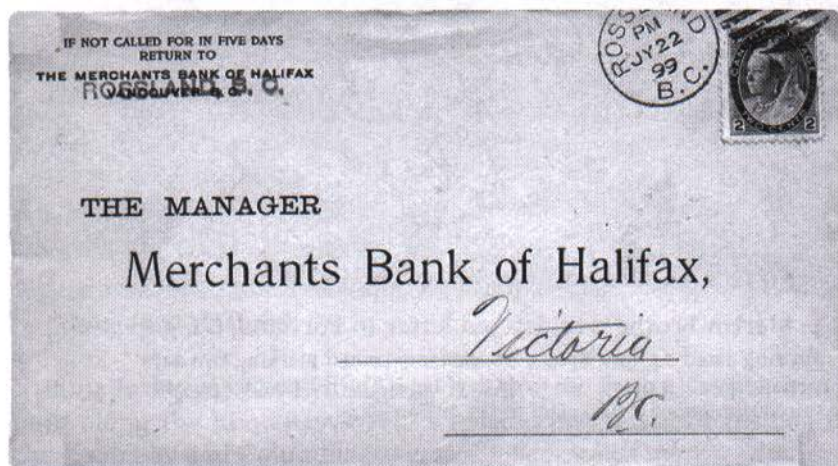


Figure 26. Rossland branch Merchants Bank of Halifax (1901)

Duplex DBC 323, dated 22 July.

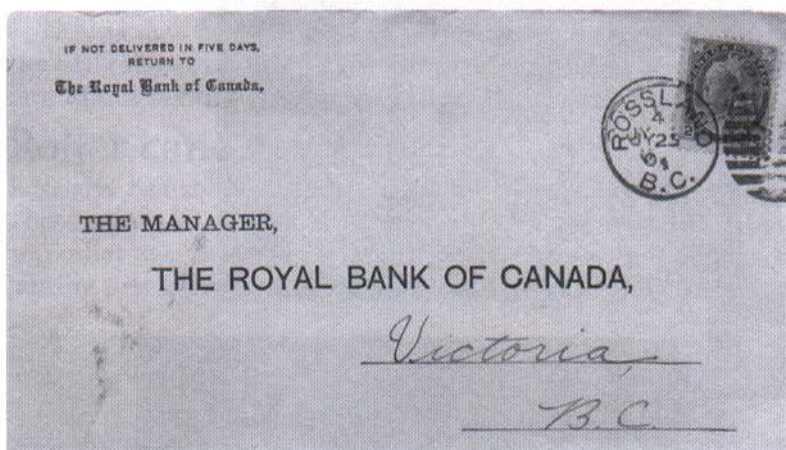


Figure 27. Rossland branch Royal Bank of Canada (1901)
Duplex DBC 323, dated 25 July.



Figure 29. John Kirkup (at right)

Rossland large letter second generation circle dater used as receiver of April 1900; postcard addressed to John Kirkup. Photo taken in 1884 shows constable John Kirkup, an early member of the British Columbia Provincial Police.

in my article *Vignettes of the old West: Birth of the CM & S Company*, BNATopics Vol58 # 4 October–December 2001, 32–39.

John Kirkup (Figure 29) Part of Rossland's early history must include its first Chief of Police, John Kirkup, who was appointed in mid-1895. He is said to have been the camp's most effective law officer. He believed in settling disputes on the spot, rather than dragging complainers through the early courts. A dispute with the mayor ended his reign after only 16 months. He became Government agent at Rossland after his policing career.

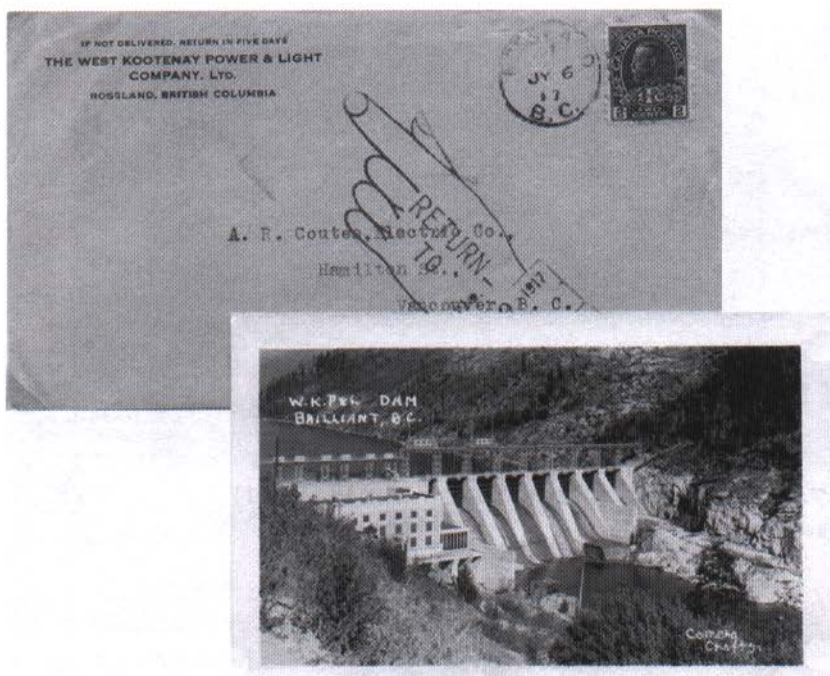


Figure 28. Early cover of WKP & L Co (1917) and Brilliant Dam (1944) Duplex DBC 324, dated 6 July, addressed to Vancouver and returned to sender.

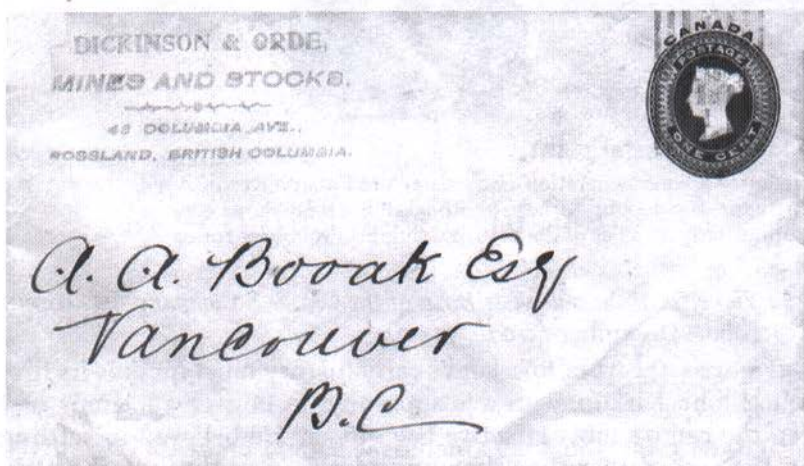


Figure 30. Rossland roller cancel #1 (1899) Backstamped at Vancouver on 13 May.

To this day, he is spoken of with respect by men who knew him from the early days of Rossland. As a sign of their admiration, one of the skiable mountains behind Rossland is named *Mount Kirkup*.

Roller cancels

Rosslund had roller cancels numbered 1 & 2, as shown in Figures 30 & 31. These are undated, so that dates of use have to be inferred from backstamps and other means. It appears that roller cancels were used on envelopes containing printed matter at the 1¢ per 4 ounces printed matter rate.

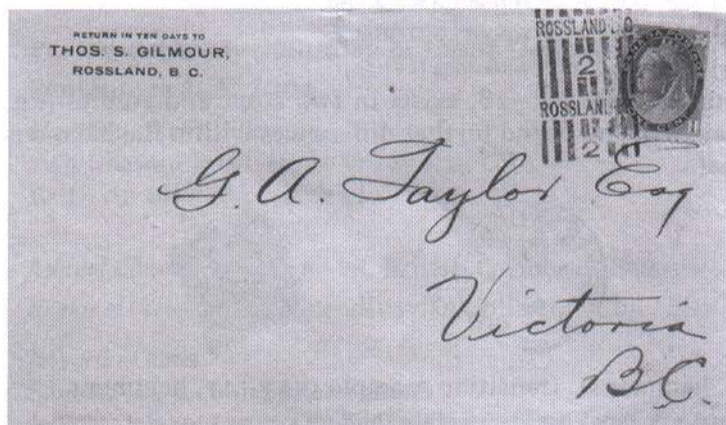


Figure 31. Rosslund roller cancel #2 (1899?)
Undated but likely used during the same period as #1.

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Grow with the Royal

A missing link between RR-28 & RR-27

Robert K Lane

FOR decades, it has been accepted that the well-known railway post office (RPO) mark C P Ry WEST OF WINNIPEG exists in four major formats:

- (RR-27) C.P. Ry WEST OF WINNIPEG R.P.O. / .
- (RR-28) C.P. Ry WEST OF WINNIPEG R.P.O. / No.
- (RR-29) C.P. Ry WEST OF WINNIPEG / LOCAL #
- (RR-30) C.P. Ry WEST OF WINNIPEG C. /

The most common of these, RR-28, exists in two sizes, and studies (e.g., Ludlow [L] & Gray [G]) have found further differences within the hammers of all major formats.



Figure 1. RR-28, hammer D; transition example; & RR-27, hammer I
The first is a proof strike; no proofs are known of the third.

I suggest that RR-27 (hammer I) is an evolution from RR-28 (small size), hammer D.—the D is followed by a dot. A dot at the base, without a letter, has been a distinctive characteristic of RR-27. A comparison of Gray's RR-28, hammer D with an RR-27 and with an example of a mark that shows a partial D, suggests that these are examples of the evolution to RR-27 through deterioration or a deliberate modification for reasons unknown of the letter D in that RR-28 hammer (Figure 1).

The date ranges provided by Gray's studies support this theory. The D hammers are not known past 1892. RR-27 hammers first appear in 1896. Gray suggests that there is also a question about the origin of the second RR-27 hammer (RR-27 hammer II), which also has no proof. The author has no examples.

The author thanks Ross Gray for his support of this discovery. Members of BNAPS are asked to advise either the author, or Ross Gray, of evidence that would support or reject this theory.

Keywords & phrases: RPO

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The 1919 Martinsyde manuscripted stamps

Norris (Bob) Dyer

The cover with the stamp I have seen was posted in St John's on 12 July 1919 and the London receiving obliteration is 7 January 1920. Airmail! Fast Service!! 12 July 1919 to 7 January 1920 —just think of it!!
—British Philatelic Press, 1920 [1]

THE criticism above is “a fair cop”, as a Monty Python member might have expressed it. Due to the failure of the Martinsyde *Raymor* aircraft to get much beyond the end of the runway, its mail ended up being hand carried by pilot Major F P Raynham to London postal officials in January 1920, six months after postmarked in St John's. Fast service, indeed!

I've written about the Martinsyde mail before in *Topics*, with emphasis on the supplementary mail franked with the surcharged “Alcock” stamp [2], [3]. Most experts feel 25 Alcock covers were loaded on board the plane before the last flight attempt, and I have now identified 20 of these (and a possible 21st, although only a front lacking the verifying London 7 JA 20 backstamp). I also discounted the bogus Cleary covers (without the proper London backstamp) as not being part of the Martinsyde mail; one still sees these garnering high prices.

This article will focus upon the stamps used to frank the mail loaded on the plane prior to its first flight attempt, and overprinted in manuscript, *Aerial Atlantic mail J.A.R.* The manuscripted stamps are Newfoundland's rarest air mails, and an important question is the number created. The literature reflects a range of 10–60. An example on cover is shown in Figure 1.

Setting the stage

The Martinsyde *Raymor* was one of the also-rans (also-flews?) in the great 1919 air race from Newfoundland to Ireland. The *Raymor* actually got off the ground before the successful Alcock-Brown Vickers Vimy flight, but belly-flopped not far from the end of the runway.

Newfoundland's Postmaster-General, J Alex Robinson, had ordered the current 3¢ brown caribou stamps into service, preparatory to the first *Raymor* attempt. This time it was decided to use a manuscripted overprint—probably because time constraints did not allow a more formal approach (as had been done with the typeset overprint for the Hawker stamp). The *Aerial*

Keywords & phrases: Newfoundland, air mail



Figure 1. Manuscripted Martinsyde (#13 in table)

The stamp has been blown up and massaged to emphasize the manuscript.



Figure 2. Unique manuscripted uses of 2¢ & 5¢ Caribou
Items #15 & 16 in the table.

Atlantic mail portion of the manuscript was written by a postal official—CHC Harmer [4] feels it was WC Campbell, Secretary of the Department. Then the stamps were initialed J.A.R. by Robinson in a different ink.

The stamp was not placed on sale to the public, but affixed and cancelled by the postal authority. As a result, some cataloguers still do not recognize

it. Stanley Gibbons, on the other hand, has listed the stamp for years, designating it as # 142a, but Scott has only recently mentioned it in a footnote following the Hawker stamp [5], [6].

Before discussing the results of this unique operation, we should consider why a 3¢ rate was used? After all, the Alcock stamp utilized for the supplementary mail on the Martinsyde a few months later was surcharged \$1. Runaway inflation? Henry Goodkind wrote an excellent piece for the *Collectors Club Philatelist* in 1951 [1] on the Hawker and Martinsyde flights and tackled this question.

A search of all the Newfoundland postal archives available to us produced no record of a directive, postal law or regulation establishing a 1919 air mail rate. We are convinced that no specific rate was in mind when the Hawker and Martinsyde stamps were created.

Goodkind pointed out that Robinson intended the 3¢ issues to be “commemorative or identificatory” in nature—a sort of historic souvenir. The surcharged Alcock stamp was a “general” one and 50¢ of each dollar was to be apportioned to the Permanent Marine Disasters Fund.

Harmer reported several trial overprints, manuscripted but not initialed. There appears to be only one unused example surviving with the entire manuscript, including the *J.A.R. Francis J Field* (well known airmail dealer) “discovered” the stamp, writing about this in *Atlantic Air Mails*, June 1939 [7].

A few years after the 1919 competition to fly the Atlantic, I was fortunate enough to have several interviews with Mr F P Raynham—then operating a very successful aerial survey business. Through this contact I was able to discover the first known Martinsyde stamp in unused condition. This unique example existed solely through forgetfulness! All the stamps so inscribed by the Postmaster-General were attached to the mails, but one letter remained in the pilot’s pocket, after the event, unposted. He tore off the corner bearing the uncanceled stamp that has been in a safe deposit ever since the year of my discovery.

Quantity—a literature review

Goodkind, in his 1951 article wrote

D Field’s 1934 *Air Mail Stamp Catalogue* (London, England) states that “only” three covers with the stamp are known to exist, although Mr W Campbell, the Secretary G P O St John’s, states that about fifty were overprinted.

Sanabria *Air Post Catalogue* records that about ten of the Martinsyde stamps are known to exist, eight used and two unused. The author knows of five covers in collections here and abroad but of no unused specimens [1]. Winthrop Boggs, in his book on Newfoundland’s postal history [8] stated “Ten known, of which two are mint, and three are on cover.” This is strange arithmetic. It

is possible that Boggs got this from Sanabria and the “eight” was erroneously changed to “three”.

CHC Harmer commented in [4] that

... fewer than 30 are recorded and it seems unlikely that many were thrown away as by January 1920 when the Martinsyde [mail] was finally delivered, Hawker, Alcock and Handley Page covers were realizing relatively substantial prices. The total Martinsyde mail was almost certainly less than 40–50 covers.

...

April: total of normal overprinted stamp on covers, probably 30.

3¢ brown, MS four-line overprint

5¢, MS four-line overprint. 2¢, MS four-line overprint & 2¢ ordinary

May: supplementary mail; unoverprinted 3¢ Caribou early May; a few exist.

July: supplementary mail; 25 covers bearing \$1 Alcock stamp.

Harmer's arithmetic is not entirely consistent. He conjectured fewer than 30 manuscripted stamps on cover out of “40–50” on the one hand, but his summary a few pages later is “probably 30”, plus a few unoverprinted Caribou covers (let's say five), plus 25 Alcock covers, for an apparent total of 60 covers or so.

The AAMC 1997 catalogue [9] suggests first Martinsyde attempt, 60; second attempt, 9,970—whoops! The latter figure represents the total number of surcharged Alcock stamps created for all uses. The “60” may have derived from Harmer's total of about 60 covers for all attempts.

Robson Lowe's Encyclopædia of British Empire stamps [10] states “Probably not more than thirty.”

Finally, the 2003 Stanley Gibbons catalogue [5] gives a value of £20,000 for a used copy, and says

In addition to the 25–30 used examples, one unused, no gum is known. Single examples of a similar overprint on the 2¢ and 5¢ are known used on cover, the former with an unoverprinted example of the same value.

Documented used of the manuscripted stamp

The table reflects the results of my research of usage of the manuscripted stamps. It shows 15 on cover, one on piece, and one used single, for a total of 17 items. In his Newfoundland air mail book [4]. CHC Harmer illustrates what on first glance appears to be another used copy, along with an uncancelled Hawker stamp directly below it. Close examination of item # 14 indicates that the Hawker stamp was subsequently removed, however, leaving the Martinsyde by itself.

In recent years, the most common source of Martinsyde covers has been the auction house, Harmer's of London. In February 2002 CHC Harmer's air mail collection was auctioned by them. This was followed a year later by

Uses of the Martinsyde manuscripted stamps

#	Addressee	Sale & date	Comments
1	HA LeMessurier Esq, Bristol	Robson Lowe 1/64	with two 1/2d stamps
2	Mrs Harvey, London	Christie's, 3/85	
3	Mrs Oscar Stone, Warwickshire	Robson Lowe, 1968	
4	James S Ayre, Liverpool	Stanley Gibbons, 10/68	
5	Editor, Daily Express, London	CHC Harmer, 1984	with Hawker stamp
6	Mrs SB Boyd Campbell, Belfast	Harmer's, 7/99	
7	Mrs HP Martin, Surrey	Harmer's, 4/00	
8	Maj HA Linnewell [sic], London	Harmer's, 2/02	
9	Mr James S Ayre, Liverpool	Harmer's, 2/02	different from # 4
10	Second Lt G Butt, London	Harmer's, 2/03	with GB 1 1/2d stamp
11	Miss Hilton, Oaklands, Canterbury	Harmer's, 11/03	
12	Hon Sir ER Bowring, London	Harmer's, 11/03	
13	Mrs FO Bell, Chellenham	Cherrystone, 12/03	
14		Wilshire S Co, 11/93	on piece
15	W Walter Read, London	Harmer's, 11/03	on 2¢ Caribou; & normal 2¢
16	Mrs HJ Powys-Keck, London	Harmer's, 11/03	on 5¢ Caribou
17		Harmer's, 2/02	single—12¢ Coronation

On 3¢ Caribou, except as noted. Dated 19 April 1919.

the *Labrador* collection, and in late 2003, the Gaetano Vullo collection. All contained multiple Martinsyde items. In fact, the table reflects that in only seven instances are the last documented appearances of items other than Harmer's. That includes two items from [4] that somehow have not shown up in any subsequent auctions of which I am aware.

Looking at the table then, one might think my research has focused primarily upon recent auctions, but that is not the case. I have examined many of the famous air mail auctions of the past forty years or so (including those of Sidney Harris, Dr Matejka, C W Mackie, and Louise S Hoffman, the last a grand award winner). They each contained manuscripted Martinsyde material, all of which have subsequently reappeared, with the exception of # 4. I have recorded five to six sales for some of the covers listed, as there has been a lot of traffic in these very expensive items. I also went through a large bundle of photo clippings of pre-1970 auctions of the Newfoundland air mails, provided me by fellow Newfoundland collector, Sammy Whaley. That has been a valuable resource.

Item # 5 is an outstanding combination of a Martinsyde stamp with a

Hawker on the same cover. This must be the most valuable of the covers, although #15 & 16 (which feature unique usage of the manuscript on 2¢ & 5¢ Caribou stamps are also pricey (Figure 2). In the 2002 Harmer auction, #16 went for £70,578, whereas #15 topped that last year (in the Labrador sale) at £88,223!

Items #12, 15 & 16 were offered in Harmer's November 2003 auction for sale by private treaty. The last realization price I have on #12 is decades old, at £15,000. This still means these items went for at least £173,801 when last sold at auction—about Can\$389,000+. I can only wonder what the treaty price is. Where else could you quickly spend that amount of money so quickly on only three covers?

The used single, off cover, #17 in the list, is another oddity—a complete manuscript on the 12¢ Newfoundland coronation stamp of 1911—and went for £6,470 in 2003.

A speculative estimate

I have recorded 17 used examples of the manuscripted stamp, and the unique unused copy. Again, they are very expensive items, and C H C Harmer's contention, cited earlier, that it is doubtful whether any were thrown away back in 1920, makes a lot of sense. I have recorded at least 20 of the 25 Alcock covers (80%) delivered with the rest of the Martinsyde covers by Captain Rayham to London in January 1920.

Granted, I have spent a bit longer searching for the Alcock items than the Martinsyde stamps, but if the 17 used examples represent four fifths of the existing population, this would mean a total of about 21 are still around. This is slightly less than Gibbon's estimate of 25–30, but not out of line with Harmer's figure of "less than 30". The figure is low, however, when compared with D Field's 1934 reference to W Campbell GPO Secretary, stating that 50 stamps were manuscripted.

However, the Field reference is not direct, resurrected in Goodkind's 1951 article. If Campbell's reference was actually to the number of Martinsyde covers carried, then the "50" could make sense; in other words, 25 Alcock-franked covers, perhaps 5 covers with ordinary 3¢ Caribou stamps, leaving 20 covers with the Martinsyde stamp. On the other hand, if Campbell's reference was truly to 50 manuscripted stamps, how does one explain that at least four fifths of the Alcock covers in the same packet are known but only one-third of the manuscripted Martinsyde's?

Based upon research to date, I would estimate between 20–25 of the used Martinsyde stamps survived, with almost all on cover. The author would welcome photos of additional usage not cited in the table.

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

HR *A major find* A fellow in Ottawa, working as superintendent in an Income Tax office, accumulated all the stamps that came into the building. For many years, he bundled them up. They consisted of definitives with some commemoratives. It was unbelievable to see a complete room packed from top to bottom with these bundles. There must have been many millions of stamps. The fellow evaluated these in accordance with the latest Lyman catalogue and came up with thousands of dollars. For example, a 1¢ Scott #325 had a value used of 2¢. One million such stamps comes to \$2000. He asked what fraction of catalogue value he could expect for all the stamps. When I told him he may get \$200–300 for the entire lot, he almost threw me out. I heard that his estate received \$200 for the hoard. (*Hans Reiche*)

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(2) Stampless corner

The Editor

The second in a series of occasional articles covering the stampless period in Canadian postal history.

THIS time we deal with domestic rates in what are now Ontario and Quebec, during the stampless period (to 1875). At some time in the future, we will discuss domestic and intercolonial rates from the Maritimes, as well as cross-border (to and from the US) letters, and to and from the United Kingdom, perhaps reaching other destinations, from the Canadas and the Maritimes.

As we discussed last time, there was very minimal postal service during the French régime. Fees were charged for the transport of mail (by messenger), but were not marked on the cover.

So we begin in the Canadas, post-1763. The rate structure for letters within this colony was a rough version of that in effect in Britain—mileage charges multiplied by the number of sheets (up to 4) or by the number of quarter ounces (if the item weighed an ounce or more). The specific mileage charges were quite different from those in Britain, possibly taking into account the much larger distances between settlements.

At this time, and well into the 1840s (and somewhat beyond) “letters” in the Canadian colonies were almost exclusively folded letter sheets—that is, a very large sheet of paper with the message was folded to a compact size, the address written on one side, and the folded letter sealed (initially with wax; later gummed wafers became available). In case of very long messages (or no concerns about expense), a second sheet or even more could be enclosed.

Although envelopes were in use in Europe, they were not used much in the UK until the late 1830s, or in Canada until the mid-1840s, because of the rate structure—a letter enclosed in an envelope would count as a second sheet, and the rates were doubled (most letters were “single”, i.e., consisting of a single sheet). So the vast majority of postal history items from this period are folded letter sheets (frequently abbreviated *FLS*, sometimes *SFL* for “stampless folded letter”).

Another aspect that is very important in any rates discussion is the presence of multiple currencies. “Sterling” (abbreviated *stg*) of course refers to British currency, in pounds, shilling and pence (*USD*). In the very early days, rates were given in pennyweights (*dwt*), referring to silver. A *pennyweight* (of silver) is both a weight and a value—the latter, 1*dwt*, equivalent to 3*d stg*. A

Keywords & phrases: stampless cover, domestic rates

pennyweight is divided into 24 *grains*. Covers marked in pennyweights are *troy-rated*. Figure 1 shows a particularly interesting example.

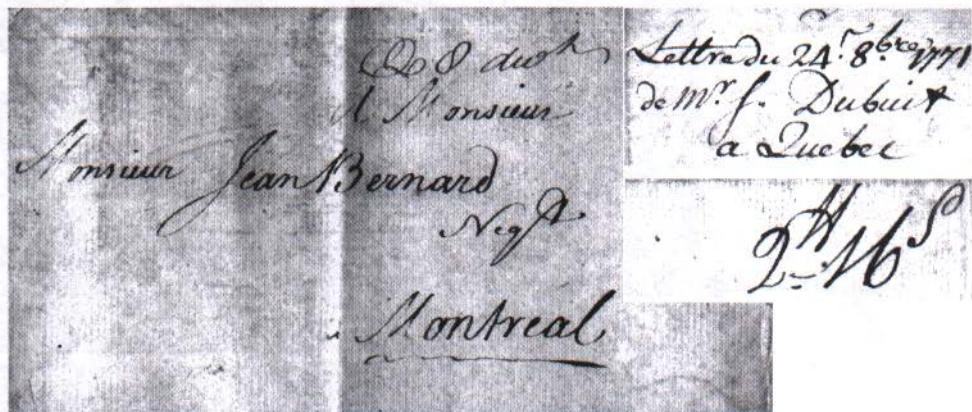


Figure 1. Troy-rated Quebec–Montreal (1771)

Initially rated collect 2.8 *dwt*, that is, 2 pennyweights and 8 grains, which is equivalent to 7 d stg; this is incorrect. The distance Quebec–Montreal is 101–200 miles (in 1829, 180 miles by road), requiring postage of 8 d stg. On reverse (lower inset), and in red ink, is the correct rate, 2 *dwt*. 16 *g* (2 pennyweights, 16 grains). The fact that it is in red means that the postage has been paid—possibly by the recipient in Montreal. The docketing (also on reverse of this folded letter) appears inset upper right.

Note the form of the address: *À Monsieur/Monsieur . . .*; this repetition of the salutation occurs on both English and French language letters of the period.

This cover was first illustrated in [HP, p 23].

Somewhat later (just before the American revolution), a local (colonial) currency developed, not surprisingly referred to as “currency” (abbreviated *cy*), also in the LSD system. The two (sterling and currency) were *not* at par. Campbell & Konwiser [KC] give $^{60}/_{73}$ (£60 stg = £73 *cy*), but this only applied in the 1850s. Earlier than this, currency was less deflated—the ratio was something like $\frac{2}{3}$. Not only did the ratio vary in time, but there was considerable round-off error when computing the postal rates.

As a reminder to readers under 25 (and many older ones), the LSD system is based on pounds (the “L”, coming from *libra*, abbreviated £, and written before the number), shillings (abbreviated “s”), and pence (plural of “penny”; its abbreviation is “d”). There are 12 pence to a shilling, and 20 shillings in a pound. At one time, and possibly still in the art auction world, there was a “guinea”, made up of 21 shillings, which is £1, 1s (the extra shilling was the auctioneer’s commission—compare with what happens now; the auction house typically receives at least 15% vigorish from *both* parties).

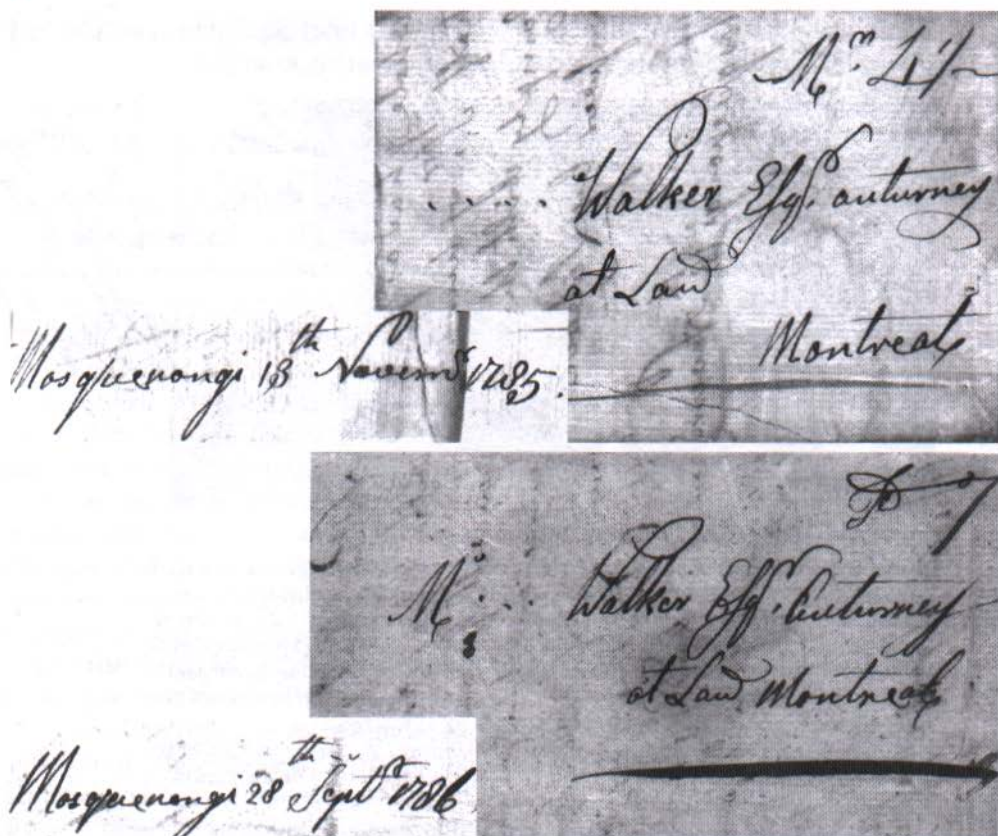
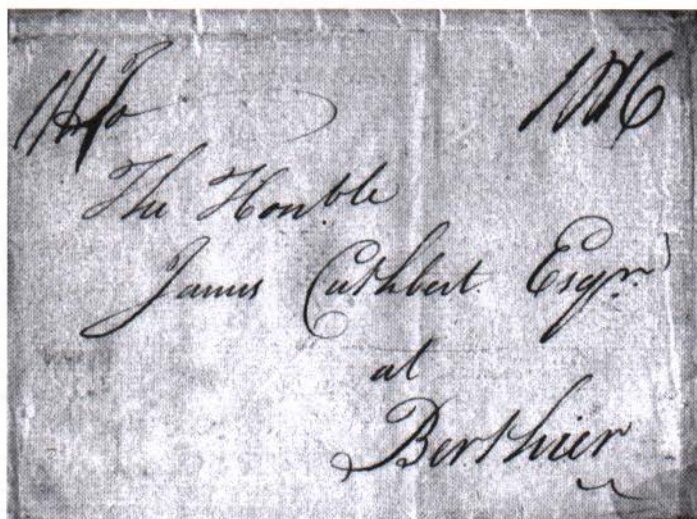


Figure 2. Maskinongé–Montreal, different mileage (Nov 1785 & Sept 1786)

Part of the same correspondence. The insets show the headings of the letters. The top one was rated in red (hence prepaid) $4\frac{1}{2}$ (d cy), the rate for up to 60 miles; the slightly later one was rated (prepaid) 7(d cy), the rate for 61–100 miles. Perhaps the distance was remeasured? Or a different route was taken, requiring more than 60 miles?

Even prominent dealers have been confused by the notation to the left of the rates. On the top one, it is simply *Mr.*, and on the bottom one, it is *To*, with the stroke continued back beyond the “o” and then well to the right. The *Mr.* has been confused with a rare Montreal manuscript *M* marking, and *To* with something showing considerable imagination.

Relatively small amounts of money (less than a pound) were written with an *N* between them—thus 5 *N* 3 represents 5 shillings and 3 pence. The *N* was likely an abbreviation for “and”, which was the way it was pronounced. The *N* gave way to the solidus (\diagup), as in $5/3$. The solidus was also used for larger amounts, as in £1/12/11, one pound, 12 shillings, and 11 pence.



Quebec 3^d Sept. 1778

Figure 3. Double Quebec–Berthier rate with sterling & currency (1776)

Rated collect $1/4$ (stg) at left (the right vertical stroke of the “4” extends the stroke of the “T” in *To*, and *1 N 6* (cy) at right. The distance Quebec–Berthier is 101–200 miles (135 miles by road in 1829), meriting 8d stg postage, so this had an enclosure and was charged double.

The use of both sterling and currency on domestic covers seems to be limited to the period around 1776–1779.

Canada to 1851

Finally, we can give the domestic rates in effect in Upper Canada from 1792 and from much earlier in Lower Canada.

- (*) 4d stg up to 60 miles, 6d stg for 61–100 miles, plus 2d stg per each additional 100 miles.

Postmasters were given mileage charts, which were based on *road* mileage, not straight line distance (Figure 2). One page of an 1829 mileage and rate chart is poorly reprinted in [HAL, p382–383], and as two pages (the original consisted of at least two more pages and is itself barely legible; obviously someone should perform a service for the community and copy and reformat it for distribution.) It sometimes happens that improvements in the road system caused the mileage to drop, and some rates were thereby low-

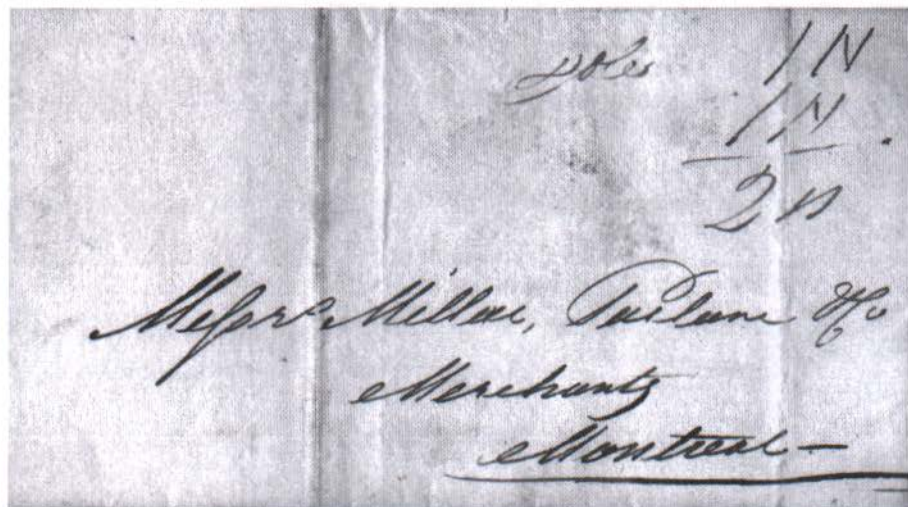


Figure 4. Deliberate overcharge, Kingston–Montreal (1817)

Rated (originally) 1N, i.e., one shilling, then this was doubled when an enclosure was noticed. The 1829 mileage from Kingston to Montreal was 199, which would have necessitated 8d stg (9d cy) postage. It is unclear whether the mileage a decade earlier was greater (as Kingston–Montreal was a well-developed route), but even if it were, the rate should have been at most $11\frac{1}{2}$ d cy (and more likely 11d cy).

This cover has appeared in the literature before. The word to the left of the rates reads *Dble*, indicating double rate. In [s], it was misread as “dole”, which made it into a minor mystery.

There is a faint Kingston straightline on reverse.

ered; alternatively, the distances could be remeasured, and found to have been larger than previously thought. Only for a very brief period, however, were the rates marked in sterling (Figure 3).

(†) 4d stg = $4\frac{1}{2}$ d cy; 6d stg = 7d cy; 8d stg = 9d cy; 10d stg = $11\frac{1}{2}$ d cy, ... However, there are sometimes minor fluctuations (especially in the larger amounts). The figure in currency was obtained by rounding off to the nearest half-penny, and extensive lists of currency conversions were sent to postmasters (so they didn't have to figure them out for themselves).

In the period 1810–21, many postmasters lined their pockets by charging a bit extra (that is, above the official rates). This occurred in a number of the larger offices in both Upper and Lower Canada, and is known as “deliberate overcharge” (Figure 4).

Until 5 January 1844, enclosures or larger letters were treated drastically. If the letter consisted of more than a single sheet, there was an additional



Figure 5. Tera-rated money letter, Perth–York (1832)

Marked $7\frac{3}{4}oz$, which means the mileage rate of 10d cy (201–300 miles—265 miles by road) was multiplied by 31—or it should have been, yielding 310d stg, which would have converted to considerably more than 341d cy ($28/5$). Instead, the postmaster took the current single rate 11d cy rate (which was a little off) and multiplied it by 31.

The term *cash* is occasionally seen in place of “money”. This cover is ex-Harrison, and appeared as the top of [HAL, Figure 7, p 6]. It is claimed (there) to be the heaviest reported money letter.

The postmark is a Perth (Upper Canada) 1829 type, used 1829–38 [G].

factor. A “sheet” could be a tiny piece of paper. Postmasters candled the letters (held them in front of candles) to detect extra sheets.

(**) If the cover weighed less than an ounce but contained more than one sheet, the rate due to mileage was multiplied by the number of sheets (no matter how small the sheets) up to a maximum of four.

(**)a If the letter consisted of more than a single sheet and weighed at least one ounce, the rate due to mileage was multiplied by the number of quarter ounces or part thereof.

Rather oddly, if the letter were a single sheet, it was charged the single rate *no matter what its weight!* However, this may be a moot point.

More interesting in dealing with multiple rates is the order in which sterling is converted to currency. There is substantial round-off error, so the order in which the conversion takes place can affect the postage drastically. For example, a $2\frac{1}{4}$ ounce letter (nine times the quarter ounce weight) sent a distance 61–100 miles might be charged $9 \times 7d \text{ cy} = 5/3 \text{ cy}$. If however, it was not converted to currency until the final stage, the rate would be $9 \times 6d \text{ stg} = 4/6 \text{ stg}$, which is equivalent to $5/1\frac{1}{2} \text{ cy}$. The difference between these two methods of computation, $1\frac{1}{2}d \text{ cy}$, was a not insignificant sum in this period.

It can also happen that converting to currency before multiplying benefited the post office rather than their clients.

In fact, postmasters of the period were *supposed* to convert from sterling only at the end of the process (so the correct rate in the previous example is $5/1\frac{1}{2}$ cy). However, whether due to ignorance, laziness, or general perversity, it often happens that they converted to currency before multiplying. It is important to keep this in mind when trying to determine the rates.

Money letters are covers suspected to contain valuables or money ("money" typically meant coins, although it came to mean bills as well). Such letters would be marked or handstamped *money* or *money letter*, often several times en route, often by the sender. They would be treated specially by the post office. There was no charge per se for money letter service—however, since they had enclosures, often quite heavy ones, they would be charged multiple rates. Money letters are probably the single largest source of multiple rates. A heavy example is shown in Figure 5.

The money letter system was in effect in Canada from the mid-1820s to 31 April 1855, when it was replaced by registration. An account is given in the recently published [HAL], but this is not authoritative.

For the period 5 January 1844–5 April 1851, there was a different and simpler method of calculating the factor (mileage charges remained in force).
 (**)^b The rate due to mileage was multiplied by the number of half-ounces (or part thereof).

The order in which conversion took place was still an issue. Our earlier example (2¼ounces under 60 miles) is now quintuple rather than nonatuple.

Prepayment was optional. However, partial payments were not allowed. Either the sender paid the entire postage, or the receiver did. Prepaid letters were supposed to be marked PAID in red ink (handstamp or manuscript). Letters that were not prepaid (referred to as "collect" or "unpaid", although the latter is misleading, since they were paid for by the recipient) were supposed to have the rate marked in black.

It sometimes happened that there were additional charges along the way or at the end (e.g., the letter is forwarded to a destination to which the mileage charge was greater than that of the original address, or a local delivery fee, or more sheets are found, . . .). Obviously the sender who prepays the letter cannot anticipate such possibilities, so we have a minor exception to the "no partial prepayment" rule.

1851–1859

On 6 April 1851, the Province of Canada took over the administration of postal services, and the rates dropped and simplified. These persisted until

the formal date of 1 January 1859 or the practical date of 1 July 1859, when Canada switched from LSD to decimal.

(*) 3d cy per half ounce or part thereof.

No mileage, no candling, just weigh the thing! There was still no part payment permitted, and letters could still be sent prepaid or collect. With the advent of the 3d beaver (issued on or after 23 April 1851), Canada's first stamp (the first—and for a very long time, the only—rodent on a stamp), payment by stamps became feasible. It was not permitted to pay postage with mixed stamps and cash.

Postage stamps were introduced in Britain as an extra frill to publicize the real penny post (there was an earlier “penny post” which referred to local letters) in 1840. The penny black (and penny red) caught on.

However, in Canada, postage stamps were not liked. They were sticky bits of paper that had to be cut apart by scissors, then moistened and stuck down (overmoisten and the stamp falls off; undermoisten and the stamp falls off, ...). Annoyingly, they had to be bought in quantity well before they could be used—the rationale for not requiring prepayment in the first place was that the service had not yet been performed.

Postal employees didn't like them either (sheets had to be cut apart; they stuck together in humid weather; there was more red tape in keeping track and ordering the things; ...).

As a consequence, postage stamps were not used much until they really had to be (October 1875), although they did become more popular in the early 1870s. Thus it is misleading for recent authors (in other journals) and exhibitors to talk about “postal history of the pence period” and then ignore the 99% of Canadian postal history material that did not have a mucilaginous bit of printed paper attached.

1859–1868

Canada switched to decimal in 1859. Some postal historians—really stamp collectors—refer to the date of the “cents” issue (July 1859) as the start-up date. Single rates were converted to their decimal equivalent—thus the 3d rate became 5¢ per half ounce—except a new feature was added (Figure 6).

(*) If prepaid, the domestic rate was 5¢ per half ounce. If collect, the rate was 7¢ per half ounce.

Finally, part payment was permitted, and the rule for underpaid letters was to charge at the 7¢ rate, giving credit for any payment in cash or stamps. Thus if a one ounce (double rate) letter were prepaid 5¢ (in cash or stamps—mixed prepayment was not permitted), it *should* have been charged $2 \times 7¢ - 5¢ = 9¢$ postage due, i.e., payable by the recipient. However, this rule was often

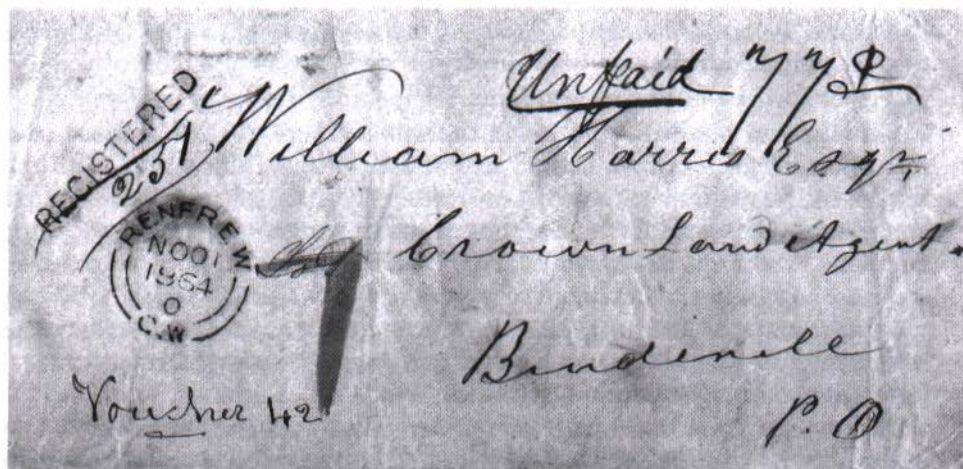


Figure 6. Uniductuple registered letter (1864)

The image has been reduced; this is a much larger envelope than it appears. Mailed as a registered letter from Renfrew to the small office of Brudenell (Canada West); there are no backstamps. The 2¢ registration fee was prepaid in cash (as indicated by the REGISTERED handstamp), and the cover was charged *Unpaid 77¢*, eleven times the 7¢ per half ounce unpaid rate.

misinterpreted—e.g., in this example, it might have been considered a single rate short, so would be (incorrectly) charged a single rate unpaid, i.e., 7¢.

Canada, 1868–1875

Although confederation of the provinces (Ontario, Quebec, New Brunswick, & Nova Scotia) to form an independent country took place in 1867, postal rates were not altered until the following year. On 1 April 1868, the domestic rate dropped.

(*) If prepaid, the domestic rate was 3¢ per half ounce. If collect, the rate was 5¢ per half ounce.

The policy on underpaid (but not completely unpaid) items continued that of the previous period, as in Figure 7. Finally, on 1 October 1875, the option to prepay with cash (rather than stamps) was eliminated, and the rate became a simple 3¢ per half ounce prepaid in stamps only.

Other rates within Canada

From a very early period, there were lesser charges for drop letters, printed matter, and other types of mail. A *drop letter* is one “dropped” in the post office to be picked up by the addressee; the rate was typically 1d cy (Figure 8). In some larger towns, there was a courier who would pick up or deliver the

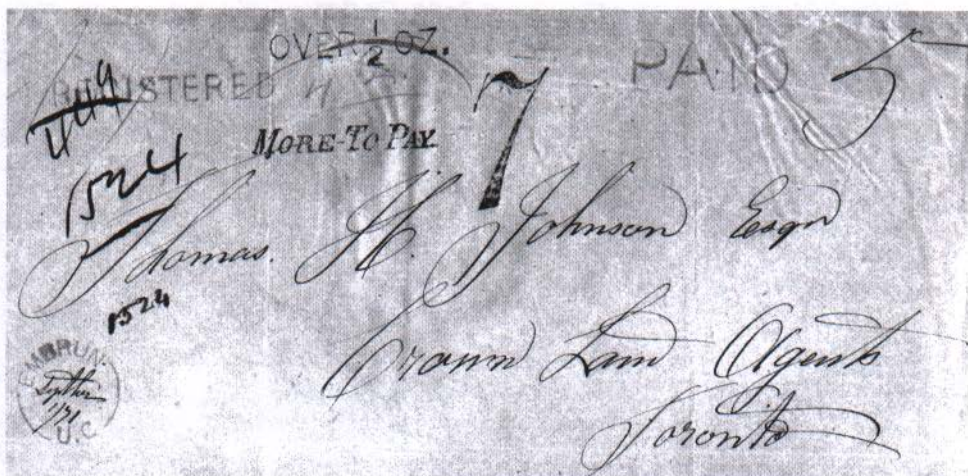


Figure 7. Partially prepaid (1871)

Originally PAID 5¢, made up of the 2¢ registration fee and 3¢ single domestic rate. It was then found to be OVER $\frac{1}{2}$ OZ, so it should have been charged double rate; since it was now regarded as unpaid and charged at the 5¢ per half ounce rate; the total postage required was $2¢ + 2 \times 5¢ = 12¢$. The 5¢ payment was credited against this, leaving MORE-TO-PAY 7¢.

Mailed from Embrun to Toronto.



Figure 8. Drop letter at Quebec (1833)

Marked 1d in black, indicating the drop letter fee was not prepaid, i.e., collect. Although carrier fee covers existed in the eighteenth century, drop letter don't seem to occur until the early 1830s.



Figure 9. Montreal–Quebec with carrier fee (1819)

Rated (collect) 3*N*, based on the quadruple weight (1 oz at left); the distance being 101–200 miles, 3/– is the correct rate regardless of the order in which sterling is converted to currency. The receiver (or one of them—this was addressed to a law office, and there is handwriting of several different people) has written *payé par moi 3/1*, the extra one penny being the carrier or delivery fee within the town of Quebec.

On reverse (at top) is a Montreal straightline (a fairly common one).

mail, in which case, the usual fee was a flat 1d cy, independent of weight or number of sheets (Figure 9).

There was also a special rate for *nearby towns* (in the Maritimes, called the “county rate”). The standard Canadian example is Québec–Lévis, for which the charge was 2d cy, dropping to 1d in 1851, then converted to 2¢ on the switch to decimal. There are other pairs of offices for which this rate applied, but not much is in the literature on this rate.

The *printed matter rate* was in force as early as 1826 [H1]; printed matter could be sent at 1d cy per sheet, but no writing at all was permitted. In 1859, the printed matter rate was converted to 2¢ [H2], and forms which were filled in (by hand) could be sent at this rate. In 1868, the printed matter rate dropped to 1¢ per ounce.

Registration began domestically 1 May 1855, at a rate of 1d cy, which had to be prepaid. It could be prepaid in cash or stamps (although the latter could not occur until the ½d stamps were issued until a few years later). In 1859, the registration fee was converted to 2¢, at which it remained (for domestic registration) until 1889.

In combination with registration, we have one of the few occurrences of possible mixed payment. The registration fee was prepaid, either in cash or stamps, the rest of the postage could be either prepaid entirely in cash, entirely in stamps, or completely unpaid. There are thus six combinations, and all of them were permitted.

Parcel post was initiated in 1868 [C], but the survival rate of these items is low. The *soldier's concessionary rate* existed for low-ranking members of the British military posted in Canada, but items showing such rates are rare.

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- [H1] David Handelman *Postal problems at the Upper Canada Department of Education BNATopics*, Vol 57, # 2 (2000) pp 44–48.
- [H2] ——— *Complements to: Initiation of the circular rate BNATopics*, Vol 59, # 1 (2002) pp 9–12.
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- [S] Allan Steinhart *Mystery cover from early Kingston raises "Dole" query Canadian Stamp News*, Vol 3 # 7, p 41, 18 September 1978.

HR *Someone must love hairlines* The famous carmine 2¢ Admiral from plate # 4 has the most outstanding hairlines of this issue. But excellent fakes of these hairline copies exist not only on the 2¢ but also on the 1¢ and the 3¢ carmine. Why someone would go to the trouble of faking these fairly low-priced stamps, I do not know. (*Hans Reiche*)

Newfoundland plate numbers 1897–1947

John Walsh

This is the first of a series of short articles based on John Walsh's award winning exhibit. This one begins with a modified version of the title page.

THE exhibit is a detailed study, with much original research and new discoveries, of those issues having printing plates with a numeral engraved into the outer edge of the plate. These numerals, or *plate numbers*, initially appeared on the ½¢, 1¢, & 3¢ values in the 1897 Royal Family issue. The next set found with plate numbers is the 1919 Caribou issue, and the 1¢, 2¢, & 3¢ values had multiple plates. In the 1923 Pictorial issue, only the 3¢ value has a plate number. The 1929 & 1931 Publicity issues present plate numbers on the 2¢, & 3¢ values.

Issues and findings

Year	issue	unrep	con	perf	plate	errors	use
1897	Royal Family	✓	✓				
1919	Caribou	✓					
1923	Royal Family		✓		✓		✓
1929	Publicity	✓	✓		✓		
1932	Resources		✓	✓	✓	✓	✓
1938	Royal Family						✓
1942–49	Resources			✓	✓	✓	✓
1947	Princess Elizabeth					✓	
1947	John Cabot			✓	✓		

This table represents the new findings that will appear in subsequent pages of the exhibit. "unrep" means previously unreported plate numbers; "con" shows evidence contradicting the literature on printing plate size; "perf" refers to previously undetermined and multiple perforations; "plate" indicates the presence of different plate format styles using the same plane number; "errors" refers to plate numbers found on printing errors; and "use" means use.

The 1932 Resources issue admits a multiplicity of plate numbers. In this issue, many new discoveries will be shown. The plates are found on the 1¢–5¢ values. The 2¢, 3¢, & 4¢ denominations of the 1938 Royal Family as well as the 1941 Sir Wilfred Grenfell issues have plate numbers. With the 1942–49 Resources issue, the denominations 1¢–48¢ except the 7¢ are

Keywords & phrases: Newfoundland, plates



Plate numbers on Newfoundland stamps



Royal Family ½¢ (1897)

In sheet of 200. Showing pane of 100 attached to gutter with cutting line between the two panes. It also shows the file number notation, and the date of sheet placement in reference files. *Reversed* (plate number) "2" (upper right). This is the discovery example, and was found the ABN Co archives.

found with multiple plate numbers. Much new research will be presented concerning the plate formats found here.

These will be followed by the 1943 Memorial College, 1943 Air Mail, 1946 Provisional, 1947 Princess Elizabeth and the 1947 John Cabot issues.

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John M Walsh & John G Butt *Newfoundland specialized stamp catalogue*, fourth edition (1998) and fifth edition (2002).

(38) Canadian Postal Guide **ILLUSTRATED**

C R McGuire

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

A REQUEST LETTER is one in which the return address appears on the face of the envelope, with a request for return if not delivered. Frequently, these requests are printed on, together with a limit on how long to wait before it is returned (“please return after 15 days”). If there were no return address at all on the envelope (front or back), or if it was registered, an undeliverable letter was to be returned to the Dead Letter Office. The relevant portion of the Postal Guides c1900 follows Figure 1.



Figure 1. Request drop letter (1898)

A drop (local) letter mailed from Berlin, with 1¢ postage; stamped UNCLAIMED and RETURN TO WRITER. The postmaster held the letter as requested, and returned it on 28 March.

Keywords & phrases: request letter

- 14 **REQUEST LETTERS** A request letter is one bearing the name and address of the sender on the face of the envelope, with a request for direct return if not delivered. Such requests are to be complied with by the postmaster of the office of destination, subject to the following regulations:
- The letter must be an ordinary letter, requests not being recognized on registered letters, which can only be returned through the Dead Letter Office.
 - The letter must be one originating either in Canada, the United States or Newfoundland.
 - The "request" may be either printed or written, but in either case it should be distinct and prominent, and the address of the sender should be sufficiently full to prevent possibility of error in the redirection of the letter.
 - The number of days for which the letter is to be held before return may or may not be specified. In the former case, the postmaster will be particular not to detain the letter after the expiration of the specified period ; in the latter he will hold it for a fortnight.
 - No charge is made for the return of a fully prepaid request letter; but if the letter was not fully prepaid when posted, or if having been posted as a "drop" letter, it is returned to the sender at another post office, the full postage due (double the deficiency) will be collected from the sender on delivery.
 - The reason for nondelivery should be marked on every "request" or "address" letter (see next section) returned.

Help! Help! Help! Help! ...

The situation is still desperate, and the Editor needs:

articles!

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

fillers!

literature for review!

more articles!

still more articles! ...

HR *A major stamp sale* The auctioneer at a small auction sale in Europe was instructed to deposit the amount realized amount by a consignor to an account in Canada. The sale amounted to just c\$40. When the monthly bank statement arrived, the account had been credited with \$40,000. Nothing was said and additional interest of \$800 was added, making the total \$40,800. Fantastic. It took a full month before the bank realized the error—too bad. (*Hans Reiche*)

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New issues

William J F Wilson

CANADA Post increased the postal rates on 12 January 2004. The domestic rate rose to 49¢ for lettermail up to 30g, and to 80¢ for 30–50g. Lettermail to the United States rose to 80¢ for up to 30g, and to 98¢ for 30–50g. International lettermail postage rose to \$1.40 and \$1.96 respectively.

Table 1. Stamps issued September–October 2003

Stamp ^{ES}	U de M	Nat Lib/Can auth	Road WC	Can Astro	Nat'l Emb
Value	48¢	4×48¢ s-T	48¢	4×48¢	2×48¢ s-T
Issued	4/09	8/09	10/09	1/10	4/10
Printer	CBN	CBN	CBN	L-M	A-P
Pane	8 (bklt)	6	8 (bklt)	8(bklt)	SH 16, SS 2
Paper	C	C	C	C	C
Process	6CL	9CL	6CL	6CL (1)	7CL
Qty (10 ⁶)	3	3	4	6	SH 3, SS .3
Tag	G4S	printed bars	G4S	G4S	G4S
Gum	PVA	PVA	PVA	S-A	PVA
Size (mm)	36×44.9	39.5×24	48×26	40 (circular)	30×47.7
Perf	13.4×13.4	13.2×12.5	12.5×13.1	NA	12.7×12.6
Teeth	24×30	26×15	30×17	NA	19×30


(1) and two colour foil and spot varnish

Abbreviations (for all tables). 5 (6; 7; . . .) CL: five (six; seven; . . .) colour lithography; bklt: booklet; A-P: Ashton-Potter; C: Tullis Russell Coatings (coated paper); CBN: Canadian Bank Note Company; CC: Crown Canada; CONT: continuous; DC: die cut; FE: foil embossing; FL: fluorescent; G4S: general tagging (four sides); GSV gloss spot varnish; L-M: Lowe-Martin; GC: Gravure Choquet Inc; NA: not applicable; P: Peterborough paper. PA: pane; P-S: pressure sensitive gum; S-A: self-adhesive; S-T: setenant; SH: sheet stamp; SS: souvenir sheet; sim'd: simulated; ST: straight v: varnish.

On 19 December 2003, a slate of new definitives was released for the new rates. Among these is a steel-engraved \$5 moose in a suitably-large format, dwarfing even the \$1 loon and \$2 polar bear stamps. While the moose stamp might be most useful for parcel post, it could be used on lettermail for the 10–200g international lettermail rate of \$5.60, or with the \$1 loon for domestic registration (\$6 plus applicable postage).

Keywords & phrases: new issues

Table 2. Stamps issued Oct & Dec 2003


Stamp 	Jean-Paul Riopelle	Queen, Flag	Maple Leaf	Moose
Value	SH 6×48¢s-T, ss \$1.25	49¢ (both)	49¢, 80¢, \$1.40	\$5
Issued	7/10	19/12	19/12	19/12
Printer	L-M	Q CBN, F A-P	A-P	CBN
Pane	SH 6, SS 1	10 (bklt)	coil 49¢ 100 (1)	4
Paper	C	C	C	C
Process	7CL + V	Q 7CL, F 5CL	49¢ 6CL, 80¢ & \$1.40 5CL	4CL (2)
Qty (10 ⁶)	SH 3, SS .4	cont	cont	cont
Tag	G4S	G4S	G4S	none
Gum	PVA	S-A	S-A	PVA
Size (mm)	64×48	Q 20×24, F 24×20	49¢ 20×24 (3)	64×48.7
Perf	12.5×13.3	ST	coil sim'd, bklt ST	12.5×13.2
Teeth	NA	NA	NA	40×32

(1) The coils of the 80¢ & \$1.40 values were of length 50; the booklets of each of the 80¢ & \$1.40 stamps were of size 6.

(2) and two colour steel engraving.

(3) The 80¢ & \$1.40 stamps perforated 24×20.

Table 3. Stamps issued Nov 2003 & Jan 2004

Stamp 	Christmas	Year Monkey	NHL All-Stars	QC Carnival
Value	48¢, 65¢, \$1.25	SH 49¢, ss \$1.40	6×49¢ (2×3 s-T)	49¢
Issued	4/11	8/01	24/01	29/01
Printer	L-M	CBN	L-M	L-M
Pane	bklt 48¢, 12 65¢, 6 \$1.25	SH 25, SS 1	6	6 (bklt)
Paper	C	C	C	C
Process	7CL	9CL	7CL	8CL + V (1)
Qty (10 ⁶)	48¢ 48, 65¢ 7.5, \$1.25 7.5	SH 8, SS 1.7	3, 621	1.5
Tag	G4S	G4S	G4S	G4S
Gum	S-A	PVA	PVA	P-S
Size (mm)	48¢ 35×38, 65¢ & \$1.25 38×35	30.5×40	NA×39.4 (2)	48×30
Perf	ST	13.1×12.5	12.5×13.2 (3)	ST
Teeth	NA	20×25	NA×26 (2)	NA

(1) Canada Post lists 10 CL, but the stamp selvage shows eight colour dots.

(2) Stamp width and number of teeth depend on how the sheet was trimmed.

(3) One vertical straight edge.

The Lunar New Year stamps are always among the best of the year, but Canada Post has really outdone themselves this time. The Year of the Mon-

key stamps are superb examples of Chinese art, featuring two scenes from *Journey to the West*, a classic Chinese tale of the Monkey King. On the 49¢ stamp, the Monkey King is shown with an immortal peach purloined from the Jade Emperor's banquet (which the Monkey King, in typically simian fashion, had managed to totally disrupt), whereas the \$1.40 international rate stamp on the souvenir sheet shows the Monkey King on the road to enlightenment. Among his three travelling companions is a well-dressed pig. The 49¢ features holographic foil highlighting on the Monkey King, and both stamps feature gold foil highlighting for some of the lettering.

The information in these tables is from Canada Post's *Details* booklet (Volume XII #1 & 2, January–March and April to June 2003 and the Canada Post website,

<http://www.canadapost.ca/personal/collecting/default-e.asp?stamp=stamps> and from philatelic inscriptions on the stamps. Size, perforations, and number of teeth are my own measurements, and are given as horizontal × vertical.

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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 late August 2003 through mid-December 2003.

Air Mail The December 2003 issue of the *Air Mail* study group newsletter is primarily devoted to publication of the results of one large study *An incomplete plating of Canadian Airways Limited stamps* by Mike Painter. Now Mike may feel that the study is incomplete because he can identify only 191 of 200 positions on the sheet, but the 26 pages of text and figures illustrate how a detailed plating study should be done. Distinguishing markings have been tracked, at least in duplicate, for 172 positions, the distinguishing features of the 191 stamps are illustrated. Three of the four panes of 50 stamps are plated completely. It is also a credit to the study group that this work has been published at one time rather than being spread over several issues of the newsletter.

Revenues Issue 43 of the Canadian revenue newsletter has one main article, *Quebec's tobacco tax stamps of 1940* by Chris Ryan and John Harper. There is good evidence that at the request of the Quebec government, plates were prepared in 1940 for printing eight denominations. The stamps were ordered for delivery on 27/28 June.

Die proofs were prepared and approved, and a number of these proofs are shown in the article. There is evidence that plate proofs were prepared and approved. The relevant law was passed. However, no copies, used or unused, are known or have been reported.

Perfins Volume 24, #3 of the *BNA Perforator* contains reports of two new items. One is an 8¢ black Centennial issue stamp used by Penton Publishing (essentially a prepaid reply envelope—first class—to “Industry Week” in Cleveland Ohio). The second item has a pattern that is new for a Canadian perfin, SF & CO (Schuster Fulda & Co, Bradford, UK), on a 15¢ large queen. The same perfin is known on British stamps. There is also a picture of a cover with 1¢ and 2¢ OHMS perforated stamps used to pay postage due on an envelope from the United States. The use of official stamps for the payment of postage due by Canadian government departments was sanctioned by the Post Office.

George VI Stephen Prest has produced the first issue of the *King George VI*

post & mail. The main article, by Doug Lingard, describes two 1949 Canadian covers, one to Canada, one to Egypt, *both* with Egyptian censorship markings. The fronts and backs of the envelopes are shown in colour, and Doug provides a likely explanation for the unusual domestic rate cover.

RPO cancels The description of the many lines related to the Midland Railway and the Toronto & Nipissing Railway was concluded in the July–August RPO newsletter. There are series of cancels for the Port Hope & Toronto RPO, the Blackwater Junction & Midland RPO, the Blackwater Junction & Orillia RPO, and the Toronto & Midland RPO. Then there are the cancels associated with RPOs on the Whitby, Port Perry & Lindsay Railway, the Victoria Railway (Lindsay & Haliburton) and the Grand Junction Railway.

The September–October newsletter is devoted primarily to services on the Central Ontario Railway including its predecessor, the Prince Edward County Railway (from 1880, Picton to Trenton Junction). These lines were later taken over by the Canadian Northern and Canadian National railways, and RPO service continued until 1931 between Picton and Trenton, and until 1939 between Trenton and Maynooth.

British Columbia postal history research The first recorded REDCLIFF MINE marking is reported by John Cheramy, and is shown in Volume 12, #3 of the newsletter. The office was open for just over a year between 1911 and 1912. Roman Zakaluzny provides some interesting insights on the production and use of special pictorial cancels, and there is the customary array of unusual and error markings from B.C. post offices. Gray Scrimgeour provides pictures of some Post Office envelopes related to the international money order system.

Military mail In the November 2003 issue of the newsletter, Doug Lingard discusses a card that was mailed in Alexandria (Egypt) to Canada in 1916 during a period in which the No 7 Canadian General Hospital was being relocated from Cairo to Le Treport (France). The manner in which the card was marked and handled indicates it might have been mailed by a member of the hospital staff, and processed through the Egyptian mail system.

David Kelly illustrates a card with an FPO 89 (JU 25/45) postmark (postal usage of this marking had not previously been reported), and Owen White provides some additions to Doug Sayles' earlier list of WW I small crown over circle censor markings. Other contributions are from Doug Sayles, Gale Raymond, David Kelly, Colin Pomfret and editor Dean Mario.

Fancy & miscellaneous cancels The November 2003 newsletter contains a number of updates to items in previous newsletters and to the fancy cancel book. Brian Hargreaves, Jon Cable, Mike Street, Don Fraser and Joe Smith sent in illustrations of fancy cancels. Several of these are clearer examples of known cancels. A number of the cancels were used in very small town and, there-

fore, saw limited use. Dave also discusses the possibility that fancy cancels may have been faked on commercially used prestamped post cards of the 1880s and 1890s.

Newfoundland Three issues of the *Newfie newsletter* have arrived. There are pictures and a continuing discussion of certain Newfoundland air mail cinderellas that have appeared for sale on e-Bay. These items are deceptively similar in appearance to essays, but are known to be recent creations that have nothing to do with Newfoundland philately.

Rob Moore sent a photocopy of a copy of Webb P2 that may be an earliest reported postmark (23 July 1879); there has been some dispute as to the current earliest date, but it has been generally accepted as three days later. Colin Lewis shows an 1873 letter from Brazil to Newfoundland that was processed through Liverpool (UK), thus crossing the Atlantic twice to reach its destination. The routes and rates are discussed.

In the January–February 2004 issue, editor Bob Dyer asks the question, why Newfoundland's last stamp, the watermarked 10¢ postage due, was issued, and wonders whether anyone has a used copy on cover.

Queen Elizabeth II Two information-packed issues of the *Corgi Times* have arrived. Robin Harris concludes his series on the stamps of the Canadian Environment definitive issue with a discussion of the national park stamps, including papers, constant plate varieties, errors, and even perfins. Joseph Monteiro and Robin Harris, in back-to-back articles, describe five different ways in which the Canada Post Millennium Keepsake box has been packaged and distributed.

There is also an interesting short note in which a single copy of the polar bear definitive is shown paying the proper (2002) \$2 "key" rate. Excerpts from a Canada Post employee publication provide further details on a pilot project between Canada Post International Limited and the Royal Caribbean Cruise line travelling between Canada and Alaska. Undenominated (international rate) stamps, which include a photograph of the cruise passenger on the stamp, are prepared and sold by cruise concessionaires. The stamps (also available, without the pictures, from the National Philatelic Centre) are sold in sheets of ten, and are expected to be used again in 2004.

Re-entries Volume 21, # 3 of the re-entry study group newsletter focuses on stamps of the Edward VII issue. The examples shown, two nice re-entries each on the 1¢ & 5¢ values, and a fine example on the 7¢, are from the collection of the late Bill MacDonald. To round out the newsletter, there is a picture of a major re-entry on the 24¢ value of the 1865 decimal currency issue of Newfoundland (position 9).

Centennial definitives Volume 20, # 1 of the newsletter presents a sample (Win-

nipeg only) listing of slogan cancels in use during the Centennial Issue period. The list was derived from a custom sort done by Cecil Coutts using his slogan cancel database. George Mayo has discovered an interesting folding error in one of the Opal booklets. During manufacture the booklet pane had buckled, and was folded through a pair of the 2¢ stamps. Then the central booklet pane fold was along the set of perforations above the 3¢ stamps, with no fold in the gutter between the 2¢ and 3¢ blocks.

World War II Although a search for a new newsletter editor continues, two further issues of the *War times* have been received. In the August issue, thanks to Hugh Delaney, two covers from Canadian offices of the US War Department are shown. These penalty envelopes passed through the mail without Canadian postage. Dean Mario contributed an illustration of a picture post card (sent to the US with no message, simply a picture of "The Narrows of St John's Harbour"), which was held by the censor until after the end of the war in Europe.

In the November issue, parts of Barry Brown's collection of War Savings booklets and cards are illustrated, including several items that were distributed in the schools. Chris Miller is trying to determine which second world war Canadian censorship markings were strictly civilian (rather than military) markings.

Postal stationery The front page of the October issue of *Postal stationery notes* shows very different shades on two pairs of prestamped CNR pictorial cards. The question is raised as to whether these shades should be listed separately in the Webb's Catalogue. Earle Covert continues his extensive illustrated listing of the prestamped meteorological envelopes. There are many different envelopes, and many envelopes with different form numbers.

Map stamp In Volume 4, # 3 of the newsletter, Dick Lamb provides an extensive description of the likely provenance of imperforate copies of the map stamp. It would seem that most of the copies originally came from mounted sheets that were retained by Sir William Mulock, Postmaster General at the time the stamps were issued, and a strong proponent of Imperial penny postage. Rob Lunn shows on-cover copies of the 1901 Pan American (map) exposition label. Used copies of this map stamp look-alike are scarce. Ken Kershaw suggests that on the basis of a recently discovered copy of the map stamp with a 2 February 1899 cancel, plate 5 may have been used earlier than had been previously assumed.

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