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BNA**T**opics

Volume 61 Number 2 Whole Number 499



The Official Journal of the British North America Philatelic Society Ltd

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British North America Philatelic Society Ltd

Prepared by the Editor in the typesetting language \TeX (Greek, $\tau\epsilon\chi$; pronounced 'tek', or for the purists, 'tech', ch as in the Scottish 'loch'). PostScript files are sent to the printers.

The font family is Elysium (1TC) with companion font Prague for display caps.

On the front cover is a 2003 picture post card mailed from Banff, showing Marilyn Monroe golfing. (She made the movie *River of no return* with Robert Mitchum there.) The stamp (applied by Rochelle Handelman, not a stamp collector) is the contemporary definitive with the printed 2010, but you probably didn't see anything after noticing MM.

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Contact Hank N (dealer liaison in the list of appointed officers). For cover space, inquire.

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... continued on last page ...

BNA**T**opics, Volume 61, Number 2, April–June 2004

Editorial: Shroud III—update

READERS of recent *Topics* will know that the shroud refers to the so-called postmaster's provisional of New Carlisle, whose inclusion in Scott Specialized was the subject of an earlier editorial. This was followed by the report of the Greene Foundation (in #497). The latter confirmed the common belief of serious students of pre-stamp Canadian postal history—there is no evidence for the assertion that this item was preprinted by the postmaster. In other words, at best, the fancy marking is handstamped, and the cover is *not* a postmaster's provisional.

I sent e-mails to the editors of the Scott and Gibbons catalogues, inquiring whether the article would cause them to withdraw their listing of the item. I offered to send them copies of the Greene Foundation article, if they hadn't seen it. The editor of the Scott catalogue, Mr James Kloetzel, replied in an e-mail of 26 May 2004,

We will not be revising this listing at this time. I have a copy of the article.

And from the editor of Stanley Gibbons catalogue, Sir Hugh Jeffries,

The blank space isn't a printer error—I never received a reponse to two e-mails (to the address listed for him in their monthly).

Early in the process, I also inquired of the expertizer what techniques were used to analyze the cover and justify its status as postmaster's provisional. I received a reply (from his spouse), with faulty information—to the effect that the expertizing methods would be exposed in the journal of the AIEP. Unfortunately, I relayed this in the first editorial on the subject. An e-mail to the then-editor, Mr Paolo Vollmeier, revealed this to be incorrect—no such article was even in preparation. I have received no other responses from the expertizer, although one of his offices is in Ottawa.

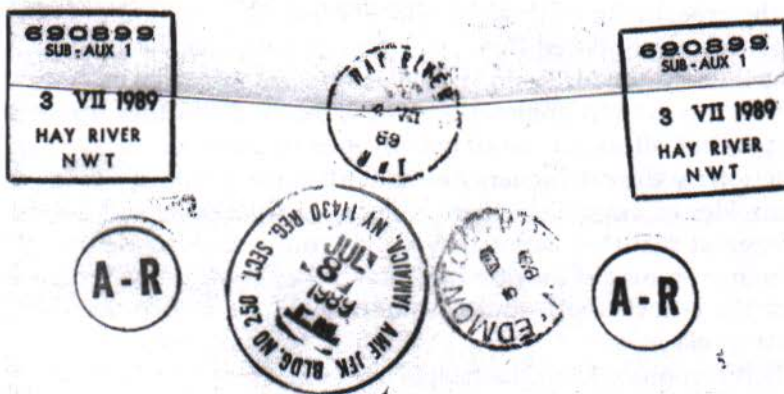
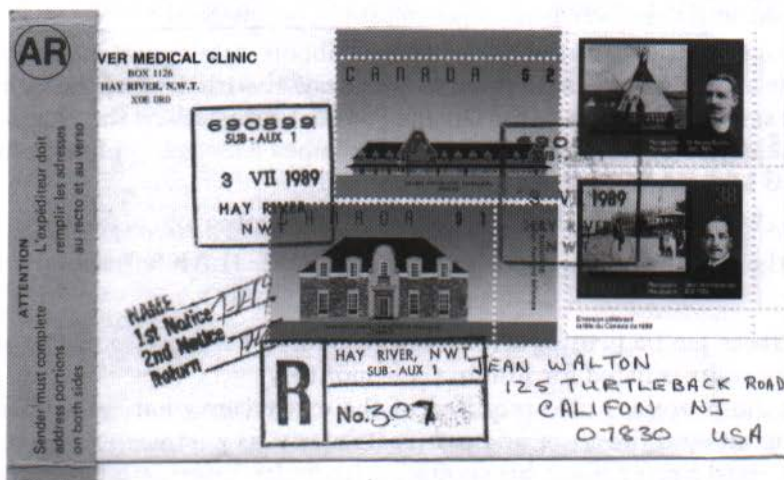
Lack of action by the cataloguers does not alter the status of the item—it simply provides an example of their non-responsiveness to independent opinion. I suggest that they admit they were wrong—they would probably be held in higher opinion if they do this than if they continue to ignore the evidence (or the lack thereof)—but I wouldn't hold my breath waiting for their collective *volte face*.

I still solicit responses from the people involved.

Registered and trace mail, I

Earle Covert

THIS article is the first of two dealing with registered and trace mail since 4 July 1989, when several new services were introduced. These include *security* (a high level form of registration), *registration* (similar to the US *certified mail*), *proof of delivery*, *signature* and *confirmation*. The first two will be the subject of this article, and part II will deal with the rest.



Figures 1. Last day of registration box (3 July 1989)
Sent with AR to US.

Keywords & phrases: modern registration, trace mail, security

Canada Post Corporation / Société canadienne des postes

To be filled in by the Office of Origin / À remplir par le Bureau d'origine

Office of Posting / Bureau de dépôt

Item No. / Numéro de l'objet: **307**

Date of Posting / Date de dépôt: **July 3, 1989**

To be filled in by Sender / À remplir par l'expéditeur

Please Print Clearly / Écrivez lisiblement S.V.P.

RETURN TO / RETOURNER À: **HAY RIVER MEDICAL CLINIC**

Box 126 HAY RIVER

NWT

CANADA

04 7HI

POST OFFICE / BUREAU DE POSTES: **XOE 0R0**

66

On Poste / Sur lettre: **50¢**

Section Services postaux

ACKNOWLEDGEMENT OF RECEIPT / AVIS DE RÉCEPTION D'UN ENVOI RECOMMANDÉ

OF A REGISTERED ITEM

To be filled in by Sender / À remplir par l'expéditeur

Name of addressee / Nom de l' destinataire: **JEAN WALTON**

Street and No., Apt. No., P.O. Box or R.R. No. / Adresse complète, n° de case, n° de case, n° de C.P. ou de R.R.: **125 TURBETACK ROAD**

City / Ville: **CALIFON** Province / État: **NJ** Country / Pays: **USA** Postal Code / Code postal: **07830**

To be completed at destination / À compléter à destination

As a master of a letter through the post, I am responsible for its safe delivery to the addressee or, if possible, to another person authorized to receive it. I am responsible for its return to the office of origin if it is not delivered. / En tant que maître d'une lettre par la poste, je suis responsable de sa livraison en toute sécurité à son destinataire ou, si possible, à une autre personne autorisée à recevoir la lettre. Je suis responsable de son retour au bureau de dépôt si elle n'est pas livrée.

The registered item referred to in this document is a letter. / L'objet enregistré mentionné dans ce document est une lettre.

Signature of Office of Delivery / Signature du Bureau de livraison: *[Signature]*

Signature of addressee / Signature du destinataire: *[Signature]*

Signature of authorized representative / Signature du représentant autorisé: *[Signature]*

Signature of destination office / Signature du bureau de destination: *[Signature]*

Date Stamp of Office of Delivery / Timbre de date du Bureau de livraison: **19**

23 086 270 (8-89)

Figures 2. AR card for cover in Figure 1
Properly signed and returned to sender.

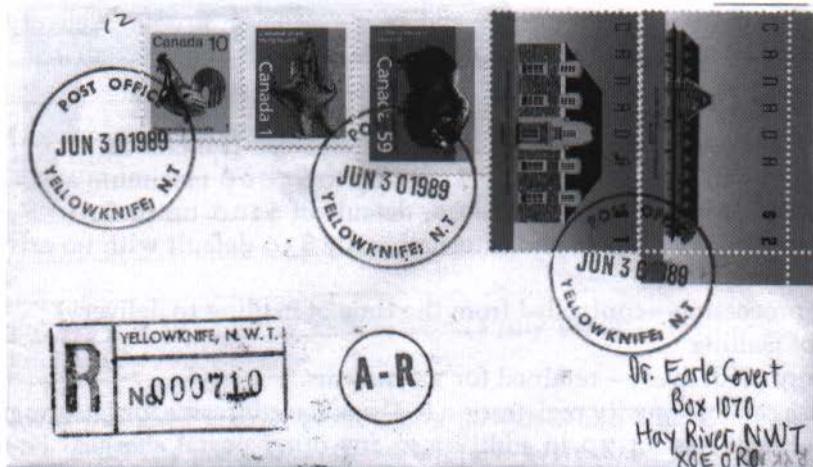


Figure 3. Late use (domestic) of registration box

The last day of use of the familiar registration box handstamp was 3 July 1989. The multiple back stamps showed the progress from the sender to recipient. An example of this appears in Figure 1 on an envelope mailed with AR (*avis de réception*) from Hay River (NWT) dated 3 July 1989 to Califon (NJ). Figure 2 shows the properly handled AR card.

Figure 3 shows a domestic registered cover from Yellowknife to Hay River (both in the Northwest Territories) on 30 June 1989, Figure 4 shows the properly treated AR card that accompanied it.

Postage for these services was composed of \$2.67 for registration, 65¢ AR fee, and first class in Canada 38¢, or to the US 44¢. On 4 July 1989

Canada Post Société canadienne des postes		ACKNOWLEDGEMENT OF RECEIPT OF A REGISTERED ITEM		AVIS DE RÉCEPTION D'UN ENVOI RECOMMANDÉ	
To be filled in by the Office of Origin / À remplir par le Bureau d'origine		To be filled in by Sender / À remplir par l'expéditeur		To be filled in by Sender / À remplir par l'expéditeur	
Office of Posting / Bureau de poste Yellowknife	Item No. / n° d'envoi 710	Date of Posting / Date de dépôt June 30/89	Name of addressee / Nom du destinataire Dr Earle Covert	City / Ville Hay River	
To be filled in by Sender / À remplir par l'expéditeur		Province / Country / Pays NWT / Canada		Postal CODE postal X1A 2N3	
Return to / Retourner à Kevin O'Reilly Box 444 Yellowknife CANADA		Province / Country / Pays NWT / Canada		Date Stamp / Timbre à date du Bureau de 19	
Postal CODE postal K1A 2N3		Signature of Official at Office of Delivery / Signature de l'agent du Bureau de livraison #Bourdaige		Signature of Addressee or Agent of Receiver / Signature du destinataire ou de l'agent du destinataire Earle Covert	

Figure 4. AR card for cover in Figure 3

the registration service bifurcated into the traditional registration service called *security* (later *security registered*), and an inexpensive “proof of delivery” service denoted *registered*. Now we describe the services and their forms.

Security (later Security Registered)

This service was indicated with a wine-coloured label. It included

- (1) Indemnity—in Canada, default of \$250, up to \$5000 maximum at 37¢ for each additional \$100; to the US, default of \$100 up to \$1000 at 37¢ per additional \$100; and internationally \$30 default with no extra amount available
- (2) secure processing—controlled from the time of mailing to delivery)
- (3) proof of mailing
- (4) signature on delivery—retained for 24 months.

The base cost of security registration to Canadian addresses for lettermail and parcel mail was \$4.70 in addition to any other postal charges. First class domestic postage at this time was 38¢ for the first 30g. To the US and International destinations (lettermail, postcards, letter packets, printed papers, and small packets), security registration cost \$3 plus the applicable postage. The delivery status could be determined via a toll-free (800 number) Automated Enquiry System.

Optional AR (acknowledgement of receipt) was available for 65¢ at the time of mailing to all areas, Canada, the US, and Internationally, on all registered mail. After mailing, this was available in Canada only, and cost \$1.10.

Figure 5 shows front and back of a security (registered) item used from Hay River to New Jersey on 4 July 1989 (first day of the new service). Figure 6 shows front and back of the receipt. The print data on the receipt is 40-076-064 (89-04). Note the receipt incorrectly shows the postage as \$4.70 (not the rate for covers to the US, but the domestic rate). This



Figures 5 & 6. Security with receipt (4 July 1989)

Print data 89-04. Hay River to New Jersey.

form was used mainly for training purposes and I have not seen another one used. The postage on the envelope is correct.

Figure 7 shows front and back of a Security used from Hay River Sub 1 to New Jersey on 4 July 1989. Figure 8 shows front and back of the receipt. The form used for this mailing has print data 40-076-064 (89-05). This shows the correct rate on the receipt.

Figure 9 shows the back of a security cover mailed 5 July 1989 with AR. The front and back of the AR card c5 (Figure 10) has the address portion of the label from the AR label (Figure 9) affixed to the back. With the new system the AR card was not affixed to the security item on its trip to the addressee when used within Canada.

Registered

This service used a green label and was only available to Canadian destinations. It covered

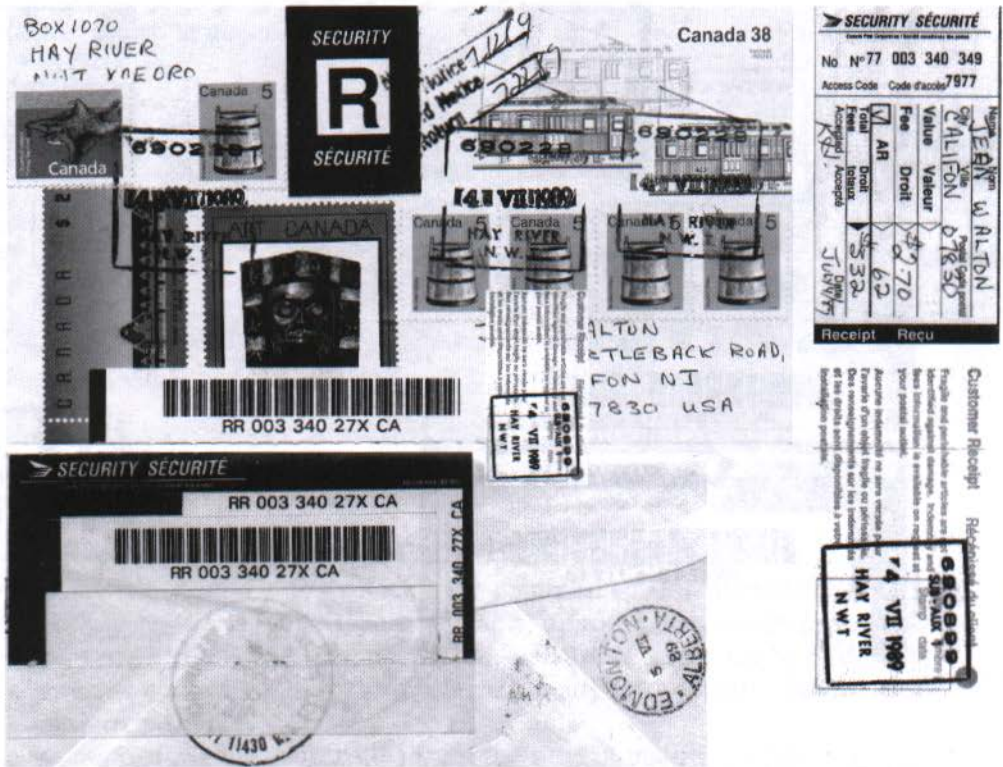


Figure 7 & 8. Security with receipt (4 July 1989)
With print data 89-05; Hay River to New Jersey.

- (1) proof of mailing
- (2) processing only through the general mail stream
- (3) retrieval from the general mail stream for signature on delivery—retained for 24 months.

The cost was \$2.70 plus all other postal charges. Delivery status could be determined via the toll free Automatic Enquiry System. For \$1 plus the parcel post fees, the identical service was available on parcels (sent via parcel post); this included the \$100 base indemnity.

Figure 11 shows the front and back of a (new) *registered* cover sent 4 July 1989 from Hay River to Ancaster (ON). Figure 12 illustrates front and back of the receipt.

Figure 13 & 14 shows front and back of a registered cover and receipt, mailed with AR 5 July 1989 from Yellowknife to Hay River. The front and



Figure 9. Security with new address labels
New AR address labels.

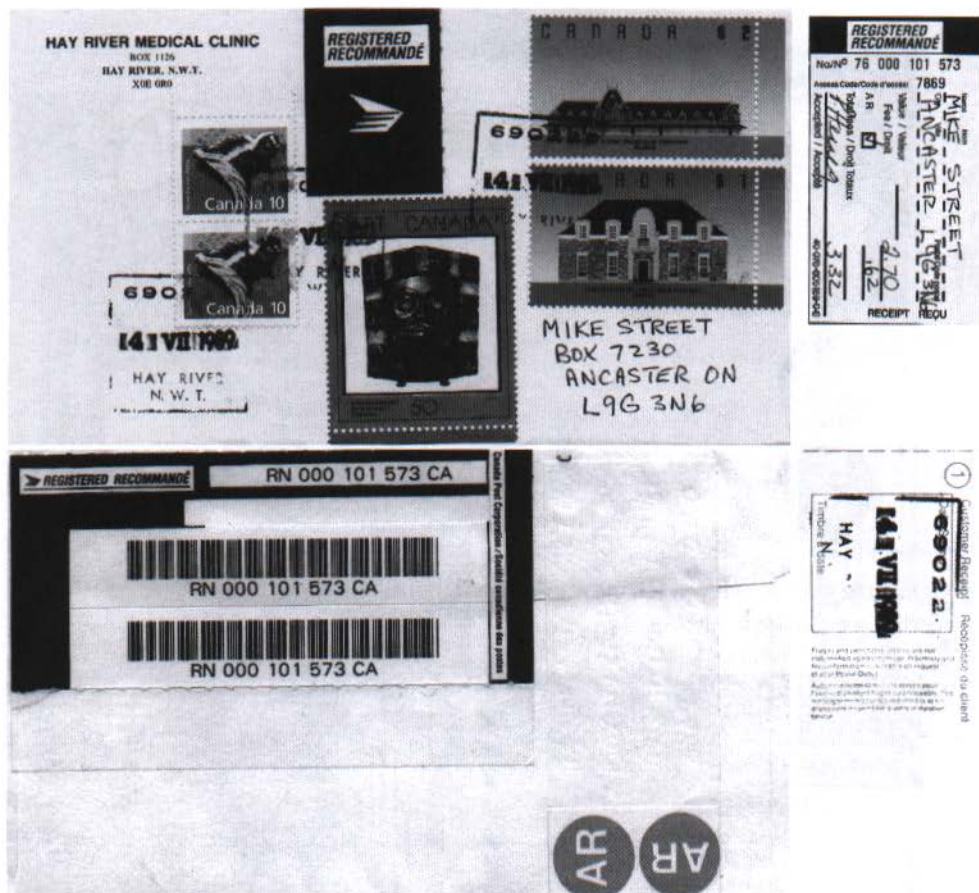


Figure 10. AR card with address label from back of letter in Figure 9

back of the AR card C5 (the address portion of the AR label from the back of the envelope shown in Figure 13 appears in Figure 15) affixed to the front of the AR C5 card.

The forms

We will examine the fronts and backs of unused forms. The security (later security registered) and the registered forms are composed of three adhering layers. The top layer or front is wine- or green-coloured respectively and has a self-adhesive back applied to a middle layer. The middle layer is smooth



Figures 11 & 12. (New) registered cover with receipts (4 July 1989)
Hay River to Ancaster ON.

on top (to keep the top layer from adhering to it) and has a self-adhesive back against a third layer. The third layer is smooth on the front and the back.

The form was die cut either as a solid or roulette line from the front through one, two or all three parts of the form. The receipt portion was torn through all three layers, the front filled out, and the back datestamped. The backing could also be removed from the detached receipt and the self-adhesive receipt then placed in a registration receipt book (Figure 16 shows the front cover and one page). The receipt would then be datestamped.

The back layer of the remaining part of the form would then be removed and the front and middle layers applied to the letter with the "Security"



REGISTERED RECOMMANDE	
Canada Post Registered / Enregistré recommandé au Canada	
No	N° 76 000 195 884
Access Code	Code d'accès 7164
Total Fees Accepté	AR
Droits totaux Accepté	
Value	Valueur
Fee	Droit
Date	
Recipient's Name / Nom du destinataire Dr. Eagle Court Box 1070 Wuy River, NWT X0E 0R0	
Postal Code / Code postal X1A 0A5	
Receipt / Recu	



Customer Receipt / Réception	
Fragments and perishable articles are not insurable. The sender is responsible for the safety of the contents. The sender is responsible for the safety of the contents. The sender is responsible for the safety of the contents.	
Accidents indemnifiable to some extent only. The sender is responsible for the safety of the contents. The sender is responsible for the safety of the contents. The sender is responsible for the safety of the contents.	
The sender is responsible for the safety of the contents. The sender is responsible for the safety of the contents. The sender is responsible for the safety of the contents.	
POST OFFICE JUL - 51989 YELLOWKNIFE N.T.	

Figure 13 & 14. Registered cover & receipt; new AR label on reverse (5 July 1989)
Address portion is shown on AR card in Figure 15.

or "Registered" portion applied to the face and the remainder of the form with the bar coding folded over and applied to the back. These numbers and bar coding could be peeled off (the front layer) and applied to the "Trace Mail Data Capture Document" form 40076-607(89-07) or ... (93-10). One sheet was used for the following

- (1) originating
- (2) attempted delivery
- (3) successful delivery.

Figure 17 shows a "Successful Delivery" sheet from Fort Providence 18 Au-

The image shows a bilingual AR card (Acknowledgement of Receipt of a Registered Item) with a return address label pasted on the reverse side. The card is divided into several sections:

- Top Section:** Bilingual title: "ACKNOWLEDGEMENT OF RECEIPT OF A REGISTERED ITEM" and "AVIS DE RÉCEPTION D'UN ENVOI RECOMMANDÉ".
- Sender Information:** "To be filled in by Sender" / "À remplir par l'expéditeur".
- Recipient Information:** "To be filled in by Recipient" / "À remplir par l'acheteur".
- Address Fields:** City, Village, Postcode, Country, and Postal Code (Canada).
- Date:** A date stamp "July 6 1999" is visible.
- Bottom Right:** A "RECEIVED" stamp from "MAY 8 1999" and a "32 000 230 0100" number.
- Return Address Label (on reverse):** "Kerr O'Shilly", "Box 444 Yellowknife", "NWT X1A 8N3", "CAN".

Figure 15. AR card using address label from reverse of cover in Figure 13

gust 1995. This sheet was then sent to Hay River for scanning into the national system. The bar codes on the mail itself could be by offices having scanners without removing bar codes from the mail. The lower bar code from the security and security registered form was removed from the back of the letter and applied to the face of items sent outside Canada.

Preprinted registered envelopes

A number of firms and government agencies were permitted to use the (green) registration service with the "labels" printed on the front and extending to the upper back of the envelope. All show (possibly with French and English reversed) REGISTERED/winged logo/RECOMMANDÉ. There are several subclasses of these labels.

Plain label (Figure 31)

With a box at bottom of label There is a typed or handwritten number in the box or at the top of an address label which overlaps the box. In at least one case the label was a very light bluish green. (Figure 32)

With a box at bottom containing ORIGINAL NUMBER/NUMÉRO DE L'ORIGINAL (Figure 33)

With a window showing the number Under the window is printed REGISTERED/RECOMMANDÉ/OTTAWA. This style was used by Revenue Canada. (Figure 34)

With separate REGISTERED/Registered #:_____ (Figure 35)

AR labels

For domestic destinations, these labels were placed on the back of the envelope. They were designed to be peeled off and placed on an AR card at the destination post office. For international use, they were placed on the AR card; the latter was attached to the envelope [as had been the practice since late 1921—ed], either the back or the front.

Security and security registered forms

Figure	Form date	Title (on front)	(1)	Back	Comments
18	89-04	SECURITY/SÉCURITÉ		blue	recreated (scarce)
19	89-05	SECURITY/R/SÉCURITÉ		blue (2)	"Canada Postes" 34mm
(3)	89-05	SECURITY/R/SÉCURITÉ		blue (2)	"Canada . . . Postes" 36mm
20	89-05	SECURITY/R/SÉCURITÉ		black (2)	"Canada . . . Postes" 36mm
21	89-08	SECURITY REGISTERED/R/	(4)	black	English corrected
22	89-10	SECURITY REGISTERED/R/	(4)	black	English corrected (5)

All forms have print data 40-076-604 (YY-MM). All are wine-coloured.

- (1) Title, as seen on the front of envelope.
- (2) Error in English text: "Identified" instead of "Indemnified". Figure 24 shows both error and correction.
- (3) Virtually identical to that in Figure 19.
- (4) Third line reads SÉCURITÉ RECOMMANDÉ.
- (5) Positions altered of numbers beside and above bar codes.

Registered forms

Figure	Form date	Title (on front)	(1)	Back	Comments
24	89-04	REGISTERED/RECOMMANDÉ/logo		blue	
25	89-05	REGISTERED/RECOMMANDÉ		blue (1)	
26	89-05	REGISTERED/RECOMMANDÉ		black	
27	89-08	REGISTERED/logo/RECOMMANDÉ		black	
28	90-01 (2)	REGISTERED/logo/RECOMMANDÉ		black	"Canada . . . Postes" 41mm
29	90-01 (2)	REGISTERED/logo/RECOMMANDÉ		black	"Canada . . . Postes" 44mm
30	90-01 (2)	REGISTERED/logo/RECOMMANDÉ		black	"Canada . . . Postes" 52mm

- (1) Error in English text "Identified" instead of "Indemnified" (Figure 24).
- (2) There are three different fonts used for the serial numbers on the 90-01 labels.

The type 2 label (Figure 37) displays AR in pink circles 13 mm in diameter. It measures 81 mm × 47 mm with rounded corners. There is a die cut across the upper left corner but otherwise the remainder of the front of the label is in one part. The labels are separated from each other on a 112 mm wide waxy continuous backing with tractor feed holes at each side. The backing is rouletted every fourth label and fan-folded. The address lines are more grey than black.

The type 3 label (Figure 38) displays AR in the same way as does the


















MAIL POSTE <small>Canada Post Corporation/Service des courriers</small>		Trace Mail Data Capture Document <small>See reverse for instructions</small>		Document de saisie des données sur le courrier repérable <small>Voir les instructions au verso</small>		Responsibility Centre Centre de responsabilité 6901155 Date 95 08 18		690155 Stamp 18 AUG 1995 PORT PROVIDENCE ALBERTA	
Important Check one box only		Important Cocher une case seulement							
<input type="checkbox"/>	Originating Mail	<input type="checkbox"/>	Courrier d'origine local	<input type="checkbox"/>	Attempted Delivery	Essai de livraison	<input checked="" type="checkbox"/>	Successful Delivery	Objet livré
1	 CN 012 212 847 CA	11	 RN 032 859 153 CA						
2	 CN 112 080 161 CA	12	 RN 032 859 154 CA						
3	Signature required  CP 083 852 787 CA	13	CN026560317CA						
4	 RN 067 166 411 CA	14	Signature required  CW 017 663 383 CA						
5	 RN 058 143 833 CA	15	Signature required  CW 017 663 382 CA						
6	Signature required  CP 082 480 706 CA	16	Signature required  CP 080 249 706 CA						
7	Signature required  CP 064 095 834 CA	17	Signature required  CP 073 655 376 CA						
8	Signature required  CP 093 441 217 CA	18	Signature required  CN 819 466 880 CA						
9	Signature required  CP 082 480 710 CA	19							
10	Signature required  CP 080 234 891 CA	20							
Route No. N° d'itinéraire		Signature							
40-076-607 (93-10)		<i>Bonneau</i>							

Figure 17. Trace mail data capture document (August 1995)

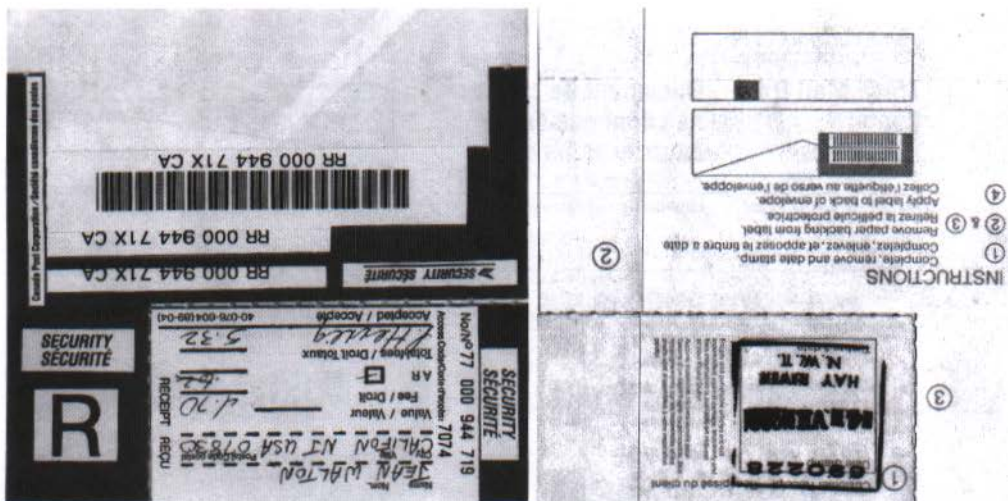


Figure 18. SECURITY/SÉCURITÉ (89-04)
Reconstituted from pieces.

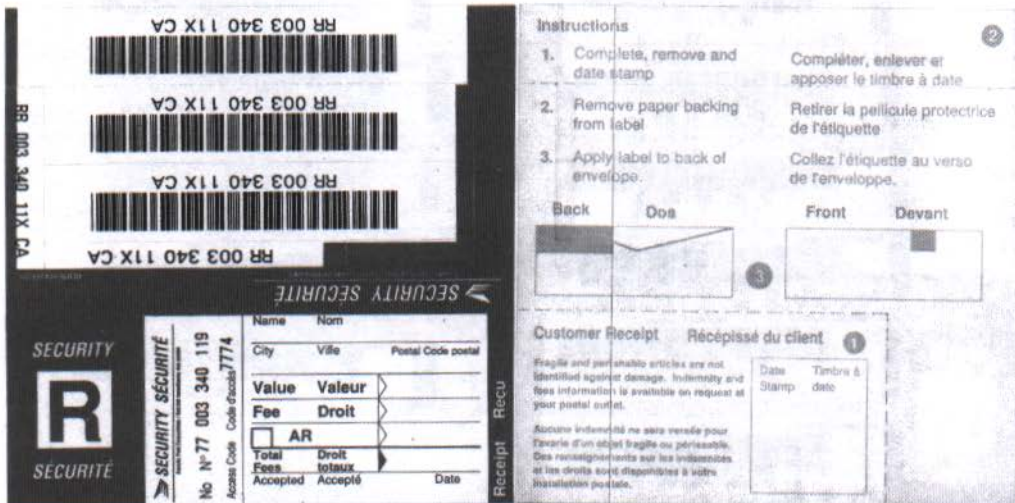


Figure 19. SECURITY/R/SÉCURITÉ (89-05)
Blue back, "Canada . . . Postes" 34mm.

type 2 and the dimensions are also the same; however, the corners are almost square. The backing is rouletted every fifth label and fanfolded. The address lines are slightly darker than those of type 2 labels, and there are instructions printed in black on the reverse of the backing strip.

RR 031 234 20X CA

RR 031 234 20X CA

RR 031 234 20X CA

RR 031 234 20X CA

RR 031 234 20X CA

RR 031 234 20X CA

SECURITY REGISTERED

R

SECURITÉ RECOMMANDÉE

SECURITY SÉCURITÉ

No N° 77 031 234 209

Access Code Code d'accès 7579

Name Nom

City Ville Postal Code postal

Value Valeur

Fee Droit

AR

Total Fees Droits totaux

Accepted Accepté Date

Receipt Recu

Instructions

1. Complete, remove and date stamp
2. Remove paper backing from label
3. Apply label to back of envelope.

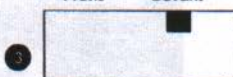
Compléter, enlever et apposer le timbre à date

Retirer la pellicule protectrice de l'étiquette

Collez l'étiquette au verso de l'enveloppe.

Back Dos

Front Devant



Customer Receipt Récépissé du client

Fragile and perishable articles are not identified against damage. Indemnity and fees information is available on request at your postal outlet.

Aucune indemnité ne sera versée pour l'avarie d'un objet fragile ou périssable. Des renseignements sur les indemnités et les droits sont disponibles à votre installation postale.

Date Stamp	Timbre à date

Figure 20. SECURITY/R/SÉCURITÉ (89-05)
Black back, "Canada... Postes" 36 mm.

RR 059 955 10X CA

RR 059 955 10X CA

RR 059 955 10X CA

RR 059 955 10X CA

RR 059 955 10X CA

RR 059 955 10X CA

SECURITY REGISTERED

R

SECURITÉ RECOMMANDÉE

SECURITY SÉCURITÉ

No N° 77 059 955 109

Access Code Code d'accès 7479

Name Nom

City Ville Postal Code postal

Value Valeur

Fee Droit

AR

Total Fees Droits totaux

Accepted Accepté Date

Receipt Recu

Instructions

1. Complete, remove and date stamp
2. Remove paper backing from label
3. Apply label to back of envelope.

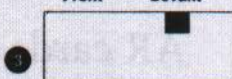
Compléter, enlever et apposer le timbre à date

Retirer la pellicule protectrice de l'étiquette

Collez l'étiquette au verso de l'enveloppe.

Back Dos

Front Devant



Customer Receipt Récépissé du client

Fragile and perishable articles are not indemnified against damage. Indemnity and fees information is available on request at your postal outlet.

Aucune indemnité ne sera versée pour l'avarie d'un objet fragile ou périssable. Des renseignements sur les indemnités et les droits sont disponibles à votre installation postale.

Date Stamp	Timbre à date

Figure 21. SECURITY REGISTERED/R/SÉCURITÉ RECOMMANDÉE (89-08)

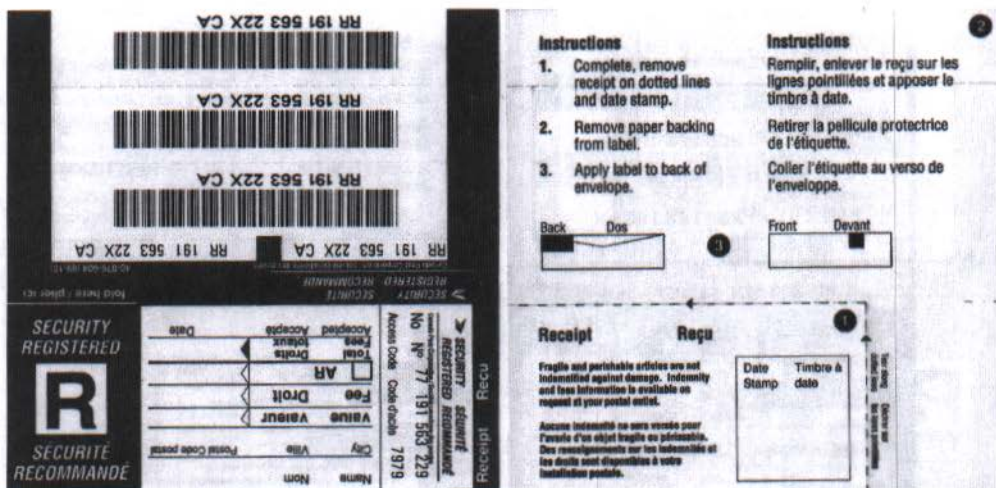


Figure 22. SECURITY REGISTERED/R/SÉCURITÉ RECOMMANDÉ (89-10)



Figure 23. Receipts with error and correction

At left, "Identified", corrected to "Indemnified" at right.

AR cards

Initially in this period, the old pink c5 form 33-086-230 (9-85) was used. These had orange tagging. An example appears in Figure 2. Many smaller post offices were using much older forms when the new Registration/Security system came into effect, and they continued to use them until their supplies were exhausted.

The old c5 forms were replaced with CN 07/(old c5)/Acknowledgement of Receipt form 33-086-230 (95-10) (Figure 39). These forms had pink lozenges around part of the edges and an AR in a pink circle and pink tagging. All the printing on the peel-off strips is in pink.

Subsequently, CN 07 (old c5) form 33-065-230 (97-02) appeared

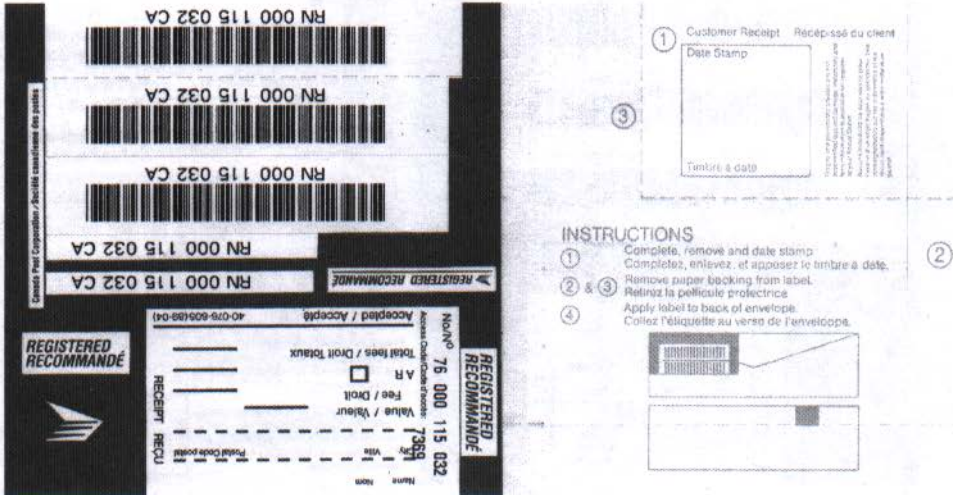


Figure 24. REGISTERED/RECOMMANDÉ/logo (89-04)
Blue back.



Figure 25. REGISTERED/RECOMMANDÉ (89-05)
Blue back, "Identified".

(Figure 40). Except for MAIL (winged logo) POSTE in a permit lettermail/poste-lettres box, this is almost identical to the previous one.

Instructions

1. Complete, remove and date stamp
2. Remove paper backing from label
3. Apply label to back of envelope.

Compléter, enlever et apposer le timbre à date
Retirer la pellicule protectrice de l'étiquette
Collez l'étiquette au verso de l'enveloppe.

Back Dos Front Devant

Customer Receipt Récépissé du client

Fragile and perishable articles are not indemnified against damage. Indemnity and fees information is available on request at your postal outlet.
Aucune indemnité ne sera versée pour l'avarie d'un objet fragile ou périssable. Des renseignements sur les indemnités et les droits sont disponibles à votre installation postale.

Date Stamp
Timbre à date

REGISTERED RECOMMANDÉ
No N° 76 001 784 598
Access Code Code d'accès 7250

Name Nom
City Ville Postal Code postal

Value Valeur
Fee Droit
AR
Total Fees Droits totaux
Accepted Accepté Date

Figure 26. REGISTERED/RECOMMANDÉ (89-05)
Black back, "Identified".

Instructions

1. Complete, remove and date stamp
2. Remove paper backing from label
3. Apply label to back of envelope.

Compléter, enlever et apposer le timbre à date
Retirer la pellicule protectrice de l'étiquette
Collez l'étiquette au verso de l'enveloppe.

Back Dos Front Devant

Customer Receipt Récépissé du client

Fragile and perishable articles are not indemnified against damage. Indemnity and fees information is available on request at your postal outlet.
Aucune indemnité ne sera versée pour l'avarie d'un objet fragile ou périssable. Des renseignements sur les indemnités et les droits sont disponibles à votre installation postale.

Date Stamp
Timbre à date

REGISTERED RECOMMANDÉ
No N° 76 009 204 670
Access Code Code d'accès 7563

Name Nom
City Ville Postal Code postal

Value Valeur
Fee Droit
AR
Total Fees Droits totaux
Accepted Accepté Date

Figure 27. REGISTERED/logo/RECOMMANDÉ (89-08)
Black back, "Indemnified".

The next AR form read CN 07 Advice of Receipt/Registered International/Avis de réception recommandé international, and the new CANADA POST logo appeared in a number of variations:

Figure 28. REGISTERED/logo/RECOMMANDÉ (90-01)

"Canada . . . Postes" 41mm. Different fonts are used for the bar code numbers. The backs are the same as those in Figures 29 & 30.

Figure 29. REGISTERED/logo/RECOMMANDÉ (90-01)

"Canada . . . Postes" 44 mm.

- (1) Dark pink form with white at top and bottom (Figure 41)
- (2) Lighter pink form (Figure 42)
- (3) Same as (2) but with CRAIN-DRUMMOND on the left peel off strip. Figure 43 shows the front only. (The back is exactly the same as that of (2)).

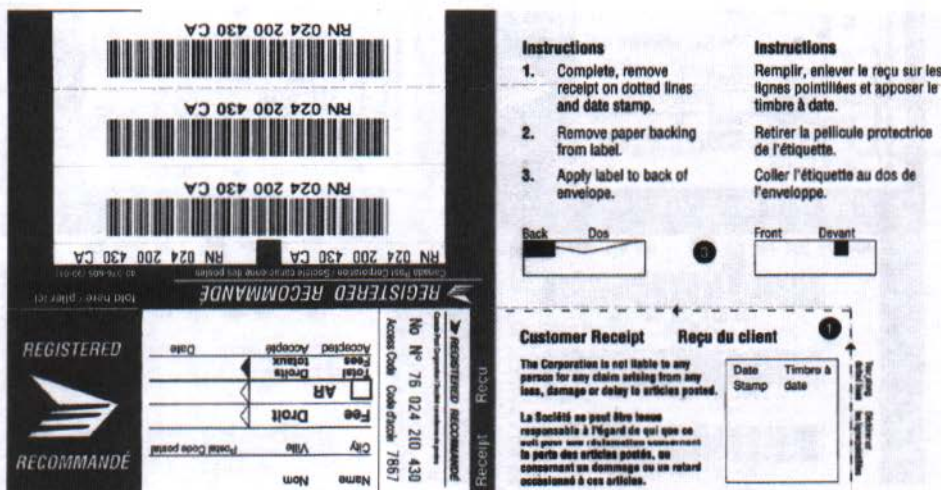


Figure 30. REGISTERED/logo/RECOMMANDÉ (90-01)
 "Canada ... Postes" 52 mm.

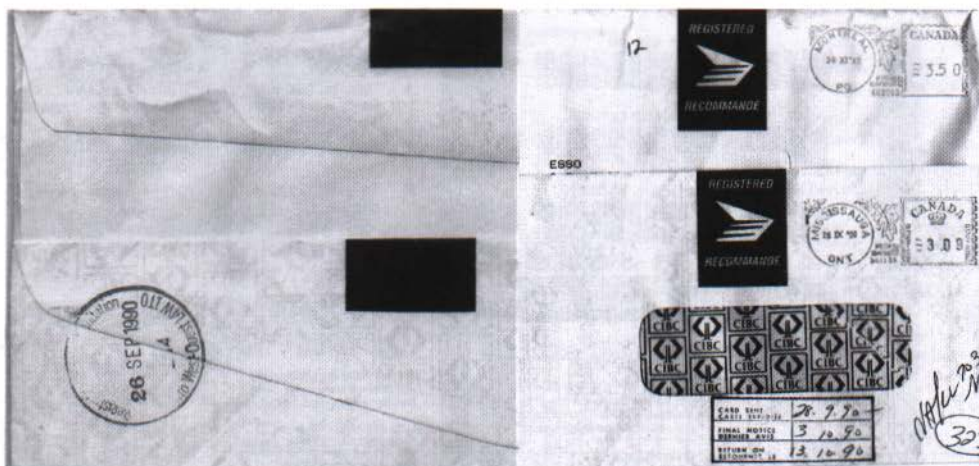


Figure 31. Plain registered label printed on back (flap) and front

Final days of security registration/registration

The final day of the "registered/security registered" system was 31 December 1998. Figures 44 & 45 shows last day of use examples, one domestic, the other to the US. The domestic "registration" fee was \$3.15; the metered



Figure 32. Printed registration label with box at bottom

\$8.27 on the cover to the US was made up of \$8.20 for security registration and 7¢ to cover the additional postage to the US beyond the 47¢ of the postal stationery.

Figure 46 shows the outside label on packages (of 100) of the security registered and registered labels; they show Crain-Drummond as the printer.

Figure 47 shows the same from the top of the fan folded pile and one regular copy of the fronts and backs of the "new" domestic (left) and International (right) forms. These were die-cut again with three layers, except that the back layer was part of a continuous fan folded strip of 100 in a shrink-wrapped package. The printing was red with black serial numbers on the domestic label and red printing plus pink and blue printing with the serial numbers in black on the International label. Crain-Drummond was still the printer.



Figure 33. With box at bottom

Reading ORIGINAL NUMBER NUMÉRO DE L'ORIGINAL.



Figure 34. With window to show number

REGISTERED/RECOMMANDE/OTTAWA appears beneath the window.



Figure 35. With separate REGISTERED/Registered #: _____

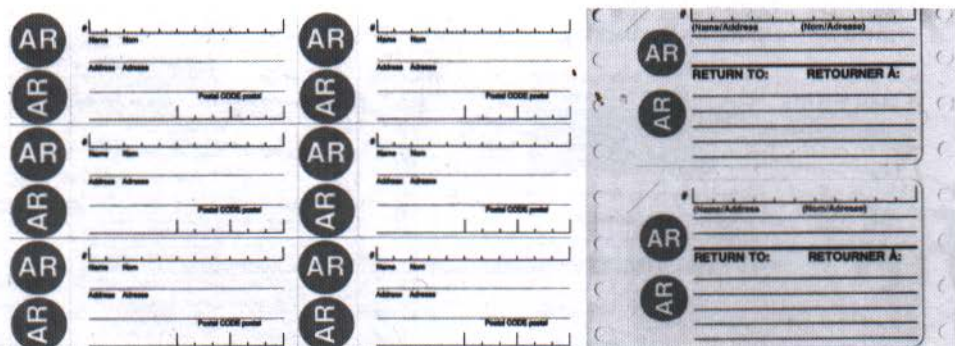


Figure 36 & 37. Types 1 & 2 AR labels

No printing on the backing. Type 2 labels (at right) darkened for display.

“New” domestic and international registration

Security registration/registration terminated on the last day of 1998. The following day it was replaced by the new domestic and international registration schemes. Figure 48 shows the front and back of a properly processed domestic registered cover from Banff RPO (Retail Postal Outlet) # 1 to Raymond (AB) on 1 January 1999, the first day of use.

It was a challenge to obtain these. All corporate outlets of the post office were closed on New Year's Day and for the rest of the weekend. I knew that the corporate outlets in Raymond and Coaldale had them. I went to the RPO in the Shoppers' Drugmart in Lethbridge, which I knew to be open. The clerk knew what I wanted; however, the forms were still in the safe and

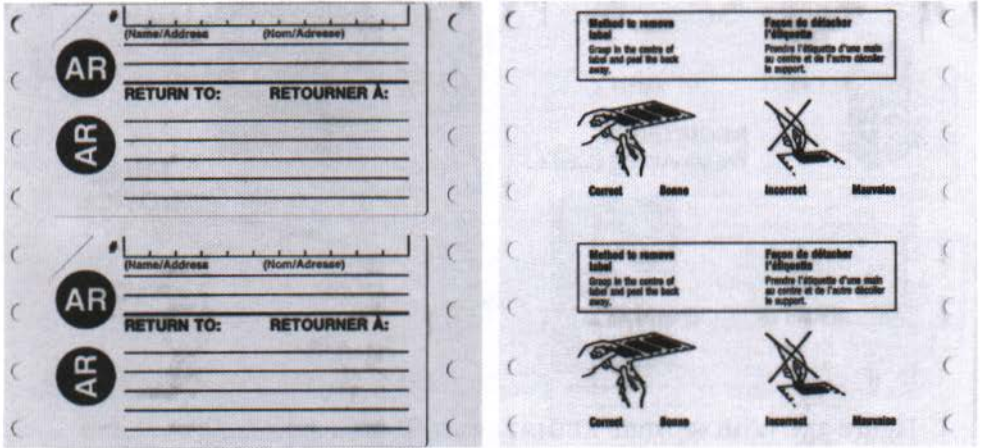


Figure 38. Type 2 AR label
Printed instructions on the backing.



Figure 39. AR card (9-85)

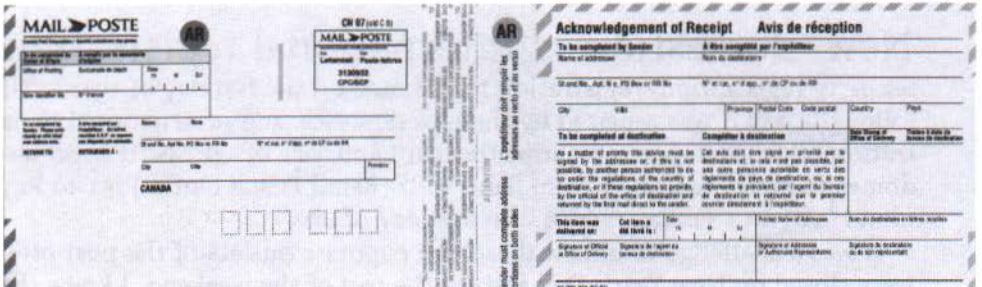


Figure 40. AR card (97-02)

Office of Posting / Bureau de dépôt		Date	
Address / Adresse	Destination / Destinataire	Stamp of returning office / Timbre du bureau de retour	
Item Identifier No. / N. de l'objet Affix label here / Apposer l'étiquette ici		Return to / Retourner à Name / Nom	
Item was / L'objet a été livré le Delivered on / livré le		Street and Number / Rue et numéro	
Printed Name of Signator / Nom du signataire (lettres moulées)		City / Province / Postal Code / Ville / Province / Code postal	
CANADA			

CN07
ON POSTAL SERVICE / SERVICE DES POSTES
AIRMAIL / PAR AVION

Figure 41. Dark pink AR card with new logo on reverse

Office of Posting / Bureau de dépôt		Date	
Address / Adresse	Destination / Destinataire	Stamp of returning office / Timbre du bureau de retour	
Item Identifier No. / N. de l'objet Affix label here / Apposer l'étiquette ici		Return to / Retourner à Name / Nom	
Item was / L'objet a été livré le Delivered on / livré le		Street and Number / Rue et numéro	
Printed Name of Signator / Nom du signataire (lettres moulées)		City / Province / Postal Code / Ville / Province / Code postal	
CANADA			

CN07
ON POSTAL SERVICE / SERVICE DES POSTES
AIRMAIL / PAR AVION

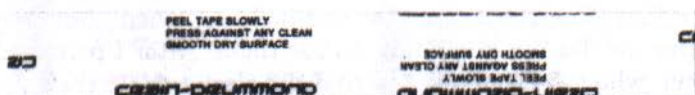
Figure 42. Lighter pink AR card
Otherwise identical to the card in Figure 41.Figure 43. "Crain-Drummond" on peel-off strip
The rest of the AR card is identical to that in Figure 42.



Figure 44. Final day of registered/security registered forms (31 December 1998)

would be until the regular post office clerk came in four hours later. So I gave up and went to Banff with my family for the weekend. In the evening, I was walking through the lobby of the Banff Park Lodge and saw a convenience store with a post office. The clerk said that she had seen them, but they were not yet out and she did not know how to use them. After I persisted, she called the owner, who got them out and told the clerk to date them for 4 January 1999. Eventually, I was able to convince the owner that I was a collector and not some postal official trying to trap her. She told the clerk to do what I wanted. We muddled away at them. I walked in ten months later, and the owner asked immediately whether they arrived safely.

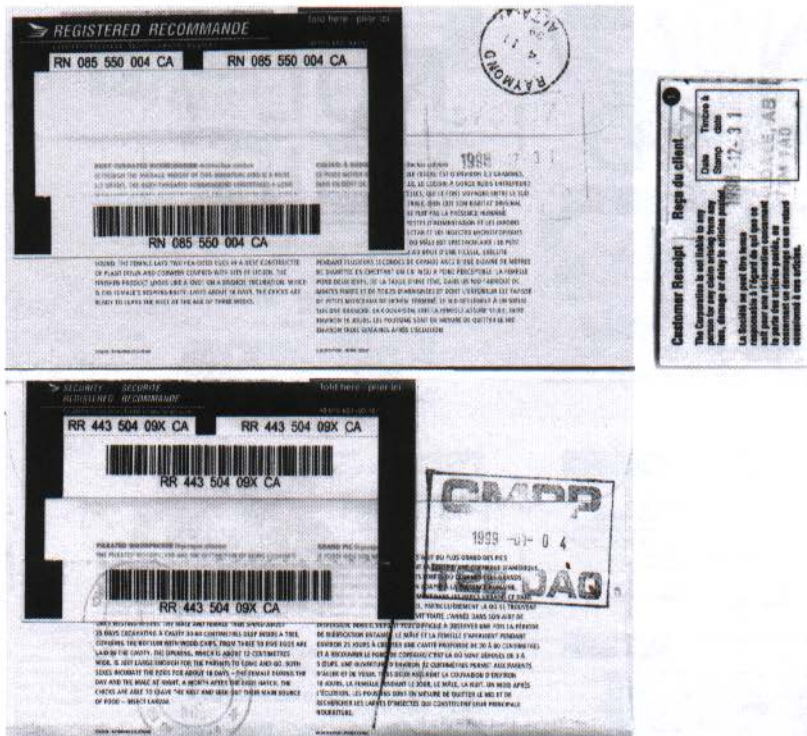


Figure 45. Reverse of covers in Figure 44.



Figure 46. Top of package of labels
Packs of 100

R Registered **Recommandé**
Domestic **Région Intérieure**

NUL/VOID

To **Destinataire** Name **PO BOX 10000 LA LAMPROUS**
Address **www.postcanada.ca**
City **LA LAMPROUS** State **ON** Postal Code **M9W 1A5**

From **Expéditeur** Name **PO BOX 10000 LA LAMPROUS**
Address **www.postcanada.ca**
City **LA LAMPROUS** State **ON** Postal Code **M9W 1A5**

CUSTOMER RECEIPT **RECU DU CLIENT**

R Registered **Recommandé**

QUANTITY: 100/PKG
CPC ORDER I/F#: 603706
FORM NUMBER: 33-096-584
DATE OF MFG/CL: 11/24/98
SER # FROM 09157010 SER # TO 09157109

Signature required **Signature requise**

R Registered **Recommandé**
International/USA **International/E. U.**

NUL/VOID

To **Destinataire** Name **PO BOX 10000 LA LAMPROUS**
Address **www.postcanada.ca**
City **LA LAMPROUS** State **ON** Postal Code **M9W 1A5**

From **Expéditeur** Name **PO BOX 10000 LA LAMPROUS**
Address **www.postcanada.ca**
City **LA LAMPROUS** State **ON** Postal Code **M9W 1A5**

CUSTOMER RECEIPT **RECU DU CLIENT**

R Registered **Recommandé**

Air Mail **Par avion**

CRAIN DRUMMOND INC. 54714
QUANTITY/QUANTITE: 100
PURCHASE ORDER/NO DE COMMANDE: 603706
FORM NUMBER/NO DE FORMULAIRE: 33-096-584
DATE OF MFG/DATE DE PRODUCTION: 11/27/98
FROM / DE: 09471355 TO / A: 09471454

Signature required **Signature requise**

R Registered **Recommandé**
Domestic **Région Intérieure**

NUL/VOID

To **Destinataire** Name **PO BOX 10000 LA LAMPROUS**
Address **www.postcanada.ca**
City **LA LAMPROUS** State **ON** Postal Code **M9W 1A5**

From **Expéditeur** Name **PO BOX 10000 LA LAMPROUS**
Address **www.postcanada.ca**
City **LA LAMPROUS** State **ON** Postal Code **M9W 1A5**

CUSTOMER RECEIPT **RECU DU CLIENT**

R Registered **Recommandé**

RT 091 571 098 CA RT 091 571 098 CA

RT 091 571 098 CA

RT 091 571 098 CA

RT 091 571 098 CA

Signature required **Signature requise**

R Registered **Recommandé**
International/USA **International/E. U.**

NUL/VOID

To **Destinataire** Name **PO BOX 10000 LA LAMPROUS**
Address **www.postcanada.ca**
City **LA LAMPROUS** State **ON** Postal Code **M9W 1A5**

From **Expéditeur** Name **PO BOX 10000 LA LAMPROUS**
Address **www.postcanada.ca**
City **LA LAMPROUS** State **ON** Postal Code **M9W 1A5**

CUSTOMER RECEIPT **RECU DU CLIENT**

R Registered **Recommandé**

Air Mail **Par avion**

RT 054 713 557 CA

RT 054 713 557 CA

Signature required **Signature requise**

REMARKS English and available articles are not insurable against damage. Insurers may have information in available on request at your postal office.

REMARKS Français et articles disponibles ne sont pas assurés contre les dommages. Les renseignements sur les indemnités et les droits sont disponibles à votre bureau de poste.

ACCEPTING LOCATION **LIQUID EXPRESSION**

REMARKS 1) Complete detailed return and indicate whether all options are provided on the receipt. See our publications for more information. 2) If applicable, apply "00" and 00 on left and right to all cart.

REMARKS 1) Compléter soigneusement toutes les options et indiquer si toutes les options sont fournies sur le reçu. Voir nos publications pour plus de renseignements. 2) Si applicable, appliquer "00" et 00 sur la gauche et la droite de tous les cartons.

Do not remove backing from this area. **N'enlevez pas la pellicule de cette partie.**

REMARKS 1) Complete detailed return and indicate whether all options are provided on the receipt. See our publications for more information. 2) If applicable, apply "00" and 00 on left and right to all cart.

REMARKS 1) Compléter soigneusement toutes les options et indiquer si toutes les options sont fournies sur le reçu. Voir nos publications pour plus de renseignements. 2) Si applicable, appliquer "00" et 00 sur la gauche et la droite de tous les cartons.

ACCEPTING LOCATION **LIQUID EXPRESSION**

REMARKS 1) Complete detailed return and indicate whether all options are provided on the receipt. See our publications for more information. 2) If applicable, apply "00" and 00 on left and right to all cart.

REMARKS 1) Compléter soigneusement toutes les options et indiquer si toutes les options sont fournies sur le reçu. Voir nos publications pour plus de renseignements. 2) Si applicable, appliquer "00" et 00 sur la gauche et la droite de tous les cartons.

Do not remove backing from this area. **N'enlevez pas la pellicule de cette partie.**

Figure 47. Tops of packages of domestic and international stickers

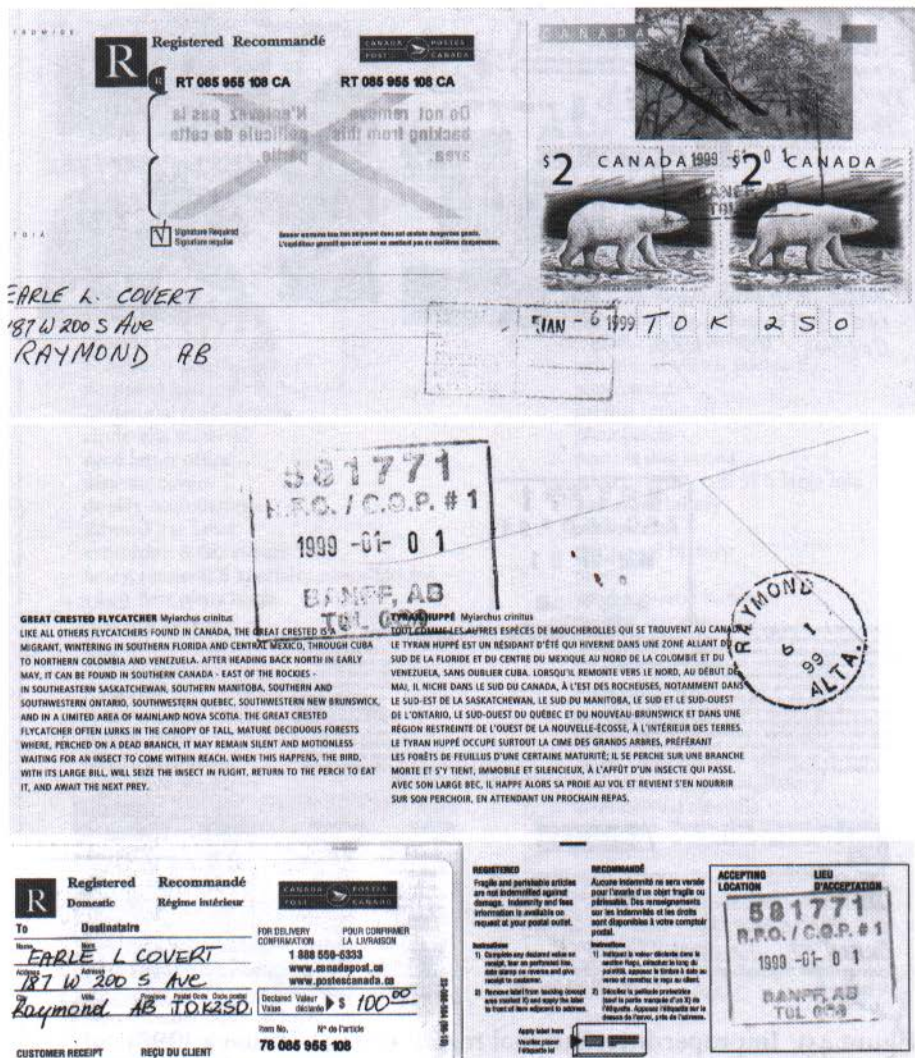


Figure 48. New domestic registered—first day of use (1 January 1999)

Figure 49 shows an improper international registered cover with receipt—the top portion of form 33-086-582 (98-10) with the AR rectangle should have been removed and discarded as AR was not purchased (neither I nor the clerk knew enough to throw it away). The corresponding domestic registered form print data is 33-086-584(98-10).



Figure 49. Improper international registration (1 January 1999)
The AR portion of the label (at top) should have been discarded.

Shortly after the introduction of *security* and *registered*, three other services were introduced. One for parcels—*proof of delivery* was and continues to be used very extensively. The other two, *signature* and *confirmation*, were rarely used, despite being available in most offices (especially RPOs). Several post office employees said they had only seen them once or twice in the mail system. These will be the subject of part II of this article.

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| booklets & booklet panes | patriotic covers & postcards |
| BC postal history | pence issues |
| centennial (1967) issue | perfins (private) |
| cinderella material | plate blocks |
| dead letter office | postage due issues |
| disaster covers | postal history coll'ns & large lots |
| duplex cancellations | postal stationery |
| Edward VII issue | precancels |
| exhibition & fair covers | PEI postal history |
| fancy, numeral & specialty cancellations | proofs |
| 1859 first cents issue | Quebec postal history |
| first day covers | Quebec tercentenary |
| flag cancellations | railroad post offices |
| foreign covers | rate covers |
| forgeries | registered covers |
| International machine cancellations | registration stamps |
| Jubilee issue | revenues |
| large queen issue | Royal train covers |
| legislative markings | Saskatchewan postal history |
| literature | semi-official airmails |
| Manitoba postal history | ship cancell'ns, markings & viewcards |
| map (1898) issue | slogan cancellations |
| maple leaf issue | small queen issue |
| military postal history | special delivery stamps |
| MOONS, MOTOS, & POCONS | specimen overprints |
| Nascopie postal history | squared circles |
| New Brunswick postal history | stamp collections & large lots |
| New Brunswick stamps | stampless covers |
| Newfoundland postal history | varieties |
| Newfoundland stamps | viewcards |
| NWT postal history | war tax stamps |
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Since 1962

Canada's malt syrup excise duty stamps

Christopher D Ryan

ON 22 March 1933, Canada imposed an excise tax of 50¢ per pound on domestic sales (by Canadian manufacturers) of malt syrup, malt syrup-powders, malt extracts and similar products intended for the home-brewing of beer. All of these products were grouped by the Revenue Department under the single heading of "malt syrup". On 26 April 1933, the rate was reduced to 20¢ per pound. At the introduction of the excise tax, importations of malt syrup were already subject to an existing customs duty whose rate varied with the national origin of the goods [1 & 2].

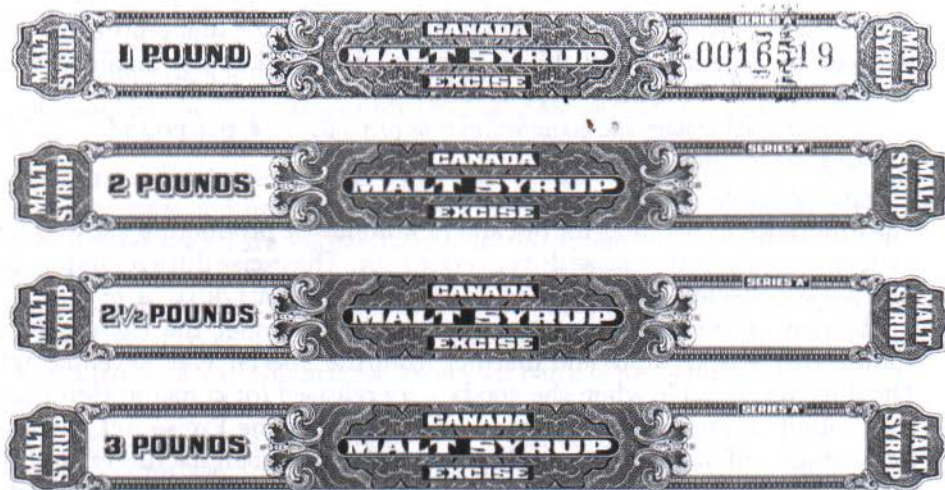


Figure 1. Series A malt syrup excise duty stamps

Prepared by the Canadian Bank Note Company in June–July of 1934. The three higher denominations were introduced on 1 July. The 1-pound stamp appeared later in July following use of a provisional 1-pound surcharge on a small quantity of 2½-pound stamps. The 1-pound stamp shown here is a used item with a serial number at right. The other images are taken from die proofs. The printed part of the stamps is black and measures 152 mm × 14 mm.

The excise tax on malt syrup was in addition to a pre-existing excise duty paid by manufacturers on the raw malt (germinated grain). The tax on the

Keywords & phrases: excise tax, malt



Figure 2. Series C malt syrup excise duty stamps

Prepared by the British American Bank Note Company after 1935. The 2½-pound stamp is a used item as issued with a serial number at right. The 3-pound stamp is unused.

syrup was levied under the Special War Revenue Act (later renamed the Excise Tax Act) and did not use revenue stamps. The amount to be paid on taxable production was based on reported sales and remitted monthly by the manufacturer [1–3].

Effective 1 July 1934, the excise tax on malt syrup for home-brewing was replaced by an excise duty, which was also collected at the manufacturer level. The rates of the duty were as follows.

Stocks on hand at domestic manufacturers as of 1 July, 13¢ per pound

New domestic production, 10¢ per pound

Imported stocks, 16¢ per pound.

The difference in the rates for old and new domestic production allowed for a 1 July increase in the excise duty on raw malt. The excise duty on imported syrup was collected in addition to the existing customs duty [4 & 5].

The new excise duty on malt syrup was levied under the Excise Act, a statute that was separate and distinct from the Special War Revenue Act. The duty was payable when the goods were released for consumption from the custody of an excise or customs officer. Under the Excise Act, domestic producers of malt syrup were licensed as “bonded manufacturers” and all aspects of their production were under the supervision and bond of the Revenue Department. These provisions for excise duties provided greater security in ensuring payment than was available under the Special War Revenue Act for excise taxes [3–5].

The excise duty was collected by means of revenue stamps purchased by the manufacturer or importer from the local Revenue Collector. These stamps, as illustrated in Figures 1 & 2, were to be affixed to containers destined for retail sale prior to their release from bond. No provision was made for the stamping of existing stocks held by retailers and wholesalers. All such stocks were to be sold prior to the introduction of the duty on 1 July 1934. As of that date, only stamped, duty-paid containers of malt syrup were permitted to be sold. Unstamped stocks offered for sale by merchants

were subject to seizure by revenue officers and forfeiture to the Crown. The offending merchants were subject to fines and imprisonment [4–6].

In early June 1934, the Revenue Department corresponded with the Canadian Bank Note Company (CBN) regarding the excise duty stamps required for malt syrup. Authorization was given on 12 June for the preparation of plates for stamps of 2, 2½, & 3 pounds. Two days later, a die-proof of the 2½ pound stamp was sent to the Revenue Department. Initial supplies of the three stamps were delivered by CBN near the end of the month [7 & 8].

On 27 June 1934, a printing order was placed with CBN for a 1-pound malt syrup stamp. Due to the limited time available, a provisional 1-pound stamp was prepared by overprinting 20,000 of the 2½-pound value. In a letter of 28 June, CBN described the provisional as having the inscription “1 pound” printed by typography in the space intended for the serial number. The old denomination of 2½ was obscured in an unspecified manner and the serial number was omitted. A manuscript notation on the letter suggests that the provisional 1-pound stamp was received by the Revenue Department on 29 June [9]. A die-proof of the regular 1-pound stamp was approved by the Department on 27 June. CBN anticipated that it would deliver an initial supply of the regular stamp by 12 July [9].

Figure 1 illustrates the Series A malt syrup excise duty stamps as produced by CBN and introduced in July of 1934. No examples of the 1-pound provisional stamp are known to me. In the absence of known provisionals and given the existence of 2½-pound stamps without serial numbers, any supposed provisionals that appear in the future must be treated cautiously.

On 1 April 1935, the contract for Revenue Department stamps was transferred from CBN to the British American Bank Note Company (BABN) [10]. This resulted in the gradual introduction of the Series C malt syrup stamps (Figure 2). The 2½-pound stamp was prepared in April 1936 [11]. The 3-pound stamp was in production by March 1938 [12]. No examples of 1- and 2-pound stamps in this series are known to me, and documents show that none were produced by February 1939 [13]. Schedules attached to the 1935 contract with BABN indicate that the annual requirement for each of the 1- and 2-pound stamps was one-tenth that of the 2½-pound stamp and one-fifth that of the 3-pound. Thus, given an unknown but potentially large stock of Series A on hand, the 1- and 2-pound stamps in Series C may not have appeared until much later, if at all [10].

The excise duty on malt syrup for home-brewing was revoked on 1 October 1948. This revocation was accompanied by the transfer of the duty on raw malt from its point of production to its point of entry into breweries. The changes were designed to reduce the expenses of the Revenue Depart-

ment since large quantities of malt and malt syrup were used in food and other products for which the duty on malt was refunded and the duty on malt syrup did not apply [14 & 15].

CBN's Series B

This series was used only for tobacco revenue stamps. No Series B malt syrup stamps were ever produced [16].

Acknowledgment

I would like to thank ESJ van Dam Ltd for supplying the illustrations used in this article.

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Transition from West of Winnipeg to Winnipeg–Moose Jaw RPOs

Robert K Lane

THE first railway post office (RPO) post marks used on the CPR main line in the west were the 22 hammers of C.P.Ry. WEST OF WINNIPEG (RR-27-30) [1]. Use of the earliest of these commenced in 1882. Around the turn of the century, they were replaced by hammers that represented each of three distinct runs between Winnipeg and the west coast. One of these was Winnipeg–Moose Jaw (SK).

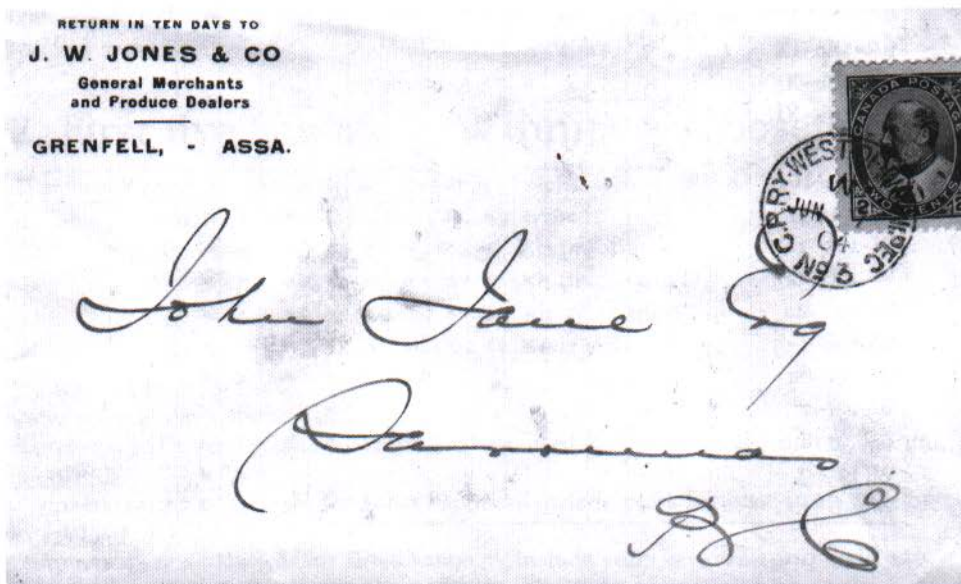


Figure 1. Late use of RR-28b-I (17 June 1904)

On CPR main line from Grenfell (SK) (envelope still shows ASSA), westbound to British Columbia.

The Winnipeg & Moose Jaw run was assigned hammers now denoted w-191, w-193 & w-196, as well as local hammers w-193A, w-195A & w-196A. Catalogue references are from Ludlow [2]. Table 1 shows the transition from WEST OF WINNIPEG (WOW) to these hammers.

Keywords & phrases: Manitoba, RPO

1. West of Wpg & Wpg–Moose Jaw, express

Year →	95	96	97	98	99	00	01	02	03	04	05	06	07	08
RR-28a-I	x	x	x	x	x	x								
RR-28a-II	x	x	x	x	x	x								
RR-28b-I	x	x	x	x	x	x	x	x	x	x				
RR-28b-II	x	x	x	x	x	x								
RR-28b-III	x	x	x	x	x	x	x	x	x	x	x			
RR-28b-IV	x	x	x	x										
RR-28b-V	x	x	x	x	x									
RR-28b-VI	x	x	x	x	x									
RR-28b-VII	x													
RR-28b-VIII	x	x	x	x	x									
RR-28b-IX	?	?	?	?	?									
RR-28b-X	x	x	x	x	x	x								
RR-28b-XII	?	x	x	x	x	x	x	x	x	x	x			
RR-30-I			x	x	x	x								
RR-30-II	x	x	x	x										
W-196-1						x	x	x	x	x	x	x	x	x
W-196-2a						x	x	x	x	x	x	x	x	x
W-196-3a						x	x	x	x	x	x	x	x	x
W-196-4a						x	x	x	x	x	x	x	x	x
W-196-1-5						x	x	x	x	x	x	x	x	x
W-191-6a											x	x	x	x
W-191-7											x	x	x	x
W-191-8											x	x	x	x
W-191-9											x	x	x	x
W-191-10											x	x	x	x

Concerning Table 1, RR-27 hammers (not shown) are now believed to have evolved from RR-28b-XII (shown in the period 1896–1905).

When the Winnipeg–Moose Jaw run was first established, this shorter run probably required fewer hammers than that of the much longer West of Winnipeg, because hammers were also added for the other intervals (e.g., Moose Jaw–Calgary, ...). Additional hammers were added later. The Winnipeg to Moose Jaw run continued to 1965, when railway post office cars stopped operating on this part of the CPR main line.

The known period of transition is 1900–1905 (Table 1). An example of a West of Winnipeg strike late in this period is shown in Figure 1.

W-196 First series

The W'P'G & M. JAW R.P.O./No. hammers are configured with two apostrophes. All five hammers were introduced in 1900 or possibly a bit earlier (there are no proof strikes are known).



Figure 2. Earliest reported dates for W-196 hammers

From left to right, #1, 2 September 1900; #2, 13 July 1900; #3, 24 July 1900; #4, 4 December 1900; #5, 21 November 1900.

2. First five hammers, Winnipeg–Moose Jaw

Hammer	# rep'd	proofed	early date	late date	replacement
1	101	NA (1)	02 09 00	24 06 65	none
2a	66	NA	13 07 00	?? 04 33	2b, proof 1934
3a	60	NA	24 07 00	01 09 37	3b, proof 1938
4a	36	NA	04 12 00	04 06 18	4b, proof 1940
5	53	NA	21 11 00	21 03 21	none

(1) NA: not in Proof Book.

Dates given as day month year.

Hammer #1. This hammer appears to have been used for the entire duration of the run (to 1965).

Hammers 2a & 3a. Records for these hammers include years between 1900 and the mid-1930s.

Hammers 4a & 5. Records for these hammers include years between 1900 and 1920. Note the long gap until hammer 4b was issued.

Table 2 contains data for the first series of w-196. The material for this and from all tables came from the records of the author and Ross Gray. The earliest reported date for the entire group is 13 July 1900 and the latest is 24 June 1965. The earliest reported date examples are shown in Figure 2.

Hammers 2-4 were replaced by w-196 hammers of the type W'P'G. & M. JAW R.P.O./No. (no apostrophes). However, before those replacements, the run was also provided hammers of the w-191 style and the "local" hammer w-195A (by 1908).



Figure 3. Earliest reported date for W-191 (27 June 1905)

W-191 First series

The WINNIPEG & MOOSE JAW R.P.O./No. hammers were added to this run during 1905. The full spelling style is a departure from the abbreviated versions of w-196; however, the abbreviated version was again used later. Hammer 6b, a replacement for 6a, was may have been made owing to loss or damage to the latter.

Table 3. Earliest hammers, W-191 RPO

Hammer	# rep'd	proofed	early date	late date
6a	16	NA (1)	24 08 05	10 05 10
6b	16	29 09 10	19 10 10	04 04 39
7	21	NA	27 06 05	05 10 20
8	32	NA	18 10 05	22 08 37
9	40	NA	14 12 05	21 06 34
10	34	NA	23 06 06	26 09 23

(1) NA: not in proof book.

None of the earliest hammers of w-191 are in the proof book, so there is no guidance as to when they were first issued (Table 3). The earliest reported dates suggest they were introduced in 1905, although use of hammer 10 might have commenced a year later. The earliest reported date for w-191 appears in in Figure 3. Hammer 6b is the first of the w-191 hammers dated in the proof book.

W-195A

The W'PEG. & M. JAW (LOCAL) R.P.O./No. hammers were evidently used only on local trains of this run. Local trains were generally characterized by two- or three-digit numbers.

None of these hammers appear in the proof book (Table 4). They all appear to have been introduced in late 1907 or 1908 and probably were used until at least the mid-1920s.

The transition of local hammers issued in the West of Winnipeg series,

and those issued later in the Winnipeg–Moose Jaw run, is summarized in Table 5. The earlier local hammers were continued beyond the use of the WOW express hammers.

4. Hammers of W-195A RPO

Hammer	# rep'd	proofed	early date	late date
1	8	NA	30 06 08	20 08 24
2	5	NA	27 07 08	20 03 17
3	17	NA	17 09 07	28 08 24
4	20	NA	22 03 08	23 02 21

(1) NA: not in proof book.

5. West of Wpg & Wpg–Moose Jaw, local

	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
RR-29-I	x	x	x	x	x											
RR-29-II					x	x	x	x	x	x	x	x				
RR-29-III					x	x	x	x	x	x	x	x				
W-195A-1														x	x	x
W-195A-2														x	x	x
W-195A-3													x	x	x	x
W-195A-4														x	x	x

Overlapping use of the local hammers suggests an investigation of the assignment of these hammers. The indicia of the RR-29 hammers consisted only of directions (Figure 4), precluding an examination of train numbers. It was only during 1910 or 1911 that the W-195A hammers changed from directions to train numbers (Figure 5).

Further study

The author plans to report in the near future on the full suite of Winnipeg–Moose Jaw RPOs, their hammers and trains. The assistance of Ross Gray in this work is gratefully acknowledged. I suggest that the W-196 hammers be divided into their apostrophe groups (W'P'G, WP'G, WPG) in catalogues, because each apostrophe group has its own distinct history. As things are, there may be a perception that the “wandering apostrophe” was a random occurrence. An argument could also be made for similar treatment for the several other RPOs containing more than one of the apostrophe abbreviations for Winnipeg.

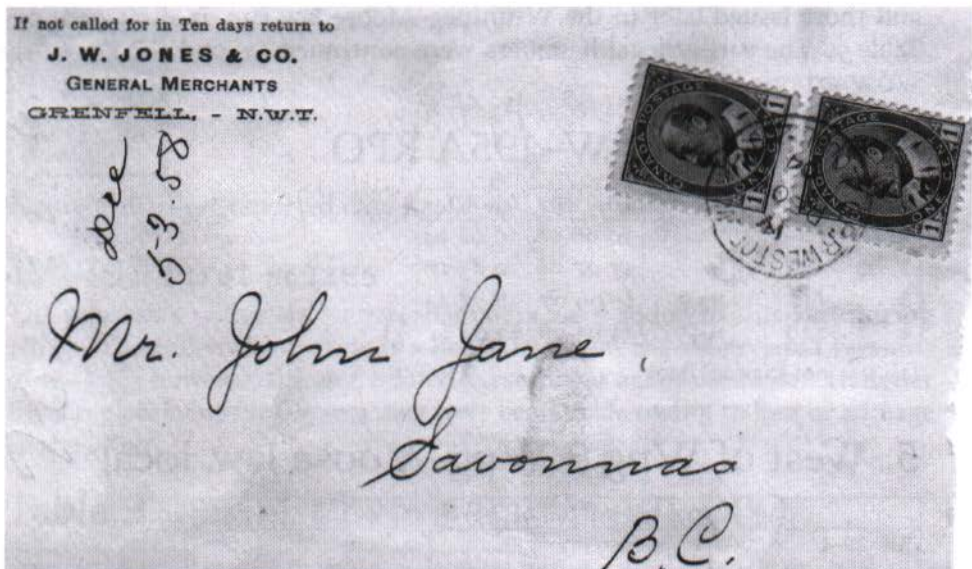


Figure 4. Direction indicia on local hammer RR-29 (9 December 1904)
This envelope shows NWT (Figure 1) from Grenfell (SK) also westbound, but on a local train.



Figure 5. Direction/train indicia on local hammers W-195A-1
Dated 28 March 1910 (W) and 27 February 1911 (train 11).

References

- [1] R Gray, Newsletter of the BNAPS Canadian RPO study group, May-June 2001.
- [2] LM Ludlow *Catalogue of Canadian railway cancellations and related transportation post-marks*, Tokyo (1982) 272p.

Domestic first class rates during the 1937–1942 Mufti era

John Burnett

THE general area of postal history of the King George VI period has received limited attention in the past—it is often considered too modern for those interested in the classical periods of Canada's postal history. The 1937–52 period probably represented a peak in terms of active post offices operating in Canada, and this, combined with the expanding use of air mail services domestically and worldwide and the turmoil of world events, creates scope for postal history. While in some respects there is perhaps too much material to choose from, it has been this writer's experience that there can also be a dearth of specialized items one might need to form an exhibit at the highest standards.

Here, I outline the use of Canadian postage stamps used to pay for first class domestic mail service during the "Mufti" period. This began in April 1937, the first day of issue of the 1¢, 2¢, & 3¢ definitives and continued to mid-1942, at which time the War issue appeared. Five first class domestic postal categories and three categories for additional services are illustrated in this article.

A brief review of applicable domestic first class rates for the period is provided below. One immediately notices how stable postal rates were; some rates remained constant for decades. There was only one rate change in the Mufti period—a reduction from 20¢ to 10¢ for special delivery in March 1939—an almost unthinkable event in today's terms!

Letters forward

Canadian Post Office Guides of the day refer to domestic first class mail to destinations outside a local delivery area—for example, a letter mailed from Vancouver to Edmonton—as "letters forward". During the era of the Mufti stamps, the cost of a first class letter forwarded to another delivery area was 3¢ for the first ounce and 2¢ per additional ounce. The cover pictured below is a very nice McCormick's Soda advertising envelope. I have found that good advertising envelopes are becoming harder to find in the King George VI (KGV1) era and suggest that collectors keep a sharp eye out for these as they make a great addition to a page in one's collection.

Keywords & phrases: domestic rates, Mufti

Domestic first class rates, Mufti period

Category/service	rates	period	(1)
letters (forward)	2¢ per oz + 1¢	(2) 1931 7 1-on	(entire Mufti period)
letters (drop)	1¢ per oz + 1¢	1915 4 15-on	(entire Mufti period)
post cards	2¢	1915 4 15-on	(entire Mufti period)
air mail	5¢ per oz + 1¢	1931 10 23-on	(entire Mufti period)
money packet	5¢ per oz + 10¢	(3) 1926 7 1-on	(entire Mufti period)
registration	10¢	(4) 1924 8 1-on	(entire Mufti period)
special delivery	20¢	1924 8 24-1939 2 28	
ditto	10¢	1939 3 1-on	(rest of Mufti period)
acknowledgment of receipt	10¢; 20¢ (after mailing)	1921 10 1-on	(entire Mufti period)

- (1) Dates expressed as year month day.
- (2) This is more commonly stated as 3¢ for the first ounce and 2¢ for each additional ounce or part thereof—the table entries in this column are equivalently, but more compactly, expressed—ed.
- (3) The extra 10¢ is the registration fee, required for this service. The dates and rate are from *Money packet rates* by Robert C Smith, *Topics*, vol 58, #4 (2001), p6; for more information on money packets, see the article immediately following the cited one.
- (4) This covered indemnity up to \$25; for larger amounts of indemnity, the rates are 20¢ (\$50), 30¢ (\$75), 40¢ (\$100).

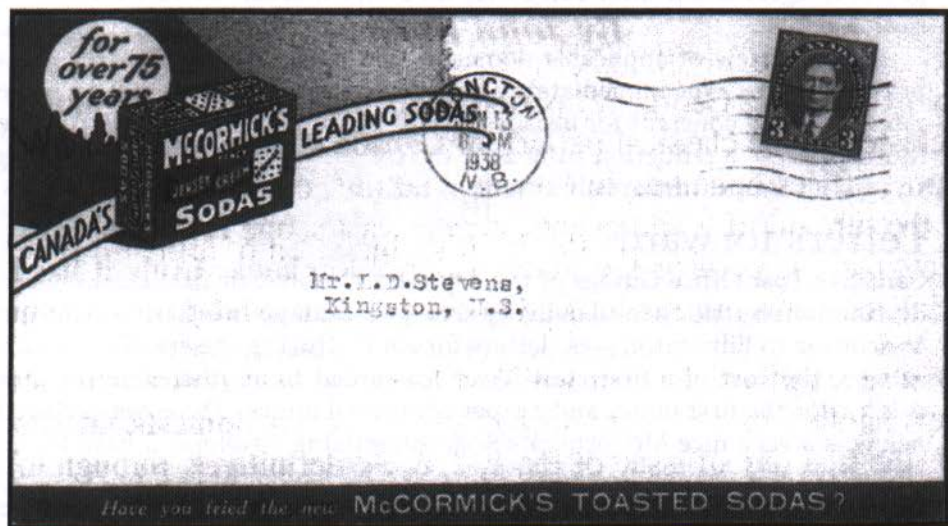


Figure 1. Colourful McCormick's Soda cover (1938)

Single letter forward domestic rate (3¢) for cover mailed from Moncton to Kingston (NS). The cover is in bright red and blue.

Drop letters

Drop letters, also known as *city letters*, were placed in the drop box at the post office for delivery within the delivery jurisdiction of that branch. The rate was 2¢ for the first ounce and 1¢ for each additional. The drop letter rate did not apply to delivery to another post office branch in the same city, or for delivery to a rural postal address. In these cases, normal letter forward rates applied. Be careful when looking at examples of letters with a 3¢ stamp on them; check the address as it might be an example of an overweight drop letter [or the sender was not aware of the drop letter rate and applied 3¢ erroneously—*ed*]. These are quite scarce and are an interesting addition to one's collection.

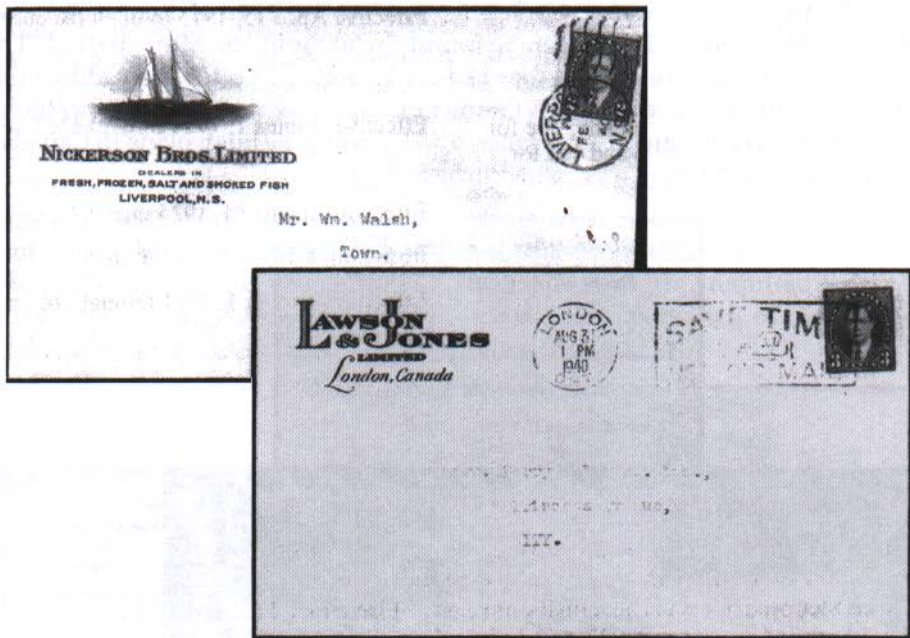


Figure 2. Drop letters (1940)

Single (2¢) from Nickerson Brothers in Liverpool, possible double (3¢) from Lawson & Jones in London.

The covers in Figure 2 are again two nice examples of advertising envelopes, the Nickerson's Bros Limited envelope addressed to a Mr Wm Walsh in *Town* (Liverpool, Nova Scotia), while the Lawson & Jones cover, franked at a 3¢ rate, is addressed to a street address in the *City* (London, Ontario). The latter was likely paid as a letter forward to another post office in London, although it is possible this is an example of an overweight drop letter

paid for up to two ounces. There was nothing wrong with putting the full postal address on a drop letter; no doubt there were probably other identifiers, such as "Village" or perhaps in very small locations, just the name and street number of the intended recipient—something to keep in mind when rifling through those dealer's boxes.

Postcards

Domestic postcards were charged 2¢ for all domestic destinations.

Air mail

Mail delivery by air really took off in the 1930s. Initiation of airmail service between two points was often marked by the issue of commemorative first flight covers and these can be found throughout the Mufti period. The domestic airmail rate was 6¢ for the first ounce and 5¢ for each additional. The post office issued airmail stamps during the period and the 6¢ stamp depicting a Mackenzie River steamer and twin engine bush plane in Canada's Northwest Territories was issued in June 1938.



Figure 3. Airmail cover from Churchill to Edmonton (1938)
First weight air mail rate paid by marginal inscription pair of 3¢ Mufti.

Pairs of the 3¢ Mufti were often used to make up the airmail rate. This was the case for the very interesting airmail cover illustrated in Figure 3 which was mailed from Postmistress S Philbin of Churchill (MB) to PM CJ Crux in Edmonton. This Arctic area airmail cover contained a note pointing out that dog team mail in the Eastern Arctic had ended. The enclosure note from Philbin addresses a query she had obviously received from Crux:

March 27/38

Yours of March 7th re dog teams to Pond Inlet. I regret that there is no such trip being made this year. Our last dog team mail leaves here Thursday the 29th for Chesterfield, Baker Lake, and Repulse Bay.

Mail transport by dog team had ended in 1938 in the Hudson Bay region. Mail to these and other places in the Eastern Arctic would now be carried by the RMS *Nascopie* and eventually by air.

Money packets

It was quite normal during the Mufti period for banks to send money to other branches. The rate for money packets was 5¢ per ounce. Money Packets were sent by registered mail and so incurred an additional charge of 10¢ for this service. Each had a label attached and the one illustrated in Figure 4 was attached to a bag of money weighing 21 ounces; this required \$1.05 + 10¢ in postage. It was transferred from the Halifax branch of the Bank of Nova Scotia to its branch in Oxford, Nova Scotia.



Figure 4. Money packet from Halifax to Oxford (NS) (1941)

Total of \$1.15 in postage made up from 21 ounces at 5¢ plus 10¢ registration. There is a Halifax & Campbellton RPO dated 7 January 1941 on reverse.

A nice feature of these money packet labels is the postal use of higher value stamps. Both the 1935 and 1938 pictorials high values were in gen-

eral use during the Mufti period. In addition, money packets varied considerably in weight and it is possible to collect all sorts of combinations of these stamps on money packet labels accordingly.

Additional Services

Three forms of special services could be requested on domestic first class mail during the Mufti period—registration, special delivery, and acknowledgment of receipt. The cover shown in Figure 5 is franked with 2¢, 20¢, and 10¢ stamps, each of which pays for a rate—drop letter, special delivery, and registration, respectively. Moreover, the cover is handstamped AR, indicating that it was sent with acknowledgment of receipt. The 10¢ fee for this was paid by stamp on the AR card that was attached to the cover when it was sent out. Both the 10¢ Mountie and the 20¢ Allegory of Progress special delivery stamp were issued in 1935 and even though quantities of the 1938 Pictorials were now available, the post office continued to sell stocks of earlier stamp issues through the Mufti period.

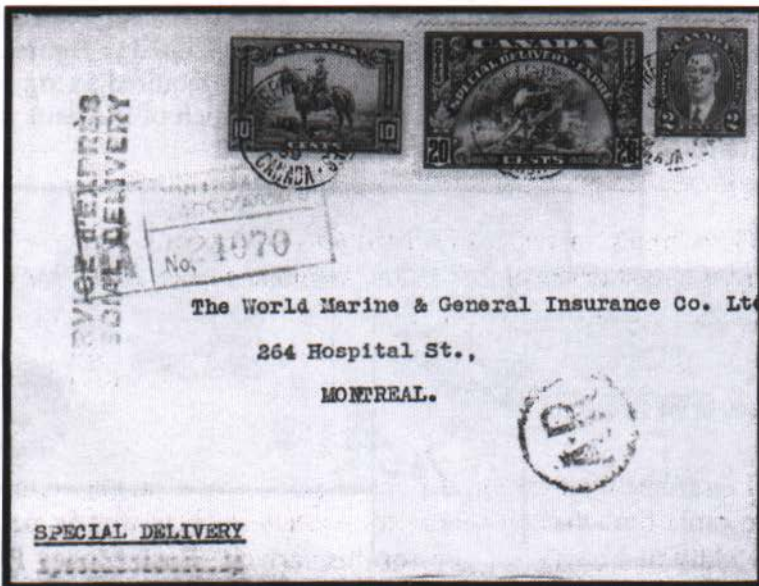


Figure 5. Special delivery registered drop letter with AR (1939)
Mailed from Place d'Armes (Montreal). Each stamp pays for a service (see text).

[This is a slightly modified version of an article that appeared originally in issue # 2 of the newsletter of the BNAPS KGV I study group.]

EDITOR'S COMMENTS. Figure 6 illustrates a different kind of drop letter. It is a large registered cover from Vancouver to Pitt Meadows (BC) mailed in 1940 with 17¢ postage. There is a pencil manuscript *Drop* appearing both within the registration box, and also to the left of the address. Of course, this is not a drop letter in the sense of local letter, but was a letter intended to be registered with the correct postage, that was simply *dropped* in a mail box rather than taken to the counter to be registered. (A more accurate term would be *dropped*, but all the examples I've seen of this are marked *drop*.)

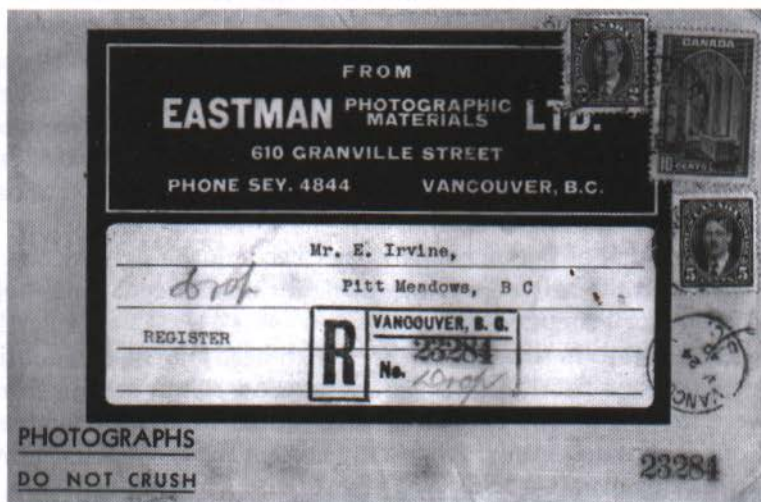


Figure 6. Registered “drop” letter (1940)

Not a (local) drop letter, but a letter intended to be registered, dropped in the mail box. From Vancouver to Pitt Meadows, likely triple rate first class.

The procedure in this case was to check that adequate postage had been applied, and if that was the case, to send it by registered mail; the receipt *might* have been mailed to the sender if a return address were available. In some jurisdictions (such as Great Britain), there was a charge for this service (marked with “posted out of course”), but there was none in Canada.

Of the 17¢ postage, 10¢ was accounted for by registration. The remaining 7¢ can either be made up as triple rate first class (up to three ounces), or third class up to 14 ounces (septuple rate). Since the envelope contained photographs, it was eligible for third class unless there was a letter enclosed; however, it is unlikely that this size envelope could have contained such a heavy weight (more than 12 ounces). In all likelihood, it is triple rate first class and thus belongs with this article.

Head shots of recognizable monarchs

Ruchama Goldstein

WITH the inception of an organized, uniform postal system, the 16-petal chrysanthemum of Japan, the shilling and penny symbol of Great Britain, and the crown of the Austria-Hungarian Empire emerged to pave the road for stamps to follow. Head shots, which appeared after these symbols, have however remained over the years associated with official, government-printed stamps.

The focus of this study is a stamp collection, most of which had been collected in the 1930s. At that time, the square stamp shape was the norm. It is only later that a variety of stamp shapes became commoner. Featured in this collection is a significant disproportion of stamps characterized by head shots; this attests to the fact that the portrait had become the most commonly used subject for stamp design.

Coins, often the work of famous artists, had become the driving force for stamp designs, and the coin engravings made for magnificent kings and queens were redone for stamps.

There were 1120 stamps in this study. Those with head shots were identified and targeted for classification. All small, square, no-colour stamps from the 1930s were included. The twenty most-repeated head shot samples were singled out for further study. Appearing among the most often were King Farouk, King Gustave VI Adolf, King Albert I and King Frederick IX.

The data pointed to some fascinating findings. The monarchs whose images appeared were on the throne for periods ranging from one year to 58 years. The average was about 23 years, and about a quarter ruled in Central Europe. Christian kings comprised about three-quarters overall.

The practice of tracing human faces in order to be able to distinguish friend from foe likely has its origins in infancy, when, in the absence of language, children rely on parents' facial expressions to navigate their environment. They become very adept at "reading" their parents' faces, conjuring expectations of food or scolding.

This partly explains the fact that certain portraits appear again and again, sometimes long after the person's reign is over. Often these portraits represent various denominations and appear printed in various colours.

In September 1839, the British Treasury held a competition open to artists, scientists and the public in search of a design for an adhesive postage stamp.

Keywords & phrases: heads on stamps

The response to the event was overwhelming and many wonderful designs were submitted. None of the designs submitted was subsequently used [AN, 37]). The design which led the way for future design showed Queen Victoria's head in profile. In 1838, William Syon, Chief Engraver of the Royal Mint, had made an engraving of Queen Victoria. That appeared and reappeared during her reign [R] and is referred to as the Gugguldhall Medal.

Kings appear way out of proportion in the collection. Regardless of their place of birth, duration of reign, overall influence or impact on current events, they make up the bulk of the collection. The availability of these stamps, often a long distance from the place of issue, is of interest too.

For this collection time stood still; it was like an archeological find. It was unchanged from years 1939. It provides a wonderful, unspoilt, authentic data base which is able to add one more brick to the vast amount of research already available to those who find the hobby of stamp collecting so intriguing and satisfying.

References

- [AN] Ian Angus *Stamps, posts and postmarks*, Wardlock Ltd, London (1973).
 [AV] Victor D Aviles *Manual practico de filatelia*, SA Editorial Bell, Buenos Aires.
 [L] Robson Lowe *Masterpieces of engraving*, Postal History Society, London (1943).
 [R] *Story of the penny black*, National Postal Museum, London (1980).

Another perspective on Canadian philately

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A question of communication

Jean Walton

Ponchon: a barrel used for molasses; however, in this case it was used to carry mail (*Topics*, # 491, 50–59).

WHEN Mme Caron and I updated information available on the Magdalen Islands (*Topics* fill me in) last year, I came upon a piece of mail, supposedly carried on a Year 2000 re-enactment of the famous voyage of the *Ponchon*. I was puzzled however, because the date on the card was May 2000, and the newspaper reports suggested that the re-enactment had occurred in September 2000. Inquiries seemed to lead nowhere, until finally, through the kind auspices of H el ene Barnard at Canada Post, we unearthed the following.

There were, as it turned out, *two* re-enactments of the *Ponchon* voyage in 2000, and both were done to commemorate the improvement of communications over the 90 years since a broken telegraph cable necessitated the first “barrel mail” voyage.

The first was done by a film company; it was set up by Productions Vic Pelletier (Matane), in order to film a documentary entitled *Histoires oubli es I—le Ponchon des  les* or “Forgotten histories I—The Ponchon of the [Magdalen] Islands.” Mail for this event was collected in Quebec City at *Carnaval* that year—in fact, an ice sculpture there celebrated the *Ponchon*, and there was a mail box in which mail to be carried on this “voyage” could be deposited. The film company worked in connection with several people well known in the Islands, including M Landry of Mus e de la Mer and Pol Chantraine, well-known author. The barrel was built to the specifications of the first barrel, and carried, with the letters inside, into the icy waters off Havre-Aubert on 16 February.

The barrel was in the water for several months but finally arrived at Tracadie Bay on Prince Edward Island in late April. It was picked up by a fisherman, Randall Clow, who took it home as a gift for his young son. The finders were unaware, when the barrel was first found, of the letters inside, but when it was finally opened (and promptly inspected by officials to be sure it was not carrying anything illegal), the discovery was made of letters in lobster tins and zip-lock bags. As these were largely in French, they at first did not know what to make of them, but finding someone who spoke French, they learned of their origin. That meant a call to the film company who arrived at 10 PM, to film the end of their *Histoire*.

Keywords & phrases: ponchon



Figure 1. Taking the *Ponchon* out to sea



Figure 2. End of the February 2000 re-enactment

L-R are York (PEI) PM Linda Weeks, the new *Ponchon*, rural carrier Margot Clow and her son Ricky.

—*Courtesy of Canada Post's journal, Performance.*

The result was a 22-minute film, relating the story of the building of this vessel, its launch, and its eventual arrival on the shores of Prince Edward Island. It was shown on French-language television channels, and was seen in PEI as well—to the surprise of the finders. Robert Tremblay narrates the piece, discussing the original voyage, and the resulting Marconi tower and connection with the mainland. While talking to the camera, his cell phone rings—pointing out the difference between current communications and those that existed in the early 1900s.



Figure 3. The reel *Ponchon*

From the short *Les Histoires oubliées—le Ponchon des Îles*.

The barrel itself now lies in the front yard of the Clow home on Prince Edward Island, where it occasionally attracts the attention of travelers and tourists. The wife of the fisherman who found the barrel amongst his fishing equipment, Margot Clow, is a rural mail carrier, and explained that these letters, after a short pause, found their way to the nearest post office on Prince Edward Island, York. There, postmistress Lynda Weeks, postmarked the letters in May 2000 and sent them on their way. Ah, I thought, this solves the puzzle, and explains the date on my card.

However, this did not explain the dates in the Québec newspaper *Le Soleil*; it contained two reports, one of a launch in September at a Maritime Traditions Festival, and the second a week later. The latter noted that the barrel had been found on the south dune near Grande Entrée (in the northern part of the Islands) and relaunched by a lobster fisherman there, in hopes that it would come to ground elsewhere.

Inquiries by the newspaper reporter, Achille Hubert, led to the discovery of a second re-enactment, in September, as part of the Maritimes Traditions Festival. This time a much smaller *Ponchon* was launched. It was accompanied by other events, the reading of the story of the *Ponchon*, the singing of songs, and so on, to acquaint the young people on the Islands with their history. This is the ponchon which seems to have fetched up near Grande Entrée, and then was relaunched. This time it was filmed for television in St Pierre & Miquelon, but requests for information there have led nowhere.

I have no information of what became of it after its relaunch—nor does it seem that anyone else knows—although it has been suggested that it met its fate in a trawler's nets. It also carried mail—about 200 pieces—but this mail seems to have met a different fate. Some of its problems may have been caused by the difference in the seasons—this barrel was launched 10 September in the Baie de Plaisance, when currents are circling around the Islands in very different manner than they do in February. Even at the time of its launch, it was necessary to tow it offshore, beyond Entry Island. It was relaunched off Grande Entrée around 5 October.

But mail from the earlier *Ponchon* is real, and I encourage you to keep your eye out for mail most likely addressed to Quebec, and dated around 14 May 2000 from York (PEI). I cannot guarantee that it will all have the notation which the card pictured below does, but I understand that most of the mail was folded to help make it fit into bags and tins.

The Canada Post journal *Performance* (a house organ for postal employees) carried an article about the February voyage and its coming to ground in Prince Edward Island in 2000, and I am again grateful for the help of Canada Post and H el ene Barnard in locating this, and for her aid in finding so much other information as well.

I should add, as a commentary on communications, that all of this research was done via the Internet, with some back-up with actual mail, which in itself speaks volumes. Perhaps in the year 2010, the centennial of the first *Ponchon* mail voyage, another re-enactment might be done by Canada Post itself, and 100 years hence, these will be precious philatelic pieces (if philately as a hobby still exists, once the use of stamps has become *pass e*).

Correction to Magdalen Island postal history II: Post offices, Topics, 494 (2003) 5–36. In the list of Magdalen Island post offices on page 5, the two post offices South Beach and Vigneau were omitted.

Acknowledgments

The kind and generous help of H el ene Barnard of Canada Post, Achille Hubert, Line Thome (postmistress at Pointe-aux-Loups), Capt  Emile  loguin, (captain of the boat that relaunched the second *Ponchon*), and Margot Clow, rural mail carrier in Prince Edward Island, on whose lawn the first *Ponchon* of 2000 now rests.

References

- Achille Hubert, 200 *messages aux quatre coins de la plan ete* and *Le Ponchon  chou e, degag e et relanc e*, in *Le Radar*, newspaper of the Magdalen Islands, 15–22 September 2000 & 22–29 September 2000.

——— *Rappel d'une tradition aux Îles and Le Ponchon ne s'est pas rendu*, in *Le Soleil* (Québec) 12 & 19 Sept 2000.

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Productions Vic Pelletier, *Les Histoires oubliées—le Ponchon des Îles*, video made for television, narrated by Robert Tremblay, funded jointly by the Government of Quebec and Radio Canada (2000).



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(1) Cover stories

Mike Street

The first column in a series dealing with unusual, rare, or otherwise interesting postal history.

WELCOME to *Cover stories*, a new series of articles in BNA**T**opics. Since starting to collect Canadian Postal History in the mid-1970s, I have learned much about the field, not only through conversations and exchanges with some very knowledgeable collectors, but also by viewing and judging hundreds of exhibits. Though not an expert by any means, I would like to share some of the fascination I find with this material. Members are invited and encouraged to submit covers for inclusion in the series. Details appear at the end of this article.

The intent of the series is simply to tell the stories of interesting covers. A picture being worth a thousand words, the amount of text may be limited, but not to the point of being cryptic. The little things that can make a cover rare or interesting will be pointed out. When pertinent, collecting aspects other than rarity, such as features that make one cover more desirable than another, will be highlighted. To show how interesting twentieth century postal history can be, emphasis will be on post-Victorian (after 1901) items, but any interesting cover that will help us learn more is welcome.

Short paid registered mail

When collecting covers of a particular issue of stamps, some of the most important aspects are the postage rates in force at the time, the type of service (air, surface, parcel post, etc) being paid for and, of course, the destination. A letter or parcel that has required special handling somewhere along the way often has markings or other additions that will make it more attractive than one that has not needed extra attention. Figures 1 & 2 are good examples.

Figure 1 shows a registered letter mailed to Roumania (Romania) on 7 April 1938 from Station B, Montreal and then dispatched by the Montreal, Canada British Mail Branch. Endorsed *Per Airmail from London* (England), the correct postage was 10¢ airmail (first ounce) and 10¢ registration fee. With only 15¢ postage applied, paid for by three values of the 1937 Mufti issue, the letter was short paid 5¢. The T/ /CENTIMES mark was added and the number 25 written in, almost certainly by the British Mail Branch office, so that postage due could be collected at the destination. On arrival in Romania on 20 April 1938, nine 1Leu postage due stamps were applied.

Keywords & phrases: postage due, registration, air mail



Figure 2. Short paid registered air mail to Romania (1938)

Mailed from Montreal to Romania, with 15¢ postage applied. Each of registration and air from England was 10¢, the letter was 5¢ short paid. Registered short paid items were normally charged single deficiency, and this amount was converted to 25 (Swiss) centimes. This was paid by Romanian postage due stamps amounting to 9Lei.

—Courtesy of Gary Steele



Figure 2. Short paid registered domestic mail (1946)

Mailed from Toronto to Sydenham, paying only the 10¢ registration fee. The domestic fee (4¢) was not paid, and single deficiency postage due was charged, again because the item was registered.

Unfolded so both front and back are showing, it is obviously an attractive piece, but the story does not end there. From 1875 until 1985, a short paid item was normally charged double the postage due [1], with the amount marked inside or adjacent to some form of T (for *Taxe*) marking. For mail going overseas the amount was converted to Swiss centimes. In this case double the deficiency of 5 cents is 10 cents. In 1938 the exchange rate was one cent to five centimes, so the postage due charge should have been 50 centimes. Why was it only 25 centimes?

Section 363 of the 1938–1939 Canada Official Postal Guide [2] provides the answer.

Registered articles are subject, in addition to ordinary postage, to a special registration fee of ten cents to be prepaid by postage stamps. If, however, unpaid or insufficiently prepaid registered letters or postcards to a Postal Union country have been inadvertently accepted, they will be forwarded to destination under registration subject to collection on delivery of single the total deficiency as regards postage and registration fee.

Thanks very much to **Gary Steele** of Halifax for providing this great cover to illustrate the rule.

In relation to registered items addressed to another location in Canada, Section 179 of the same Postal Guide says:

Unpaid or insufficiently prepaid registered articles are subject to a tax of single the deficiency as regards postage and registration fee. (In the absence of any indication to the contrary, the intention of the sender to prepay a registration fee of 10¢ will be assumed.)

This rule was still in effect when the letter in Figure 2 was mailed at Toronto's Adelaide St Postal Station on 16 September 1946. Since first class postage was only 4¢ at the time, it is clear the 10¢ Peace Issue stamp was meant to pay for registration and that somehow the clerk the clerk forgot about the remaining postage. In any event, only the 4¢ single deficiency was charged and paid for by the pair of 2¢ postage due stamps, cancelled at Sydenham on 18 September 1946. The postage dues and unusual charge turn what would be an otherwise fairly common first day cover into a display piece.

Airmail to Latin America & the Caribbean

Any collector of the postal history of a specific issue will try to find examples of each stamp in the set used alone on a postal item. Figures 3 & 4 illustrate another aspect of this effort. On both, a single stamp was used to prepay the postage, but in one case payment was insufficient, resulting in a nice pair of covers sent to the same country, with a twist.



Figure 3. Airmail to Panama, returned to sender (1950)
With proper 10¢ air mail fee (per quarter ounce).

Figure 3 shows a 10¢ Peace issue value used correctly at Toronto on 6 August 1950 to pay the quarter ounce air rate to the Republic of Panama.



Figure 4. Airmail postage due, Victoria to Panama (1951)

Forwarded to Canal Zone. Short paid 13¢, doubled, converted to Swiss Francs (at 3 centimes per cent) yields 78 centimes due; this was converted back to 26¢ (US), and this amount of Canal Zone postage due stamps were applied.

When the letter was not claimed, the Panamanian Post Office applied redirection markings and sent it back to Canada. The many cancellations on the reverse (not illustrated) show that the letter was not returned to the sender until six months after arriving in Panama.

The cover in Figure 4, mailed in Victoria on 5 October 1951, was addressed to a passenger on a Royal Mail Line ship passing through the Panama Canal. The 7¢ Peace issue airmail stamp was insufficient to pay the 10¢ per quarter ounce rate. The cover must have weighed between a quarter and a half ounce, and so was short paid 13¢ and taxed T78 Swiss centimes ($2 \times 13¢ \times 3$, the last to convert from Canadian currency to Swiss centimes; this was converted back to 26¢ US, collected by Canal Zone postage due stamps applied after the letter was transferred from Panama to the Canal Zone). The letter took three days to reach Panama per a shipping agent's stamp on the reverse (not illustrated). Now if only I could find another short paid cover carrying Panamanian postage dues to complete the set!

Submitting items for Cover stories

BNAPers are invited to submit favourite covers for inclusion in this series.

Please *first* contact me by mail (73 Hatton Drive, Ancaster ON L9G 2H5) or e-mail (mikestreet@hwc.org) with a description of the item(s). Please do not send covers or illustrations until requested—because we want covers to be illustrated well when shown in *BNA*Topics, we will work with you in advance to obtain the best image for reproduction.

References & Endnotes

- [1] Mike Street "Double the deficiency" postage due era is over, *Maple Leaves* (journal of the Canadian Philatelic Society of Great Britain) vol #285, July 2002, p293. A revised and expanded version of the article appeared under the title *The "double deficiency" era is over* in *Topics* #498, January–March 2004, 46–58.
- [2] Canada Postal Guide 1934, Inland Post, Section 175 says:

Should a registered article not be fully prepaid both as regards postage and registration fee; it may be forwarded to destination subject to the collection of double the **total deficiency** as regards postage and registration fee on delivery. (In the absence of any indication to the contrary, the intention of the sender to prepay the registration fee of 10¢ will be assumed.)

The corresponding section for International mail says the same thing. In the 1936–1937 Canada Postal Guide, the text was changed to

Unpaid or insufficiently paid registered articles are subject to a tax of single the deficiency as regards postage and registration fee.

EDITOR'S COMMENTS. A regulation of the Universal Postal Union, effective 1 January 1935, required that only single deficiency be charged on short paid international registered mail. It seems clear that Canada changed its policy from double deficiency to single deficiency (for registered mail) to conform to this.

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Grow with the Royal

Readers speak

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

From Dr JR Frank (South Africa), concerning the article *Some Red River covers, by Don Fraser, Topics vol60, #3, July–September 2003, 27–30, large queens covers*
A large queen “special mail” cover The cover shown in Figure 1 is correctly franked with a 6¢ large queen (plate 2) and datestamped 20 January 1871 with a Halifax duplex. On reverse is a Rugby (UK) receiver of 30 January.



Figure 1. Special mail, Halifax–Rugby (1871)
Via SS *Abyssinia*, with two “Ship” markings.

More interesting however, are the additional postmarks. A faint oblong HALIFAX SHIP LETTER strike and a clear red PAID/LIVERPOOL/SHIP tombstone are unusual, as is the endorsement *Via SS Abyssinia* at top left. I have a number of large queen covers addressed to the United Kingdom, but this is the only one showing the name of the ship that carried it. The ship letter markings also stimulated my curiosity.

Reference to the Duckworths' *Large Queens* tome (*Large queen stamps of Canada and their use 1868–1872*, HE & HW Duckworth, Greene Foundation) proved most rewarding. The authors state, “... occasional and official use was made of non-mail sailings for the transmission of ‘Special Mails’ to the UK”. These

packets were generally from Halifax or Saint John. They were thus not packet letters. Letters carried in this way, that is, as ship letters, would normally have been so endorsed.

The Duckworths note that the *Halifax Morning Chronicle* of 16 January 1871 announced that 21 January would be the closing date for the Special Mail to be sent to the United Kingdom by the Cunard liner *Abyssinia*. This cover fits well with this arrangement—it is postmarked 20 January at Halifax and was received at Liverpool nine days later.

From December 1867, the Inman Line sailed to Liverpool from Baltimore or New York via Halifax. The mails were not heavy. The last officially scheduled arrival of a Cunard ship at Halifax en route to Liverpool had been 3 January 1868. The ss *Abyssinia* was a Cunard ship, on a specially arranged departure, between the Inman Line sailings of 13 & 27 January 1871, long after cessation of regular Cunard service. The cover is a most unusual example of Special Mail service to the United Kingdom.

From Bill Pekonen (Richmond BC), on the article The earliest Canadian duplex: a new discovery (Topics, vol 60, # 4, p 15–18) by Charles Verge & Stéphane Cloutier

Here (Figure 2) is another interesting later Ottawa cover with two unusual features—the duplex cancel and the franking. Does anyone have information about the cancels or Henry F Perley, whose free frank was used?

The Ottawa full circle barred cancel does not appear in *Proof strikes of Canada—Ontario* vol VI. Numerous full circle barred duplexes from different cities and towns are sprinkled throughout this publication. The number of horizontal bars ranges from 7 to 15, and bar thickness varies. The Ottawa duplex shown here has 19 thin horizontal bars.

The other interesting feature is the franking signature. It is incomplete, but appears to be Henry F Perley. The only Perleys serving in Parliament during the 1889 period were William Dell and William Goodhue, both Conservatives. Neither served as a cabinet minister.

William Dell was elected to the House of Commons in 1887 for Assiniboia East, resigned 2 August 1888, and was appointed to the Senate the next day (representing Northwest Territories). Before he had been an MP, he had been elected to the Northwest Territorial Council. William Goodhue was elected to the House of Commons in 1887, representing Ottawa City. Among other things, he promoted the Canada Atlantic Railway.

This information was obtained from *The Canadian directory of Parliament 1867–1967*, Public Archives guide to Canadian ministries since Confederation, in the Public Archives.

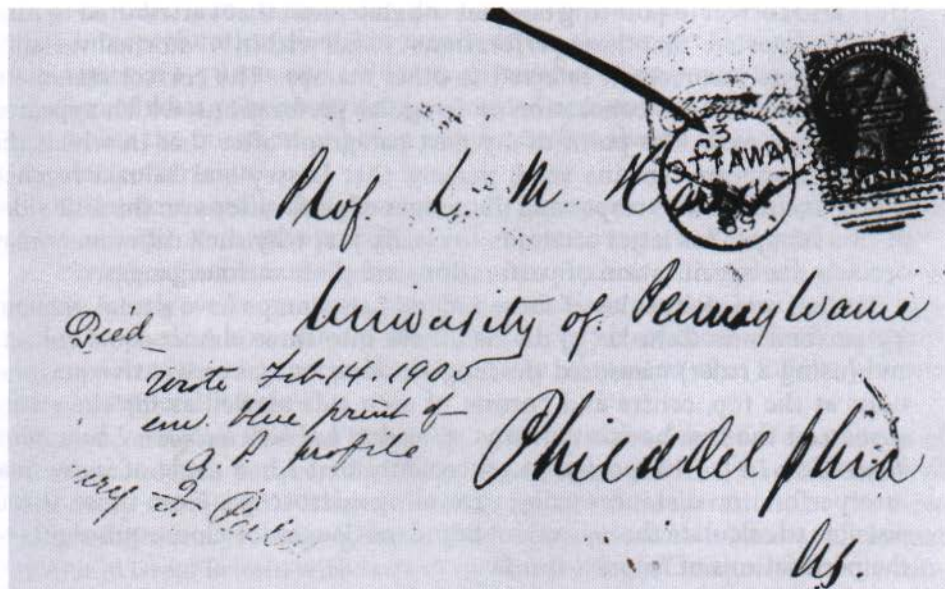


Figure 2. Stamped free franked mail to the US

Franked *Henry F Perley*(?) and lower left, and with hexagonal Public Works cancel at upper right. The 3¢ small queen was applied to pay the postage to the US, and was cancelled with the 19-bar Ottawa duplex. [Obviously the clerk thought that free franking was not valid beyond Canada—however, an 1888 treaty between Canada and the US permitted mail that was free in one country to continue free to the other—*dh.*]

The cover is further franked with a Public Works rubber stamp impression. It is possible that Henry F served as Deputy Minister, since only Ministers and Deputy Ministers had franking privileges. Is Henry a relative of either of the Perley MPs? (Sounds like the practice of hiring relatives to important positions is nothing new in the Federal Government.)

From RA Johnson (Winnipeg), on the letter by Ed Zaluski, *Topics*, vol 60, # 3 (2003), p 59–61). The letter has been edited; the original data can be obtained from the letter writer.—ed

Gauges and Measurement Problems The recent note in *Readers Speak* by Ed Zaluski [2] commenting on my article points again to some interesting questions about perforations and their most appropriate measurement and specification questions that need further clarification. Mr Zaluski is quite correct when he identifies the perforations on the left side of # 0197 as irregular.

He is also correct in pointing out that the statement that I attributed to him, which suggested "that these perforations . . . fall within . . . normal variability . . ." was incorrect; it referred to other stamps. The correct statement should have been his conclusion on irregular perforations, which appeared in 3 & 4 as well. The point of my next paragraph after that in which the misquote appears remains valid, namely, that Lussey and Zaluski reached different conclusions respecting the gauges of perforations on the four sides of this stamp. This letter attempts to clarify just why such differences may occur in the specification of perforations and their various gauges.

The left and right sides of these Federal Law stamps have a total of about 45 perforations. Zaluski [3] divided these into three almost equal subsets and (using a ruler) measured the lengths of 14 or 15 consecutive perforations at the top, centre and bottom of each side as well as for the entire spans and the two horizontal runs. [*The data had been included; I have edited it out—ed.*] In [1] I reported measurements that I had made of individual interperforation distances using a traveling microscope. From these, it was possible to calculate the equivalent Standard Gauges for close equivalents to the perforations of Zaluski's thirds.

Zaluski did not state explicitly the likely measurement error, but his readings are given to a tenth of a millimetre. Thus the error may be a little less than 1%, or about .1 when expressed in terms of a Standard Gauge near 12, and correspondingly less for the entire side. The results of the two analyses, the one obtained by a standard regression analysis and the other by Zaluski's ruler measurements, are in agreement within these error estimates.

For comparison, similar subdivisions of the centre vertical perforations of the 20¢ pair # 0188 & 0189 and the right side of # 0189 were analyzed. (Illustrated in [1].) . . . The pattern of perforations of these two examples seems to represent the typical pattern of perforations found on stamps of this issue. Zaluski reports that a detailed measurement of perforations on 86 examples of the First Law issue did not produce any others with irregular perforations [5]. From this, it seems clear that the typical variations of interperforation distances are quite tightly distributed around a mean. The case of the left side of # 0197 represents a major departure from these typical perforations. It is, as Zaluski states, irregular [2].

The most fundamental measurements of the fineness or coarseness of a perforation are the interperforation distances. In most stamps these are uniform enough not to cause any difficulty, and for most modern stamps, they do not vary (measurably) at all. However, for early stamps production methods invariably caused variations along the row. Even for what appears to be a fairly uniform run on average, the individual differences may vary

a good deal. For example, for the centre vertical run of #0188 & 0189, the interperforation distances mostly fell in the range 1.65–1.75 mm, with extremes of 1.56 mm and 1.86 mm. Anomalies often prompt further examination of what previously was an accepted convention; in this case, #0197 provokes the question of how a gauge number should be assigned to a particular perforation.

What do we really do when we apply a gauge or ruler to the perforations on a stamp? And what precisely are we measuring when we perf a stamp?

Perforations are made by machines. It is necessary to go back and review what exactly we know about how those machines were constructed and how they worked. A summary of my assumptions about those elements of construction of the early perforating machines relevant to what follows is found in the Appendix (below).

Manufacturing specifications Boggs provides an extensive set of quotations of correspondence between the postal authorities and the manufacturers of the early stamps [6]. There is no mention of the separations or the sizes of perforations, let alone gauges. If the approach were related at all to that taken in Great Britain with respect to the Archer perforations, the only concern of both parties would be that the stamps were easily separated and did not fall apart. (Zaluski reached the same conclusion [2].) Presumably, this was translated by the stamp provider into some form of specification to the manufacturer of the perforating machines. No machine of this vintage used in North America has yet been found, nor any copy of shop drawings or specifications for one. However, it is likely that the specifications simply stated that the perforations should be spaced by some approximate amount, that is, one that would satisfy the general concerns about separability.

I am led to conclude that the perforating wheels were manufactured with the pin and hole positions in matched pairs, with acceptable variation. A full set would have to have had at least 11 pairs in order to perforate the typical 10×10 pane. In the case of the early law stamps, only nine would be needed for the vertical perforations and six for the horizontal. From set to set, there would be some variation of average characteristics. That is, one set might measure on average, say, 12 in Standard Gauge and another set 11.8. If at any time, a pair was observed to be faulty, it would be removed and replaced by another pair. That pair could have been manufactured with a different batch of wheels and have slightly different average characteristics from the rest of the set in which it was now being placed. The result would have been a line of perforations slightly different from its neighbours.

The need for more perforating machines from the 1860s is evident from the list of orders [8]. In those days, a batch of panes was passed through

one machine for, say, the horizontal perforations and then passed through a second time for the vertical ones. Since these two required different settings of spacings for an entire set of wheels, it would take considerable time to reset a machine (and time of an expert workman at that). So it would not have been long before the two passes were done on two different machines, one set for the horizontal spacings and the other for the vertical. This would be one reason for more orders as the business grew. Different size stamps would be another. A standardized specification for the shaft separation in the manufacture of the machines would allow an easy exchange of wheel pairs. Thus different sheets of stamps were perforated by different sets of perforating wheel pairs.

Generally, all these sets of pairs were similar and shared pin/hole patterns; pairs in a set would exhibit similar characteristics (average spacing, interperforation variability, . . .) but they would not be identical. When the workman did a particularly poor job, the result might be something like the left side of #0197. Whatever the actual size of the wheels, the number of pin/hole pairs on its circumference would be about the same from set to set maybe even identical. However, variations around the periphery of the pairs could be different from those of the others even if the entire set were produced by a single workman at one go. This begs the question as to how much variation between individual pairs of wheels (that is, in average characteristics) would justify their being classified as different—as opposed to representing a normal variation within a single classification. Is the left side of #0197 a case of improper manufacture or an extreme example of the statistical variation in production? We may never know.

Gauge—methods and definition In the case where the local measurements do not vary much with the positioning, there is no ambiguity and the gauge is clearly defined. Where the gauge varies significantly along the length of a stamp (such as the left side of #0197), the issue is not clear at all. It is necessary to examine just what we understand by gauge. It would be tempting to call the gauge determined by the full set of vertical perforations the *average gauge*; but this leads to yet another problem. All measurements of perforations (with one exception are in fact averages.

Furthermore, this difficulty is not avoided by using the convention identified in Williams & Williams [9, e.g., p 525] (and used by many catalogues), of giving a range of possible perforations for an issue, because each element in these requires a gauged measurement. What then does the application of any gauge, or equivalent methods, actually produce? For most stamps and most collectors, the gauge is determined by matching the perforations to the end marks on a particular gauge line and glancing along the interval to

see that the patterns match. That is a form of averaging, and is good enough for the majority of stamps; but for irregular perforations, it is not.

Whether one uses a Standard Gauge with its 2 cm span, the Instanta Gauge with its span of 3 cm, the Kiusalas Gauge with its matching length of 4.3–4.5 cm, or a direct measurement by an accurate ruler of the length of a counted number of perforations (as shown in Zalusk's analysis of #0197 [3]), one always obtains some sort of average result. If any one of these methods were applied to the left side of #0197, it would give a different result for its "Gauge" than the others, and also give different readings for different positions along the side.

[A table showing the different gauges obtained by measuring perforations along the left side of this stamp was included but was edited out—ed]. Readings vary with both the span and position. All are averages, but of different things. Even the perforations on the vertical sides of the quite normal #0188/0189 pair give readings such as 11.73 and 11.76 depending on the span and position (rather than the regular 11.66 reported for the three thirds). . . .

Conclusion The \$5 first Law Stamp of Canada #0197 is a rarity. The perforations on its left side, however measured, are highly irregular. What caused this is as yet unknown or, at least, not decidable from the information available. It differs markedly from other perforation patterns which appear on these early stamps. These others seem to exhibit tight statistical clustering about means which, in turn, seem to differ from each other in a statistically significant way. This would justify their being assigned different gauges. More importantly, however, is the alert sounded by the analysis of the left side perforations of #0197 stating its gauge in any terms. There seems to be no unambiguous agreed upon way of doing so. Yes, philatelists may have their preferences. But when stating any of them for irregular perforations of this kind, a careful description of the method of measurement used should accompany any such assignment.

Acknowledgment Besides the references formally attributed to him in this paper, the author wishes to acknowledge the ideas and questions that Ed Zaluski has communicated through personal emails. They have resulted in further clarifications of what has become an absorbing and, unfortunately to some, a very complicated and technical topic.

Appendix (Assumptions) I believe that the following hold.

1 Each rotary perforating machine was constructed to have two shafts to carry the pin and counterpart wheels, respectively.

2 As considerable force was required to punch the holes in the paper, these shafts must have had very little "give" in operation. To provide for this, their bearings must have been particularly rigid and this, in turn, would likely not

have allowed any fine adjustment mechanisms in their mountings. There is no sign of any such adjustment mechanism in the Bemrose patent diagrams or in another diagram in the authors possession dated around 1860.

3 The shafts turned at equal rates (and of course, in opposite directions). If they did not, pins would successively attempt to match different sets of holes, thereby requiring additional unnecessary accuracy in construction. The Bemrose diagram shows the gears that connect the two shafts to be of equal diameter. More revealing diagrams show that the distances between the tips of the pins and of the counterpart wheel are the same. If this were not the case, the cutting of the unequal number of teeth on the drive gears would be unnecessarily complicated.

4 All machines were manufactured with the same design distance between the twoshfts which carried the pin wheels and the counterpart wheels. This had the advantage that, once a company had a machine, it could simply order new wheels of a single, standardized size and they would conform to the existing machine or several machines in their possession.

[1] RA Johnson *The 1876 \$5 Federal Law Stamp* #0197, BNATopics vol 59, #2 (2002) 44-49.

[2] Ed Zaluski *Readers speak*, BNATopics vol 60, #3 (2003) 59-61.

[3] ——— *Canada's first Law Stamp issue*, BNATopics vol 54, #4 (1997) 23-39.

[4] ——— *In search of compound perforations*, Canadian Revenue Newsletter #199, August 1991; *The latest word on 0197*, Canadian Revenue Newsletter, #203-204, January & March 1992. See also [3].

[5] ———, personal communication, 5 November 2002.

[6] WS Boggs *Postage stamps and the postal history of Canada*, Quarterman Reprint (1974).

[7] RA Johnson *Kiusalas or Standard Gauge? Neither or both!*, BNATopics vol 60, #2 (2003) 55-58.

[8] Plaintiff's Exhibit # 52, Perforating Machines, Estimated from Company's Ledger, testimony provided by the British American Bank Note Company (BABNCO) in the Queen vs BABNCO lawsuit. In 1897, the Government sued BABNCO for lithographing rather than engraving revenue stamps; from the archives of the Department of Finance, vol 3653, Ottawa. The relevant extract indicates the purchase of new perforating machines by BABNCO in 1866 (2), 1868 (1), 1869 (wheels), 1869/70 (Remaking machines), 1870 (2), 1871 (altering machines), July 1871 (wheels), September 1871 (wheels), 1878 (2), 1882 (1) & 1894 (one machine, part of the Canadian Banknote purchase).

[9] Williams & Williams *Fundamentals of philately*, American Philatelic Society, Revised Edition (1990).

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Our vendors speak

R. Maresch & Son
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2 April 1998

Attention: Bill Maresch and Rick Schreyer

Dear Bill and Rick,
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I really appreciated your letting me review the descriptions and lotting for my part of the auction, although, in the event, I had little to add to the excellent work you had done. Fellow collectors told me that Toronto was the wrong place to sell West Indies—your results proved them wrong. You certainly performed far better than major auction houses in Europe to which I have consigned material in the past. My worries about having my auction material among the last lots in a five-session 2800-lot auction were also proven to be groundless.

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You did me proud—many thanks.

Yours sincerely,

John Tyacke

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