

2004 • third quarter

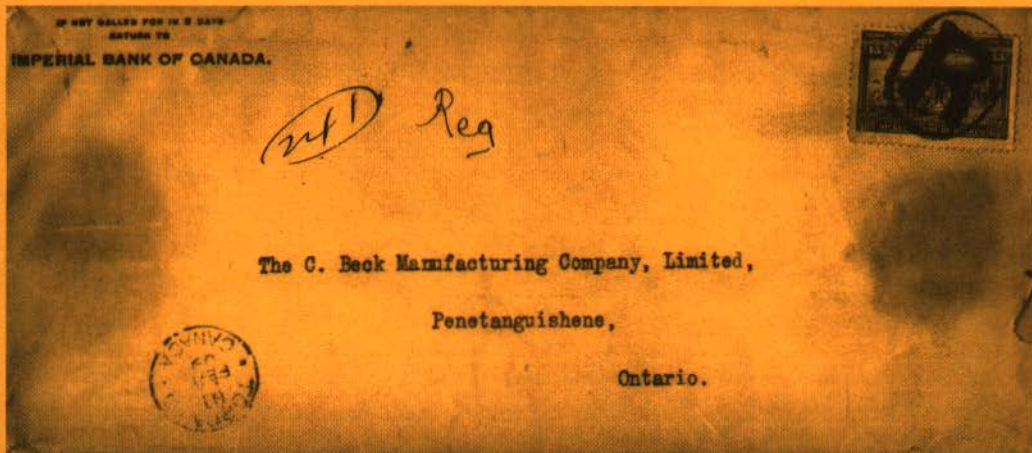
BNA Topics



Whole number 500

Volume 61

Number 3



The official Journal of BNAPS—
The Society for Canadian Philately

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BNA**T**opics

Volume 61 Number 3 Whole Number 500



The Official Journal of the British North America Philatelic Society Ltd

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| centennial (1967) issue | perfins (private) |
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| first day covers | Quebec tercentenary |
| flag cancellations | railroad post offices |
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| International machine cancellations | registration stamps |
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| Manitoba postal history | ship cancell'ns, markings & viewcards |
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Registered and trace mail, II

Earle Covert

THIS is the second of two articles dealing with modern registration and trace mail services since 4 July 1989. *Security* (later *security registration*) and *registration* were dealt with in part I. Here we discuss signature, confirmation, and proof of delivery and services.

SIGNATURE SIGNATURE

Canada Post Corporation / Société canadienne des postes



2 SIGNATURE LABELS \$5.00
WITH 2 FREE ENVELOPES
2 ÉTIQUETTES SIGNATURE 5,00 \$
ET 2 ENVELOPPES GRATUITES :

No. use on items with other postal services / N'utiliser pas sur les objets destinés à d'autres services

Canada
Télégrammes
TELEGRAMS / TÉLÉGRAMMES

NEW SIGNATURE SERVICE

- Signature upon delivery
- Prepaid convenience
- Toll-free service to verify delivery date

EASY TO USE

- Complete the SIGNATURE label
- Place message portion for your records
- Affix label and lettermail postage to envelope
- Deposit in any mail box

NOUVEAU SERVICE DU COURRIER SIGNATURE

- Signature lors de la livraison
- Pratique et économique
- Service téléphonique sans frais pour vérifier la date de livraison

FACILE À UTILISER

- Remplissez l'étiquette SIGNATURE
- Conservez le reste pour vos dossiers
- Collez l'étiquette sur l'enveloppe et affranchissez / collez au tarif des lettres
- Déposez dans une boîte aux lettres



Figure 50. Outside of signature package
At right is the bottom of the reverse.

Keywords & phrases: proof of delivery, signature, confirmation

BNA Topics, Volume 61, Number 3, July–September 2004

SIGNATURE SIGNATURE

Canada Post Corporation / Société canadienne des postes

Enclosed are two SIGNATURE labels with two free envelopes. Use the SIGNATURE labels on these envelopes or, if you prefer, use them on your own envelopes*. SIGNATURE labels are for use only on letters within Canada.

How to use the SIGNATURE label

1 Address and seal envelope. Remember to use the postal code and include your full return address.

2 Complete the receipt portion of the SIGNATURE label and keep it for your records.

3 Peel and apply the SIGNATURE label to the BACK of the envelope, as shown below. Be careful not to separate the bar codes from the rest of the label.



4 Fold the SIGNATURE identifier over the top of the envelope so it is affixed to the FRONT of the envelope, as shown below.



5 Affix appropriate domestic postage.

6 Deposit in any mail box or at your postal outlet.

*Maximum size envelope is 38cm x 27cm x 2cm.

How to use the Automatic Enquiry System



To verify delivery status, please call our toll-free number 1-800-267-6070 during normal business hours. When calling, you will be asked for the access code and item number printed on the SIGNATURE receipt.

Delivery standards between major urban centres for properly prepared letters are:

OVER 4 BUSINESS DAYS CALL ON 3RD BUSINESS DAY AFTER DELIVERY

WITHIN PROVINCE 4 BUSINESS DAYS CALL ON 4TH BUSINESS DAY AFTER MAILING

OUT OF PROVINCE 4 BUSINESS DAYS CALL ON 5TH BUSINESS DAY AFTER MAILING

Notes: recipient not advised; may require delivery to addressee.

The Automatic Enquiry System will provide you with one of the following responses:

- 1 Date item was signed for and delivered to the recipient, or
 - 2 Date delivery service was first provided, but addressee was not available, or
 - 3 No delivery status available.
- In the event of responses 2 or 3, please call again the next business day for updated delivery information.

French on verso.

SIGNATURE SIGNATURE

Société canadienne des postes / Canada Post Corporation

Vous trouverez ci-joint deux étiquettes SIGNATURE ainsi que deux enveloppes gratuites. Utilisez ces étiquettes sur les enveloppes, ou, si vous préférez, utilisez vos propres enveloppes*. Les étiquettes SIGNATURE sont utilisées à l'intérieur du Canada seulement.

Comment utiliser l'étiquette SIGNATURE

1 Adressez et scellez l'enveloppe en n'oubliant pas d'inscrire le code postal et votre adresse de retour complète.

2 Remplissez la partie du reçu pour vos dossiers personnels.

3 Détachez et collez l'étiquette SIGNATURE à l'arrière de l'enveloppe, tel qu'indiqué ci-dessous. Prenez garde de ne pas séparer les codes à barres du reste de l'étiquette.



4 Pliez l'identificateur du courrier SIGNATURE par-dessus le haut de l'enveloppe pour qu'il soit sur le devant de l'enveloppe, tel qu'indiqué ci-dessous.



5 Apposez l'affranchissement du régime intérieur.

6 Déposez dans une boîte aux lettres ou à un comptoir postal.

*Les dimensions de l'enveloppe ne doivent pas dépasser 38 cm x 27 cm x 2 cm.

Comment utiliser le Système téléphonique de demandes de renseignements



Pour vérifier l'état d'avancement de l'envoi, veuillez téléphoner sans frais au numéro 1-800-267-6060 pendant les heures de bureau. Lors de l'appel, vous devrez donner le code d'accès et le numéro de l'envoi inscrit sur le reçu du courrier SIGNATURE.

Les normes de livraison pour les lettres dûment préparées entre les grands centres urbains sont les suivantes:

OVER 4 BUSINESS DAYS CALL ON 3RD BUSINESS DAY AFTER DELIVERY

WITHIN PROVINCE 4 BUSINESS DAYS CALL ON 4TH BUSINESS DAY AFTER MAILING

OUT OF PROVINCE 4 BUSINESS DAYS CALL ON 5TH BUSINESS DAY AFTER MAILING

Des lettres préparées de votre façon peuvent empêcher l'utilisation des services de bureau.

Le Système téléphonique de demandes de renseignements vous donnera une des réponses suivantes:

- 1 La date à laquelle le destinataire a accusé réception de votre envoi, ou
- 2 La date à laquelle il y a eu tentative de livraison si le destinataire n'était pas disponible, ou
- 3 Aucun renseignement sur l'état d'avancement de l'envoi.

Si vous obtenez la 2^e ou la 3^e réponse, téléphonez, le jour ouvrable suivant, pour obtenir une mise à jour.

English on verso.

Figure 51. Instruction card inside signature package

Signature & confirmation

These short-lived services were only available in prepaid packages of two for \$5 and three for \$2.70 respectively. They were processed in the general lettermail stream (and thus the lettermail standards for delivery). Postage for first class mail was required in addition to the prepaid fee. They were to be placed in the street mail box. *Signature* required a signature on delivery whereas *confirmation* did not. The sender could determine the status of delivery via a toll-free automatic enquiry system using the number of the item. With signature, an optional acknowledgment of receipt (AR) service was available after mailing for an additional \$1.10 plus first class postage. Non-philatelic examples of both are very difficult to find (Figure 69).

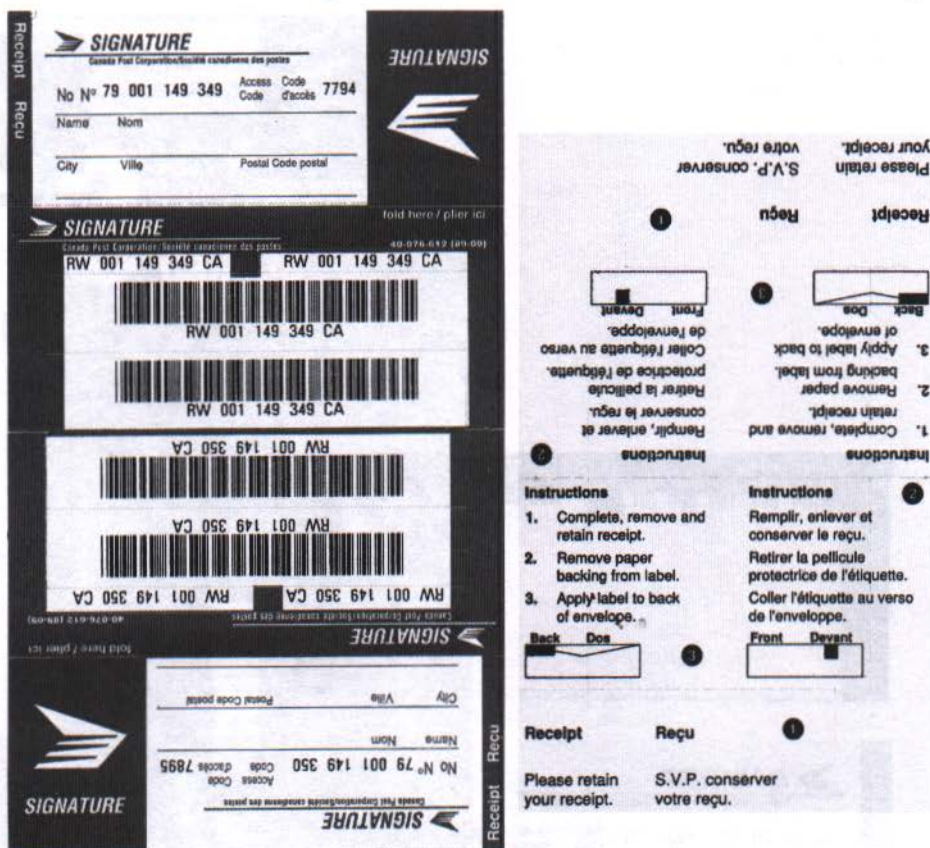


Figure 52. Pair of signature labels

Figure 50 shows the front of the red package of signature envelopes; the back (only bottom showing) had a bar code at one end and a five digit serial number at the other. This number had nothing to do with the serial numbers on the bar coding on the actual form.

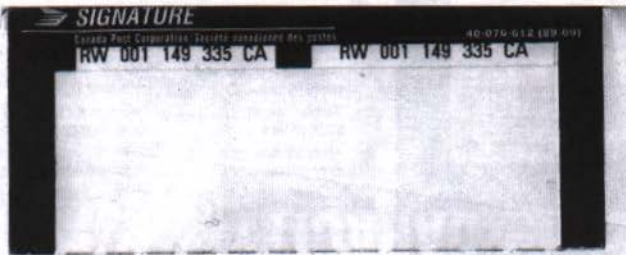
Inside there was an instruction sheet (Figure 51 shows front and back), and envelopes (with an outline of where to place the label) which could be used if the user wished, and two of the actual labels on a single sheet (Figure 52). The envelope and receipt appears in Figure 53.

Confirmation Figure 54 shows front and back of the red package; again, the back had a bar code at one end and again a five digit serial number at the other. This number had nothing to do with the serial numbers on the bar coding on the actual form. Inside was an instruction sheet (Figure 55), three envelopes (with an outline of where to place the label) which could be used

Box 1070
HAY RIVER
NWT X0E 0R0



Ms H. Street
44 Wicksteed Ave,
Town of Mount Royal
Quebec,
H3P 1P7



Receipt Reçu	SIGNATURE <small>Canada Post Corporation/Société canadienne des postes</small>		<small>40-070-012 (IMP 0/1)</small>
	No N° 79 001 149 335		Access Code d'accès 7393
	Name Nom Ms H. Street		
	City Ville Town of Mount Royal		Postal Code postal H3P1P7
Receipt Please retain your receipt.		Reçu S.V.P. conserver votre reçu.	

Figure 53. Signature correctly used and the receipt for it
Image of cover is cut off at right. Label on reverse and registration receipt are disproportionately large.

if desired (the outline on reverse for attaching the label is smaller than that of the signature envelopes), and three labels on a single sheet (Figure 56). Owing to the size of the label, these envelopes had a different outline from that of the signature envelopes. Envelope and receipt appear in Figure 57.

Figure 58 shows signature and confirmation labels "overprinted" *Sample/échantillon* (actually a separate printing). These were used for training purposes before these services were introduced 11 July 1990.

CONFIRMATION CONFIRMATION
Canada Post Corporation / Société canadienne des postes

3 3 CONFIRMATION LABELS \$2.70
WITH 3 FREE ENVELOPES
3 ÉTIQUETTES CONFIRMATION 2,70 \$
ET 3 ENVELOPPES GRATUITES :

For use on letters with / Pour les lettres à l'intérieur du

Canada
Droits réservés
Droits à réserver

NEW CONFIRMATION SERVICE

- Confirmation of delivery
- Prepaid convenience
- Toll-free service to verify delivery date

EASY TO USE

- Complete the CONFIRMATION label
- Retain receipt portion for your records
- Affix label and lettermail postage to envelope
- Deposit in any mail box

NOUVEAU SERVICE DU COURRIER CONFIRMATION

- Confirmation de la livraison
- Produit de commodité prépayé
- Service téléphonique sans frais pour vérifier la date de livraison

FACILE À UTILISER

- Remplissez l'étiquette CONFIRMATION
- Conservez le reçu pour vos dossiers
- Collez l'étiquette sur l'enveloppe et affranchissez l'envoi au tarif des lettres
- Déposez dans une boîte aux lettres





Figure 54. Outside of confirmation package

Proof of delivery

This was available for domestic parcels only. The delivery standard was for regular parcels or for expedited parcels, depending on which service was purchased. There was proof of mailing and signature on delivery with the signature being retained for two years. The sender could determine the status of delivery via the toll-free automatic enquiry system. Indemnity

CONFIRMATION CONFIRMATION

Canada Post Corporation / Société canadienne des postes

Enclosed are three CONFIRMATION labels with three free envelopes. Use the CONFIRMATION labels on these envelopes or, if you prefer, use them on your own envelopes*. CONFIRMATION labels are for use only on letters within Canada.

How to use the CONFIRMATION label

- 1 Address and seal envelope. Remember to use the postal code and include your full return address.
- 2 Complete the receipt portion of the CONFIRMATION label and keep it for your records.
- 3 Peel and apply the CONFIRMATION label to the BACK of the envelope, as shown below. Be careful not to separate the bar code from the rest of the label.



- 4 Fold the CONFIRMATION identifier over the top of the envelope so it is affixed to the FRONT of the envelope, as shown below.



- 5 Affix appropriate domestic postage.
- 6 Deposit in any mail box or at your postal outlet.

*Maximum size envelope is 38cm x 27cm x 2cm.

How to use the Automatic Enquiry System



To verify delivery status, please call our toll-free number 1-800-267-6070 during normal business hours. When calling, you will be asked for the access code and item number printed on the CONFIRMATION receipt.

Delivery standards between major urban centres for properly prepared letters are:

LOCAL	2 BUSINESS DAYS	CALL ON 3RD BUSINESS DAY AFTER MAILING
WITHIN PROVINCE	3 BUSINESS DAYS	CALL ON 4TH BUSINESS DAY AFTER MAILING
OUT OF PROVINCE	4 BUSINESS DAYS	CALL ON 5TH BUSINESS DAY AFTER MAILING

Factors beyond our control may impede delivery to standard.

The Automatic Enquiry System will provide you with one of the following responses:

- 1 Date item was delivered, or
- 2 No delivery status available.

In the event of response 2, please call again the next business day for updated delivery information.

Français au verso

CONFIRMATION CONFIRMATION

Société canadienne des postes / Canada Post Corporation

Vous trouverez ci-joint trois étiquettes CONFIRMATION ainsi que trois enveloppes gratuites. Utilisez ces étiquettes sur les enveloppes, ou, si vous préférez, utilisez vos propres enveloppes*. Les étiquettes CONFIRMATION sont utilisées à l'intérieur du Canada seulement.

Comment utiliser l'étiquette CONFIRMATION

- 1 Adressez et scellez l'enveloppe en n'oubliant pas d'inscrire le code postal et votre adresse de retour complète.
- 2 Remplissez la partie du reçu pour vos dossiers personnels.
- 3 Détachez et collez l'étiquette CONFIRMATION à l'arrière de l'enveloppe, tel qu'indiqué ci-dessous. Prenez garde de ne pas séparer le code à barres du reste de l'étiquette.



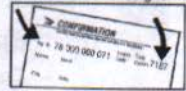
- 4 Pliez l'identificateur du courrier CONFIRMATION par-dessus le haut de l'enveloppe pour qu'il soit sur le devant de l'enveloppe, tel qu'indiqué ci-dessous.



- 5 Apposez l'affranchissement du régime intérieur.
- 6 Déposez dans une boîte aux lettres ou à un comptoir postal.

*Les dimensions de l'enveloppe ne doivent pas dépasser 38 cm x 27 cm x 2 cm.

Comment utiliser le Système téléphonique de demandes de renseignements



Pour vérifier l'état d'avancement de l'envoi, veuillez téléphoner sans frais au numéro 1-800-267-6070 pendant les heures de bureau. Lors de l'appel, vous devrez donner le code d'accès et le numéro de l'envoi inscrit sur le reçu du courrier CONFIRMATION.

Les normes de livraison pour les lettres dûment préparées entre les grands centres urbains sont les suivantes :

À L'INTÉRIEUR D'UN GRAND CENTRE URBAIN	2 JOURS OUVRABLES	TELEPHONÉZ LE 3 ^e JOUR SUIVANT L'ENVOI
À L'INTÉRIEUR DE LA PROVINCE	3 JOURS OUVRABLES	TELEPHONÉZ LE 4 ^e JOUR SUIVANT L'ENVOI
À L'EXTÉRIEUR DE LA PROVINCE	4 JOURS OUVRABLES	TELEPHONÉZ LE 5 ^e JOUR SUIVANT L'ENVOI

Des facteurs indépendants de notre contrôle peuvent empêcher l'avancement des réponses de bureau.

Le Système téléphonique de demandes de renseignements vous donnera une des réponses suivantes :

- 1 La date à laquelle l'envoi a été livré, ou
- 2 Aucun renseignement sur l'état d'avancement de l'envoi.

Si vous obtenez la 2^e réponse, téléphonez, le jour ouvrable suivant, pour obtenir une mise à jour.

English on reverse

Figure 55. Instruction card inside confirmation package

was available at \$1 for the first \$100 indemnity, and 45¢ for each additional \$100, to a maximum of \$1000. The labels were red.

There were two types of proof of delivery available:

- (1) counter service
- (2) attach to bulk receipt or manifest.

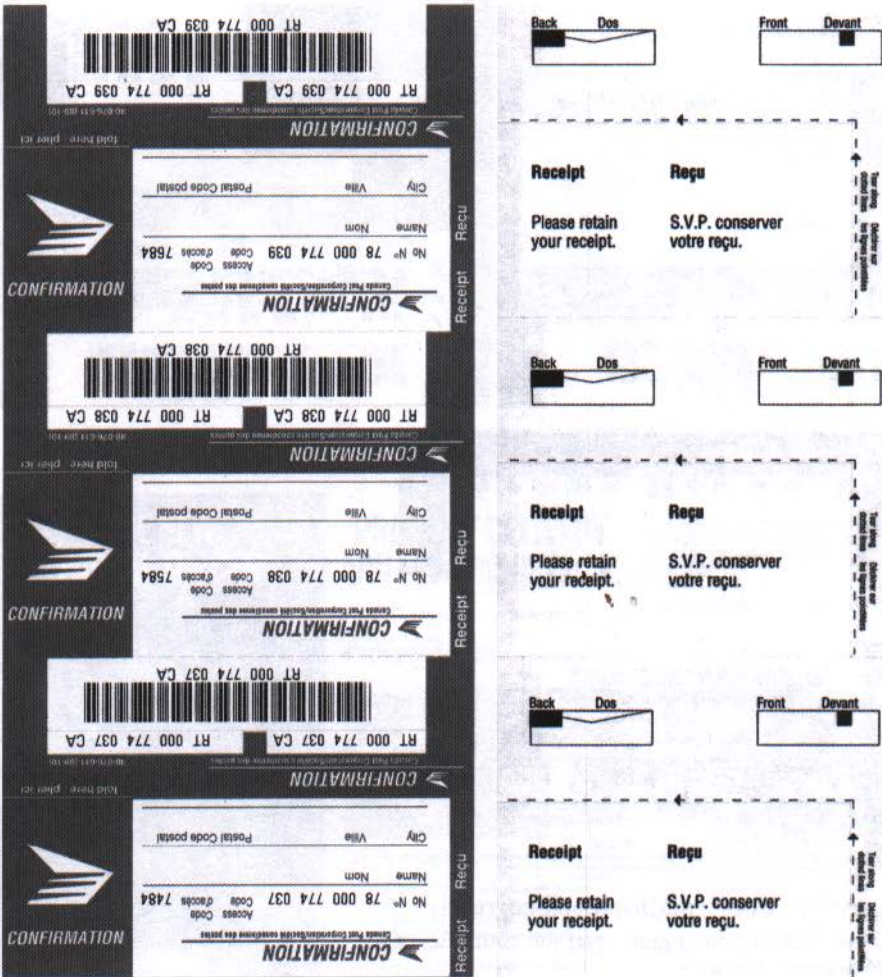


Figure 56. Sheet of three confirmation labels

Both services used the familiar three-layer label. Counter service (2) supplied a receipt with the typical numbers and bar coding. This receipt was separated from the remainder of the label by tearing apart a roulette through all the layers of the label. The label for (2) has a very narrow portion at the top with printed "Attach to bulk receipt or manifest" and a small receipt with "No." and "Access code/Code d'accès". The two parts of the top layer were die cut with no rouletting at all. If a proof of delivery label were properly used and the selvedge torn off, the only way to distinguish the two types seems

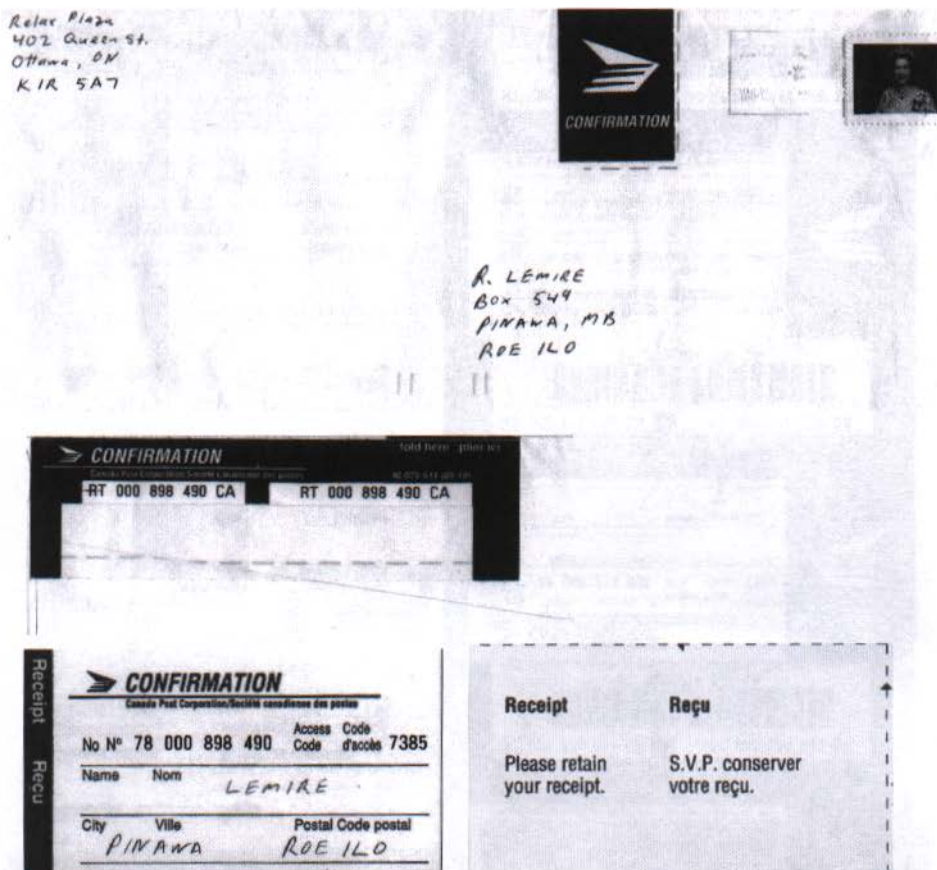


Figure 57. Confirmation used correctly

Includes receipt. Label (on reverse) and both sides of receipt are not to the same scale as the envelope.

to be the method of separation at the top and the form number, although the latter can be confusing.

Figure 59 shows the English side of a pamphlet about the counter proof of delivery service. Training labels with *Sample/échantillon* are shown in Figure 60. Figure 61 illustrates the labels on top of the packages of the counter labels; on the left is a piece of light cardboard with printed Davis & Henderson Data Imaging—the first supplier—and the right one is the typical label utilizing the top sheet in the shrink wrapped package. It was produced by Crain-Drummond Inc.



Figure 58. Sample/échantillon on signature and confirmation labels

THE NEW PARCEL TRACER

PROOF OF DELIVERY AND \$100 INSURANCE.

\$1.00 plus correct postage.

HERE'S HOW IT WORKS:

The special label has two sections.

When you mail a parcel, the lower bar code section is attached near the mailing address.

The upper section, containing mailing information and special parcel identifier numbers, is retained by you after being initiated by the counter clerk.

As part of the delivery process, the bar code on the parcel is read and the delivery information recorded. This can be that the parcel has been delivered, or that delivery was attempted but no one was there to receive it.

Upon delivery, a signature is obtained which is kept on file for a period of 24 months in the delivery office.

Delivery information can be accessed by dialing a toll free number.

By keying in the identifier numbers from your parcel label, a Voice Response System will inform you of the delivery status.

Need more insurance?
Extra insurance up to a total coverage of \$1 000 is available at a cost of 45 cents per \$100 increment.

Are you using the most appropriate parcel service?
Over 10 million delivery points in Canada are accessible, with service to most countries.*

Expedited and Regular parcel services provide a choice of delivery times matched to the needs of your business.

* The new Proof of Delivery (special service for parcels) is not available in all countries.

EXPEDITED service provides faster delivery. REGULAR service provides greater economy. Choose the one most suitable for you.

Example: EXPEDITED—Local delivery (1st and 2nd business days). National delivery (between major centres, 2 business days). REGULAR—Local delivery (in 2 business days). National delivery (3 to 5 days).

Figure 59. English side of a folder explaining proof of delivery

Figure 60. Training labels for proof of delivery service



Figure 61. Labels on packages of proof of delivery forms

We will show the fronts and backs of the unused forms except in the cases where I only have a used form. The forms are red and the printing on the backs is black.

Forms used for proof of delivery

Fig	type	date	title upper right	comments
62	CS	89-11	Discard/this portion/Jeter cette/section	Training form
63	CS	92-01	Proof of Delivery/Preuve de/livaison	"Canada . . . postes" 32 mm
64	CS	92-01	Proof of Delivery/Preuve de/livaison	"Canada . . . postes" 33.5 mm; shades
65	CS	96-06	40-076-659 (96-05)	only seen used
66	BR	89-11		Training form

All forms have print data 40-076-618 (YY-MM) unless noted otherwise. The abbreviations YY and MM mean year and month respectively; CS and BR refer to the services (1), (2) (counter service, bulk receipt or manifest) respectively.

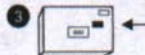
Receipt Reçu	PROOF OF PREUVE DE DELIVERY LIVRAISON No N° 29 000 818 803 Access Code Code d'accès 2296	Name Nom	
		City Ville	Postal Code postal
		Declared Value Valeur déclarée	
		Fee Droit	
		Type of Service Genre de service	
		<input type="checkbox"/> Expedited Accéléré	<input type="checkbox"/> Regular Normal
		<input type="checkbox"/> Accepted Accepté	Date
		PROOF OF DELIVERY PREUVE DE LIVRAISON	
		CW 000 818 803 CA	CW 000 818 803 CA
		Signature required	Signature requise
			
		CW 000 818 803 CA	
		Signature required	Signature requise
			
		CW 000 818 803 CA	

Instructions

1. Complete, remove receipt on dotted lines and date stamp.
2. Remove paper backing from label.
3. Apply label to front of parcel adjacent to address.

Instructions

- Remplir, enlever le reçu sur les lignes pointillées et apposer le timbre à date.
- Retirer la pellicule protectrice de l'étiquette.
- Coller l'étiquette au recto du colis adjacent à l'adresse.



Receipt

Reçu

Fragile and perishable articles are not indemnified against damage. Indemnity and loss 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 62. Proof of delivery 89-11



Receipt Reçu	PROOF OF PREUVE DE DELIVERY LIVRAISON Canada Post Corporation / Société canadienne des postes No N° 29 018 442 705 Access Code Code d'accès 2497	Name Nom	
		City Ville	Postal Code postal
		Declared Value Valeur déclarée	
		Fee Droit	
		Type of Service Genre de service	
		<input type="checkbox"/> Expedited Accéléré	<input type="checkbox"/> Regular Normal
		<input type="checkbox"/> Accepted Accepté	Date
		PROOF OF DELIVERY PREUVE DE LIVRAISON	
		CW 018 442 705 CA	CW 018 442 705 CA
		Signature required	Signature requise
			
		CW 018 442 705 CA	
		Signature required	Signature requise
			
		CW 018 442 705 CA	

Figure 63. Proof of delivery 92-01

"Canada . . . postes" is 32 mm long.



Receipt Recu	PROOF OF PREUVE DE DELIVERY LIVRAISON <small>Canada Post Corporation / Société canadienne des postes</small>	No N° 29 013 576 802	Name Nom	
		Access Code Code d'accès 2092	City Ville	Postal Code postal
		Declared Value Valeur déclarée		
		Fee Droit		
		Type of Service Genre de service		
		<input type="checkbox"/> Expedited Accéléré	<input type="checkbox"/> Regular Normal	Date
		Accepted Accepté		
Canada Post Corporation / Société canadienne des postes 40-076-618 (92-01)				
		CW 013 576 802 CA	CW 013 576 802 CA	
		Signature required	Signature requise	
				
		CW 013 576 802 CA		
		Signature required	Signature requise	
				
		CW 013 576 802 CA		

Figure 64. Proof of delivery 92-01 (second kind)

"Canada . . . postes" is 33.5 mm long.

# Undeliverable, Please Return to: DAVIS + HENDERSON INTERCHANGES 81 Whitehall Drive, Markham, Ontario L3R 9T1				
	THE BANK OF NOVA SCOTIA 276 PARKDALE AVENUE N., HAMILTON, ONTARIO L8H1X7 ATTN: CUSTOMER SERVICE		Order # 21177246	

PARCEL SERVICE SERVICES DE COLIS <small>Canada Post Corporation / Société canadienne des postes</small> Numéro Parc Parcel 1952757	
	
PROOF OF PREUVE DE DELIVERY LIVRAISON <small>Canada Post Corporation / Société canadienne des postes</small>	
CP 140 028 062 CA	CP 140 028 062 CA
Signature required	Signature requise
	
CP 140 028 062 CA	

Figure 65. Proof of delivery 96-06

Only seen used.



Figure 66. Bulk proof of delivery 89–11
Used example shown.

Figure 67 shows a proof of delivery form different from (but similar to) that appearing in Figure 8. It has the same three-layer structure but it apparently was supplied blank at top and bottom. Users could print on it with a laser printer. The central part of the form is in the conventional red with black numbers and bar coding.

A sheet showing the features of trace mail appears as Figure 68.

Thanks to the following people for help to obtain material for this article: Paul Burega, Audrey Covert, John Jamieson (Saskatoon Stamp Company), Robert Lemire, Kevin O'Reilly, Wally Ring, Mike Street, Denise Sumner, and Jean Walton.

965

L

04/05/94

178-B

27795



PARCEL		SERVICES
SERVICES		DE COLIS
<small>Canada Post Corporation</small>		<small>Société canadienne des postes</small>
<small>Postage paid</small>		<small>Port payé</small>
656607		

DC965067557

384110000001

FROM/DE: CIBC GOLD COLLECTION
100 METROPOLITAN ROAD
SCARBOROUGH, ONT.
M1R 5A2 000-000-0000

7654 0327

TO /A :
MICHAEL STREET
73 HATTON DR.
ANCASTER
ONT. L9G 2H5


	PROOF OF DELIVERY	PREUVE DE LIVRAISON
<small>Canada Post Corporation</small>	<small>Société canadienne des postes</small>	
CP 999 459 160 CA		
[Empty space for signature]		



Figure 67. Proof of delivery form

Apparently supplied by the Post Office and printed on by the user.

EDITOR'S COMMENTS. As Earle suggests, commercial uses of the signature service are very difficult to find. Figure 69 is one such. It is a window envelope from VISA originally containing credit cards. It was addressed to me, but obviously is not philatelic. This appears to be the standard method of sending credit cards at the time, so it is likely that a lot of such envelopes exist. However, their drab appearance may explain why so few appear in collectors' hands.

SECURITY REGISTERED	DOMESTIC LETTERMAIL ONLY			DOMESTIC PARCELS ONLY PROOF OF DELIVERY
	REGISTERED	SIGNATURE	CONFIRMATION	
<ul style="list-style-type: none"> • Indemnity • Secure processing (security container) • Proof of mailing • Signature upon delivery • Recipient signature retained for 24 months <ul style="list-style-type: none"> • Delivery status via toll-free Automatic Enquiry System • Optional Acknowledgment of Receipt Service: All time of mailing - \$54 After mailing - \$1.10 (domestic) plus applicable postage <p>DOMESTIC Lettermail and parcel mail option: \$4.70 - plus applicable postage (domestic, \$7.70) less up to a maximum of \$1,000 (\$2.7 for each additional \$1,000)</p> <p>U.S.A. Lettermail, postcards, letter packets, printed papers, small parcels: \$3.00 - plus applicable postage (up to a maximum of \$1,000) less up to a maximum of \$1,000 (\$1.4 for each additional \$1,000)</p> <p>INTERNATIONAL Lettermail, postcards, letter packets, printed papers, small parcels: \$3.00 - plus applicable postage (maximum indemnity is \$30)</p>	<ul style="list-style-type: none"> • Lettermail service standards • Lettermail processing • Proof of mailing • Signature upon delivery • Recipient signature retained for 24 months <ul style="list-style-type: none"> • Delivery status via toll-free Automatic Enquiry System • Optional Acknowledgment of Receipt Service: All time of mailing - \$54 After mailing - \$1.10 plus applicable postage • Domestic Lettermail Option: \$2.70 plus applicable postage 	<ul style="list-style-type: none"> • Lettermail service standards • Lettermail processing • Signature upon delivery • Prepaid service fee • Secure mail box deposit • Recipient signature retained for 24 months • Delivery status via toll-free Automatic Enquiry System • Optional Acknowledgment of Receipt Service: All time of mailing - \$1.10 plus applicable postage • Domestic Lettermail Option: \$1.00/parcel of 2 lbs. Plus applicable postage 	<ul style="list-style-type: none"> • Lettermail service standards • Lettermail processing • Prepaid service fee • Secure mail box deposit • Delivery status via toll-free Automatic Enquiry System • Domestic Lettermail Option: \$2.70/parcel of 2 lbs. Plus applicable postage 	<ul style="list-style-type: none"> • Indemnity • Parcel service standards • Equipped to Regulate parcel processing • Proof of mailing • Signature upon delivery • Recipient signature retained for 24 months • Delivery status via toll-free Automatic Enquiry System <ul style="list-style-type: none"> • Domestic Parcelmail Option: \$1.00 plus applicable postage (registered or registered indemnity: \$1.00 less up to a maximum of \$1,000, \$5.4 for each additional \$1,000)

Figure 68. Post Office outline of trace mail features English side.



Figure 69. Commercial use of signature (1993)

Mailed from Toronto to Ottawa, with box showing three attempts at delivery and card left. The colour is turquoise, as is the label stuck on reverse. The envelope contained VISA credit cards. From the editor's accumulation.

A money letter wrapper problem

Len Belle

SHOWN in Figures 1 & 2 are the outside and inside of a green money letter form used at Quebec on 23 December 1853. These money letter wrappers—used to enclose money letters—are exceedingly rare.



Figure 1. Outside of form (1853)

Addressed to Trenton. The rate mark 1^d (1d) is clearly visible at upper right. The number 723 to the left of *On Her . . .* is the number entered in the registry book of money letters.

This somewhat resembles the one illustrated in [1, p 27, Figure 48], with one significant difference—the one in the book has a printed FREE. At this time, mail to or from the postmaster general on official business passed free of postage. However, my cover appears to be rated 1d, which does not make sense to me.

An unlikely possibility is that the notation is actually a manuscript *P*, possibly an initial of the sender. The one in the book is signed by the sender.

Another anomaly is that the form instructs the postmaster at Trenton to deliver the enclosure to the *The Writer*—likely a mistake. Any ideas concerning these questions would be welcome.

Keywords & phrases: money letter wrapper

POST OFFICE DEPARTMENT,
 QUEBEC, 21 Dec 3, 1853

The Postmaster of Montreal will cause the enclosed Letter directed
George Hunter containing \$12
 to be delivered to The Writer

and be very particular to take Receipt upon the enclosed form, and transmit it immediately
 under cover to the Accountant.

If after being Advertised, the Letter should not be claimed, the Postmaster will return it under
 cover to the Accountant's Office, taking credit in Form No. 4, for the Postage charged on this Envelope.

Figure 2. Inside of form (1853)

Most of the blank space has been removed from the image. Notice that the enclosed money letter, containing \$12 (this is American money, since Canada was still using LSD in 1853) is to be delivered to *The Writer*.

EDITOR'S COMMENTS. After thinking about this weird and very rare item, I came up with the likely answer that links both the 1d charge and *The Writer*.

The enclosed money letter *was* to be returned to the writer of the letter—it could not be delivered. Returned letters were subject to a 1d charge (see [2]). The small print on the interior describes the procedures to be followed by the postmaster for returning a money letter. The fact that this wrapper is from the Accountant's Office supports this interpretation—according to the fine print in Figure 2, undeliverable money letters are sent to the Accountant's Office, and this wrapper was used by the latter to return them to sender. This also explains differences between the item in [1] and Len's.

References

- [1] Horace W Harrison, George B Arfken, & Harry W Lussey *Canada's registration mail 1802–1909*, edited by Gray Scrimgeour, Collector's Club of Chicago, Chicago (2002).
- [2] Brian Plain *The dead letter office in Canada 1830–2002*, Auxano (2003).

Tizzard Harbor's "nude normal 5" duplex curiosity

Dean W Mario

THERE has been very little written on Newfoundland's unusual large circular dater and oval killer duplex hammers. These devices initially arrived at only a handful of outports around the turn of the twentieth century. They appear to have been used throughout the first decade or so, but soon fell into disfavour among postal officials. Their relative scarcity, and the lack of a sizable database of covers among collectors, makes these cancelling devices an interesting facet of Newfoundland postal history.

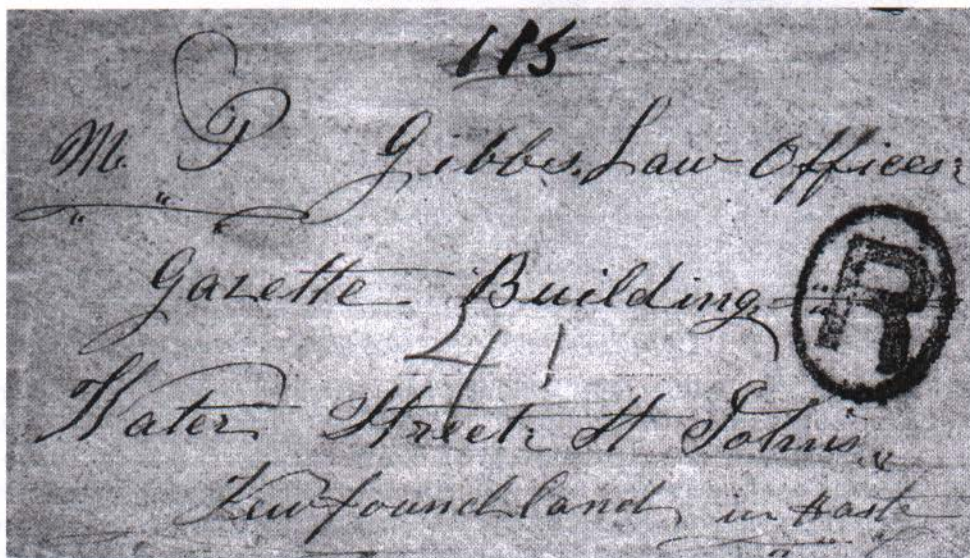


Figure 1. Registered letter from Tizzard's Harbor to St John's (1903)

One anomaly related to these odd duplex hammers concerns use at Tizzard's Harbor, Notre Dame Bay (where the post office was open from 1891–1949+). When the device was presumably first introduced in the early 1900s (or late 1890s), its use appeared to be "normal". Figures 1 & 1a show

Keywords & phrases: Newfoundland, duplex, cancellation



Figure 1a. Reverse of cover in Figure 1



Figure 2. Anomalous Tizzard Harbor nude 5

a registered cover dated 2 November 1903 from the post office (via the Notre Dame Bay TPO) to a lawyer's office located on Water Street in St John's. However, something odd occurred at Tizzard's Harbor.

Figure 2 illustrates this unusual usage. The 1898 Edward VII 2¢ stamp bears a partial strike of the Tizzard's Harbor duplex dater, but it only appears with a curious 5 numeral date slug. One can only speculate about this peculiarity. Did the hammer fall into disuse? Were the indicia lost or misplaced? Note that the indicia type used in these duplexes were quite different and larger than those used in the regularly-issued broken-circle hammers. They apparently were not interchangeable.

Obviously the postal official knew why this curious "nude normal 5" designation was used but, unfortunately, a strike on a single stamp does not provide much information for the collector today. The author has seen other examples, although very few, of this strike on stamps from the 1897-1901

Royal Family issue. One of these has been seen in the Robert A Lee Auction of 19 February 2000 (lot 1094); the auctioneer noted "(DNF-40, this [is] the second recorded strike) ties #82 to small post card ...".

We now know a bit more of this duplex's odd use and curious 5, with the recent sales of the collection of the late long-time BNAPS'er and Newfoundland specialist Alfred N Peatman (member #518-E) by Robert A Lee Auctions. In the firm's catalogue of sale #109 13 March 2004, a similar duplex strike was illustrated on cover (lot 892). In the dater, the 5 appears in a similar position, but has been inverted.

The cover was addressed to the well-known Methodist minister Rev Wm H Dotchon, who served in various districts throughout Newfoundland. A single 2¢ Coat of Arms from the 1910 John Guy issue was tied by the duplex and it had a Pouch Cove receiving backstamp (JA 2(4)/11) along with a Mortons Harbor broken circle transit dater on the front. Dotchon's personal office rubber datestamp receiver, similar to others the author has seen from his correspondence, shows JAN 24 1911.

Although we now can accurately pinpoint the use of the duplex with the inverted 5 to January 1911, it remains to be seen if an accurate date can be found for the normal 5. Members are encouraged to contact the Editor with examples, preferably on dated covers, to confirm the nude normal 5 Tizzard's Harbor duplex date of use.

References

Robert A Lee Auctions, Sale 109, 13 March 2004.

Robson Lowe *Encyclopædia of British Empire postage stamps* vol 5 (North America), Robson Lowe Ltd (1973) p 448.

John M Walsh & John G Butt *Newfoundland specialized stamp catalogue*, fifth edition, Walsh's philatelic service (2002) 130, 134.

The Postal History Society of Canada invites applications for membership



The PHSC publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, awards prizes for postal history exhibits at philatelic shows across Canada, and publishes important books and monographs relating to Canadian postal history.

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Dr N Wagner, 207, 525-11th Avenue SW, Calgary AB T2R 0C9 Canada

The Columbia air mail, a continuing study

Norris (Bob) Dyer

IN this article, I provide an update of my continuing study of Newfoundland's 1930 Columbia air mail issue. My first report in *BNATopics* appeared in 1998. Three years later, I provided a list of known covers. A further update of this longitudinal study was contained in my *BNAPS Exhibit Book # 19, Postal shortages, and surcharged issues of Newfoundland*, released in 2003. Since the latter report was only available to those purchasing the book, and because my study continues to expand, I felt it would be appropriate to report again in *Topics*.



Figures 1 & 2. Single and block

I have been studying copies that have come to market since 1995. My sample size at the time of the 1998 report was 60; it is now 123. A supplemental study on all recorded copies on cover is also provided here. With

Keywords & phrases: Columbia, Newfoundland air mails

the larger sample size, there is more basis for comments on factors such as overall condition and average price realized.

The Columbia

Three sheets of one hundred of the 1919 olive green 36¢ caribou stamp were surcharged, in blocks of four, for the 1930 flight of the *Miss Columbia* from Harbour Grace to Croydon, England. The literature is consistent—200 mint copies were sold and 100 used on covers. About 12–13 copies come to market each year that are new to the study, mostly via auctions. As the sample grows, I see more duplicates, of course, but update price data. Some copies come to market more than once within a few months—probably speculative initial purchases, turned around in hopes of a higher price. In one instance, a stamp even improved in condition, going from “light hinged” to never hinged! It did not sell in its rehabilitated state.

Counterfeits of the Columbia are rare, and do not plate. Each stamp in the block has distinct characteristics, and any stamp that I enter into my study must plate.

Centering

The Scott Classic Postage Stamp Catalogue (2001) stated “Only approximately twenty examples exist in the grade of very fine.” I am not certain where that came from, although CHC Harmer did muddy the waters in *Newfoundland Air Mails* (1984):

The stamps given to the printer were often off-centre, with the result that well-centered copies are rare. It is difficult to estimate the proportion of perfect specimens, but it seems evident that fifty or sixty were good average copies, of which number no more than thirty can be described as really well-centered.

This paragraph is of limited philatelic value as it is difficult to know what Harmer had in mind. That is one reason I decided to survey this rare stamp myself. Figure 1 shows a very fine copy with four full margins. Perfect centering with opposite margins full and identical equals a superb copy. Fine ranges from copies where perforations touch a margin, to what is generally acknowledged as fine–very fine. Scott’s 2003 Classic Specialized Catalogue definition of “Extremely Fine” as “stamps [that] are close to being perfectly centered” is basically the same as my standard for superb. The 2003 catalogue no longer estimates the number of very fine Columbias, perhaps because my earlier studies show that a larger number exist.

This table reflects the centering of the 123 copies currently in my study, and the data are extrapolated to the full 300 issued.

Centering of Columbia

centering	#	%	ext'n
superb	6	4.9	15
very fine	51	41.4	124
fine	66	53.7	161

Based on a sample size of 123, and extrapolated to the full 300 issued.

The 123 individual specimens in my current sample break down as follows: fine hinged: 40; fine never hinged: 16; very fine-superb hinged: 24; very fine-superb never hinged: 10; used off-cover: 6; on cover: 27. More detailed descriptions of the covers will be found later in the article.

Multiples

I have found four intact multiples since 1995, three blocks and a pair, the latter with positions three and four. In his revised *Newfoundland Air Mails* (1984), CHC Harmer suggested that only two blocks remained intact. He also reported that he had seen "a number of pairs on the market from time to time." The hinged block pictured in Figure 2 was auctioned by Harmers of London in November 1998 for £17,250 (C\$43,200 now), and is quite well centered, although for statistical purposes, only the lower right (position four) scored very fine.

Earlier, in September 1995, Charles Firby had a block for sale but it failed to meet the reserve. It had ragged perforations on its left side, although stamps on the right were very fine and superb. Cimon Morin reported in *BNATopics* Jul–Aug–Sept 1999 that this block had been donated to the National Archives of Canada [R2-37-6-E].

The third block was part of CHC Harmer's collection and was auctioned by Harmers of London in February 2002 as lot #2070. It was pictured on p103 of the maestro's air mail book. Just one of the stamps was hinged. This block sold for £22,350 (C\$55,973 now)! I classified only one of the stamps as very fine. In February 2003 Harmers of London auctioned a reconstructed block with the bottom pair attached and never hinged, along with single stamps for positions one and two. The lot did not sell, however. This lot contained the only pair to come to market that I have seen since 1995. Both stamps were centered fine. The pair reappeared in a subsequent auction by the firm this April, but again failed again to meet the reserve.

Prices realized

In almost four out of five cases, I have auction prices realized on the stamps and covers, including sales commissions. I exclude from the averages, stamps

with noticeable faults or stamps within multiples, as the latter command a premium. Prices are expressed in Canadian dollars—but currency conversion rates have fluctuated considerably since 1995. There is no quick fix for these variations, so the average prices realized could be off as much as 10%. However, there should be validity in price comparisons between types. I feel I only have large enough samples to report on these three categories. My limited samples of fine never hinged (7) and very fine never hinged (7) do show a significant premium for pristine gum.

Average prices realized

condition	#	average price
fine hinged	23	\$5,486
very fine hinged	18	6,139
covers	22	7,392

The highest price recorded for a Columbia single in my study is \$14,375, for a superb never hinged copy, of course, in a 1998 auction.

Covers

My sample of 123 consists of 90 mint or unused, 6 used, and 27 on cover. Of the 300 Columbias issued, 100 were used on cover, either postmarked at St John's or Harbour Grace, with approximately two out of three covers having the former postmark. The sparsity of covers in my sample is mysterious. Obviously some covers have evolved into used singles. Others seem to have been lost. Since the 90 mint copies represent 45% of the total possible mint copies (200), the 27 covers may well represent 45% of covers still in existence. If this is so, that would mean only 60 Columbia covers are still out there! More Harbour Grace covers seem to be missing than St John's covers—I only have seen six in my sample's 23! Harbour Grace covers generally sell for about \$500 *more*.

Several years ago, I expanded my cover search to pre-1995 references, going as far back as I could find distinguishable images. This was published in *BNATopics* July–September (2001). I have found two newly-reported covers since. The lists that follow also show a few corrections, and sales of 12 known covers since the 2001 article.

No matter how I crunch the numbers, projections suggest the total number of Columbia covers probably does not much exceed sixty. On the next two pages, you will find details on 47 covers. The tables are arranged chronologically by last recorded appearance date.

Columbia on cover, St John's

StJ#	Addressee etc	source	year
1	Miss Florence Everett	HR Harmer	1 59
2	Mrs C Taylor (Job Brothers corner card)	?	6(0)?
3	Rev Edgar Rogers	Harmer Rooke	11 64
4	Ridsdale & Co Ltd	Gibbons	4 70
5	Mrs Elsie Murphy	Corinphila	4 72
6	Miss A Paul (signed by Boyd)	Winthrop Boggs	1975
7	WA Rolfe, Esq	Siegel	4 78
8	John Erik Cleland (?)	Western	5 79
9	Per Air Mail Columbia Hr Grace	Christie's	3 85
10	Miss Wilson	Saskatoon (retail)	1990
11	JJ Langley (WA Munn corner card)	Harmers (London)	10 95
12	PG Butler	Paradise Valley	8 96
13	Leon Calvin (?) Esq	AFINSA	Fall 96
14	Mr Owens (Royal Stores adv cover)	Saskatoon (retail)	1997
15	Mr Jas A Ryall (signed by Connor)	Ivy & Mader	5 97
16	Mrs Robbins (Job Brothers corner card)	Rogers	11 97
17	Miss Louise Sanders	Harmers (London)	11 98
18	LA Knight	Brigham	12 99
19	Jayes' Sanitary Compounds	WIP (retail)	2000
20	Rev G Stall	Harmers (London)	6 00
21	Mr L Micheil, Liverpool	Eastern Auctions	10 01
22	Prime Minister of Newfoundland (crew signed)	Harmers (London)	2 02
23	Henley Munn (WA Munn corner card)	Cornphila	6 02
24	Mr EJ Pratt	Harmers (London)	2 03
25	AW Sunderland, Esq	Seltzer	5 03
26	Messrs Alfred Dunhill (TJ Duley & Co cc)	Corinphila	5 03
27	Postmaster, London	Harmers (London)	11 03
28	Mr Deverill, Overseas League	Rumsey	12 03
29	Miss Holloway	Vance	1 04
30	Capt. L. M. Ryland, [?], Worcestershire	Spink	2 04
31	Messrs R Pringle & Sons (TJ Duley cc)	A Siegel (retail)	8 04

All mailed at St John's, 25 September 1930.

Columbia on cover, Harbour Grace

HG#	Addressee etc	source	year
1	Mr Ed— Me— (Dominion Boot & Shoe cc)	Heiman	2 55
2	Messrs Evan Sons Lescher etc (Strapp's cc)	Siegel	2 66
3	Geo. C. Ginn	SPA Journal	11 67
4	James Beveridge	Gibbons	10 68
5	HJ Beer, Hon Sec Exiles Rugby Club	HR Harmer	12 69
6	—me (addressed to Scotland)	Manning	4 75
7	Mr PH Cowan (signed by crew)	Siegel	10 75
8	Mr EG Furneaux (signed by crew)	Harmers (NY)	10 79
9	Miss EM Cron(?)	Kaufmann	6 85
10	Mr EG Furneaux	Harmers (London)	1 96
11	EG Furneaux	Ivy & Mader	3 97
12	Mr WJ Mylius	Harmers (London)	4 01
13	AW Dawson	Matthew Bennett	6 01
14	EG Furneaux, Esq	Harmers (London)	2 03
15	Mrs McMurdo	Harmers (London)	4 04

All mailed at Harbour Grace 9 October 1930.

NEW!!!—in production by BNAPS Book Department

15 November 2004—The BNAPS Book Department is pleased to announce publication of three new titles. These books are currently in production and should be available by 15 December 2004.

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Prince Edward Island philately 1794–1873 Martyn Cusworth's study of the postal history and postage stamps of Prince Edward Island received the Allan Steinhart Reserve Grand Award at BNAPEX 2004 in Baltimore. The book form of this outstanding exhibit of traditional philately is being printed in full colour and will be spiral bound. A black-and-white version will also be available. This will be #35 in the BNAPS Exhibit Series.

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Admiral lathework—type E special

RF (Hank) Narbonne

CONCERNING the design of the lathework on the Admirals, Marler wrote, “Special type was used on only one occasion, March 1, 1920”, when plate 77 of the three cent was engraved.

Although it is known that this plate was used—plate number pieces from the upper panes exist—examples of this special type of lathework have not been reported in the philatelic press.



Type E-special lathework on 3¢ Admiral
First reported example. Chesterville duplex of 23 August 1920.

The current *Unitrade Canada Specialized Catalogue* describes this as “E-special ... which exists on the proof sheet and has not been seen on the printed stamps.” Shown in the figure is the first reported example, conveniently with a clear duplex of Chesterville ON, dated 23 August 1920.

Keywords & phrases: Admiral lathework, special type E

Torcon 3 beavers—and why we collect

Dale Speirs

ON the Labour Day weekend of 2003, Toronto hosted the World Science Fiction Convention, only the fourth time it was held in Canada. The *Worldcon*, as it is familiarly known to science fiction fans, was first held in 1939, in New York City. Most Worldcons are held in the US, where modern-day attendances are about five thousand. Foreign Worldcons run three thousand or so. Each individual Worldcon has its own nickname. The first foreign Worldcon was in 1948, in Toronto and was called, logically enough, *Torcon*. The second Canadian Worldcon (1973) was called *Torcon 2*. Winnipeg hosted the third Canadian Worldcon (1994), and was called *Con-Adian*. The fourth Canadian Worldcon was in Toronto again (2003), and was called *Torcon 3*.

PRINTED MATTER

(Progress Report #2)



Figure 1. Torcon 3 graphic

The graphic symbol used to represent Torcon 3 in its publicity material was a cartoon beaver. Many variations were used, including the subject of this note, an adaptation of the Province of Canada's first stamp. As far as I know, it was not issued as a gummed label but only used as a graphic design



Figure 2. Close-up of the stamp portion

printed on envelopes or as a filler illustration in advertising material. My copy came to me in 2002 as a graphic on a large manila flat containing the second progress report of Torcon 3. Figure 1 shows a cut piece with this graphic, and Figure 2 shows the image of the “stamp” itself.

Evidently some thought went into this parody. Arching in the top frame is TORONTO CANADA, and along the bottom is TORCON THREE. In the four corners are 2, 0, 0, 3. The beaver is pretty much the same as on the actual stamp, but hovering above it is a propeller beanie supported by an open book, flanked by the letters S F. The propeller beanie makes fun of the general public’s perception of science fiction fans. The open book emphasizes the fact that the majority of Worldcon attendees are literary fans, not Trekkies or Buffy fans. The letters S F stand for *Science Fiction*.

I doubt that many copies of this parody have survived, given that few science fiction fans are also philatelists (who might save the envelopes). What made me appreciate this item is the thought that someone in the Torcon organizing committee knew enough about philately to think of the stamp and adapt its design for publicity purposes. Too bad there were no sheets of labels to confuse future generations (if any) of philatelists.

Why do people collect things—such as science fiction novels, postage

stamps, or hockey trading cards? Why do others not collect physical things but rather prefer to accumulate records of observations, such as bird watchers or train spotters? One traditional answer was that collecting is a sublimation of sex, based, as Freudian dogma always is, on incomplete or partial data, that spotty-faced, obese fanboys are conspicuous as collectors. This assertion is invalid—there are far too many happily-married, high income collectors with children and of both sexes to explain away as outliers.

Classifying collectors

Leisure time is a luxury that is not as recent as many think. Hunter-gatherers only have to work a few hours a day on the average to survive, and it is the agriculturists and urbanites who must toil long hours. The latter two groups mostly did not have the time, money, or energy for collecting, save the fortunate few in the upper crust of society. As western society became wealthier, it was possible for the lower ranks to collect things as well.

However, collectors are not stratified by income or status. They can be categorized themselves just as they categorize the things they accumulate. Serious leisure time is of three types: amateurism, hobbyist, and career volunteerism [2]. *Amateurism* reflects a love of the activity and an insistence on high standards. It is unfortunate that the word “amateur” has come to mean shoddy or second-rate work [*interestingly, in French, the word amateur roughly meaning “enthusiast”, more closely corresponds to the original meaning in English—ed*]. A *hobbyist* feels no obligation to pursue the activity. Hobbyists are subdivided into collectors, makers/tinkers, activity participants, and players of games. *Career volunteerism* is altruistic, usually involves delegated tasks, and is not cultural.

Defining the definition: what is collecting?

First, we distinguish collecting done for essential survival, such as food-gathering, from collecting that has no apparent utilitarian value, such as stamp collecting [6]. Hobby collecting involves the accumulation of similar but not identical things. Stamp collectors do not accumulate dozens of identical stamps and call it a collection. Even if they only collect one stamp issue, within that issue there will be varieties where the printing or perforating is slightly different, or the postmark is different. A collection must have structural unity, based on variations upon a theme [3]. Collecting is therefore not hoarding. We accumulate food or coins as hoards, perhaps dignified under the terms “assets” or “investments” but they are hoards nonetheless. Misers are not collectors.

Why does collecting exist?

A basic point of biology is that no behaviour exists without a reason based on the evolution of the species. Collecting is not due to the hunter-gatherer nature of the early humans. Gathering is usually done by females, and since there is no predominance of women in collecting, it seems unlikely that collecting was based on this [4]. One study showed that in children, the collecting instinct peaked at about age ten [6].

A better clue to the origin of collecting is based on its main process, that of classifying things [3]. Animals must be constantly reacting to their surroundings. Is that other animal predator or prey? Is that plant good to eat or poisonous? Learning by example or instruction from parents does not prepare one for novelties never seen before. Animals therefore develop the technique of classifying everything into a few simple categories that allow immediate response. The more information collected and categorized, the better it is.

Humans know from experience that other animals with fangs are likely to be dangerous, whether dogs or tigers. If some alien creature lands on Earth and we are the first to see it, our immediate reaction will be based on how the alien behaves. An alien with long fangs and which snarls at us is immediately placed in the same category as dogs and tigers. That category carries a response command, *Use caution or run away if a fangy thing snarls at you*, so we flee. If the alien has no fangs but contrarily drops its head to the ground and starts munching on the grass, we categorize it as a herbivore. We are not alarmed because we know that herbivores are normally not dangerous if we keep a reasonable distance and do not startle them. Cattle do not attack humans in the middle of rangeland without provocation. Intuition is actually subconscious pattern recognition that enables experienced people to quickly react to a situation with plans of action that they used in past occurrences [12]—for example, the firefighter captain arriving at a house fire and deciding how to direct his crew.

It is therefore advantageous to collect information and categorize it. The value of some information may not be immediately obvious but could come in handy in the future. By extension, curiosity and collecting are outgrowths of this process.

Why doesn't everyone collect?

Most people get enough classification in their daily lives and do not need the extra amount of process. It would be interesting to have statistics on whether accountants are more or less likely to collect things. Unbalanced people, such as compulsive-obsessives or true perfectionists, do not find

collecting a rewarding experience [4], since collections are usually opened or involve things with slight imperfections.

Biology becomes usurped by social behaviour; the human race now modifies its environment rather than react to it. While the basics of behaviour are still influenced by the legacy of evolution, we are now susceptible to non-evolutionary forces. Collecting in our time is affected by these social forces. Men are more likely to collect because they do not do housework, have more disposable income, and more free time [4].

Where are future philatelists coming from? This fuels many arguments among stamp collectors. The social forces that affect collecting have changed considerably over the past fifty years, but many philatelists have not recognized or refuse to admit this. It is still widely believed, for example, that stamp collectors are made young, and that if children are not encouraged in the hobby, the hobby will not just figuratively die of old age. Yet statistics from the 1990s show that most new collectors are adults [8]. Huge efforts are made to establish youth clubs, countless volunteer hours spent on it, and the return is almost nil, as few youths come back to the hobby as adults.

A constant topic among philatelists over the decades is the low proportion of women who are active in their own right as stamp collectors, not just following the lead of their husband or father. Some of the reasons proffered seem far-fetched—for example, it was suggested in 1953 that there are fewer women collectors since females are more individualistic and don't care to have the same stamps that other women do [13].

What is the value of collecting?

A variety of explanations exist as to what collectors seek in their hobbies. It is done for technical knowledge and appreciation, prestige, and for monetary rewards [2].

Technical knowledge may or may not have direct use, but it is perceived as being of some value. Gifted children are more likely to learn from their collections [4]. There is a proviso in that they are not likely to learn much directly from stamp collecting unless someone guides them and uses the collection as an instructive aid [6].

Learning deals not just with details of the actual physical object, but with the background of the object. Stamp and coin collectors are generally better educated in history and geography than the general public. However, learning geographical and historical facts does not itself lead to a better understanding of social problems.

Studies have shown that philatelists may know more than the average person about quantified geography and history but are no better than the

general population in their ability to perceive social and political conditions [5]. Knowing that the Canadian 1999 stamp showing Inuit faces is in honour of Nunavut does not educate the collector as to why the Inuit wanted control over their land. A stamp collector would know where Nunavut was, its size, when it was created and so forth, but on average would not likely to be any better informed about the socio-political background of the Inuit.

Humourist Stephen Leacock demolished the idea of learning geography and history from stamp collecting. He took it literally and showed the logical consequences in his 1928 short story *The Stamp Album World* [7]. Based on stamp quantities issued, the major countries of the world were places like Cochin-China, the Gilbert Islands, Somaliland, and the Cameroons. Kings were selected because they had the kind of features needed to illustrate a stamp. Despite this, public emphasis of philatelists remained on its intellectual value—for example, a 1934 newspaper story about an 8-year-old girl stamp collector who explained [9] “... how her hobby is helping in the study of geography and other subjects at school.” It may be suspected that one reason for the emphasis on philatelic geography lessons is to distract attention from the money-making aspect of postage stamps.

S M Gelber pointed out in 1992 that stamp collecting originally began as a women’s and children’s activity among the middle class. After about two decades (1860s), men began to dominate, as the hobby became commoditized [10]. Gelber noted

The psychic benefits legitimized stamp collecting as a hobby, that is, as non-work or not-for-profit behaviour. Yet the myriad ways in which the hobby paralleled real life gave it another kind of legitimacy. It was a training ground for, and an affirmation of, fundamental capitalist values.

Hobbies expanded in the 1930s as people came to have more spare time. It was a freely undertaken activity, and had no final end point [11].

Collected items have closure. They exist physically and do not require faith, as in religion, and they are knowable, with boundaries, purposes, and structures. This is in contrast to modern society. Aesthetic appreciation is an outgrowth of evolution. Food is pleasurable to the taste not because pleasure itself serves any end but because it encourages a behaviour and ensures that behaviour is repeated [3]. The aesthetic appreciation of stamp collecting involves the pleasure of seeing a pattern (the complete set) or colours. Pleasure reinforces the categorization process where “... each collector creates his own unique taxonomy” [1].

The *process* of collecting is more fun than having the completed collection. Collectors usually lose interest in a completed collection or, conversely, one that cannot be reasonably completed. If you are a stamp collector who wants

to collect skilling banco errors, you will have no pleasure in it, because there is only one in existence.

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More undouble deficiency covers

Editor & son

IN [s], Mike Street described the changes in postage due charges on domestic mail, beginning in 1985. On 1 September 1985, short paid domestic first class letters were to be charged the amount deficient plus a flat fee, initially called an administrative charge (the name was changed to deficient postage fee in 1998). Thus a letter that was short paid by 10¢ would be charged 10¢ plus the current administrative charge, which typically was close to (but often not equal to) the single letter first class rate. This represented a change from the system in effect prior to that date, which was simply double deficiency (on unregistered mail). For more details, including the rates, see [s].



Figure 1. Third weight postage due 59¢ (November 1985 or 1986)

This was a large letter; the rates at the time were 34¢ under 30g, 51¢ for 30–50g, 68¢ for 50–100g, Hence the letter weighed 50–100g requiring 68¢; it was thus 34¢ short paid, and the 25¢ administrative charge made the amount due 59¢.

That article contained illustrations showing how the rates applied. This supplementary article shows more examples, and some mistakes made by postal clerks in applying the rules. All the covers are from the collection of Danny Handelman.

The first item is a third weight (50–100g) postage due cover (high weight

Keywords & phrases: postage due, double deficiency

FROM NAME _____
 ADDRESS _____
 CITY Hawkesbury
 PROVINCE Ont POSTAL CODE K6A 2K1



ROCKWOOD GARDENS, LTD.

501 Harris Street
 Rockwood, Ontario
 N0B 2K0



Figure 2. Short paid 1¢ and charged 40¢ (25 January 1990)

This is in the next rate period from those of Figures 6 & 7 of [s]. The first weight rate had changed from 38¢ to 39¢ on 1 January 1990. This was just 1¢ short paid, to which the 39¢ administrative fee was added, making a charge of 40¢ due.

From/De _____

Canadian Tire
 Box/C.P. 4000
 Welland, Ontario Canada
 L3B 5V4



Figure 3. Short paid 1¢ and charged 41¢ (20 March 1991)

This is in the next rate period from that of Figure 2. The rate had changed from 39¢ to 40¢ on 1 January 1991, and the administrative fee rose simultaneously to 40¢.

first class mail is very difficult to find, let alone postage due). Figures 2, 3, 7, 9 show examples in different rate periods wherein the postage of the previous rate period was used and the amount charged was outlandish (but followed the rules). Figures 4–6 show clerical errors. Figure 10 shows the single deficiency postage due (no administrative charge) to foreign destination, although it was originally assessed an administrative charge.



Figure 4. Missing administrative fee (24 February 1992)

The rate had changed from 40¢ to 42¢ on 1 January 1992, and the administrative fee rose simultaneously to 42¢; this was 2¢ short paid, but the clerk at Heidelberg erroneously charged it single deficiency(!) rather than 2¢ + 42¢.



Figure 5. Missing administrative fees (1993)

The rate had changed from 42¢ to 43¢ on 1 January 1993, and the administrative fee rose to 43¢, so both of these, being 1¢ short paid, should have been charged 44¢. However, the clerk at Heidelberg (again) erroneously charged the top one single deficiency, and the clerk at Notre-Dame-de-la-Mer charged the bottom one double deficiency.

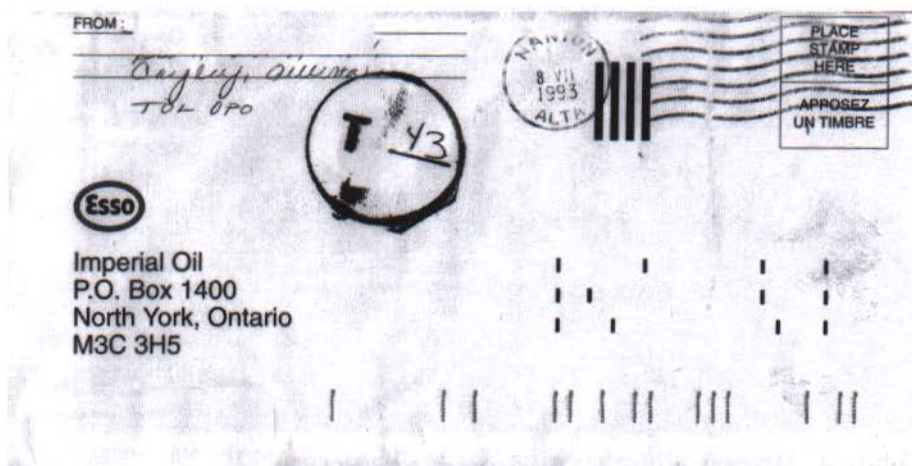


Figure 6. Missing stamp, missing administrative fee (1993)

Being 43¢ short paid, it should have been charged $43¢ + 43¢ = 86¢$, but the clerk at Nanton forgot about the administrative fee.

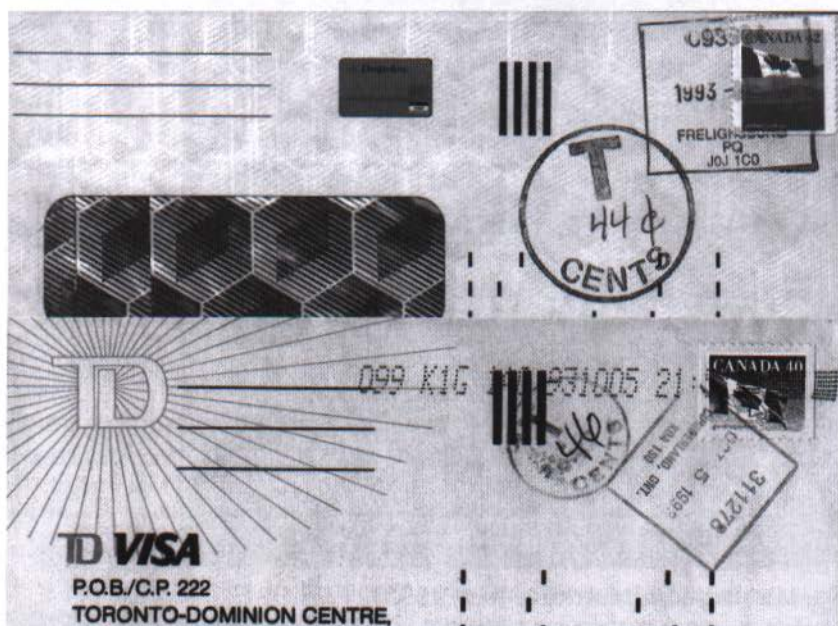


Figure 7. Finally, they get it right (1993)

Top cover is 1¢ short paid, bottom one is 3¢ short paid, and the administrative fee of 43¢ was added to yield the correct amounts due.

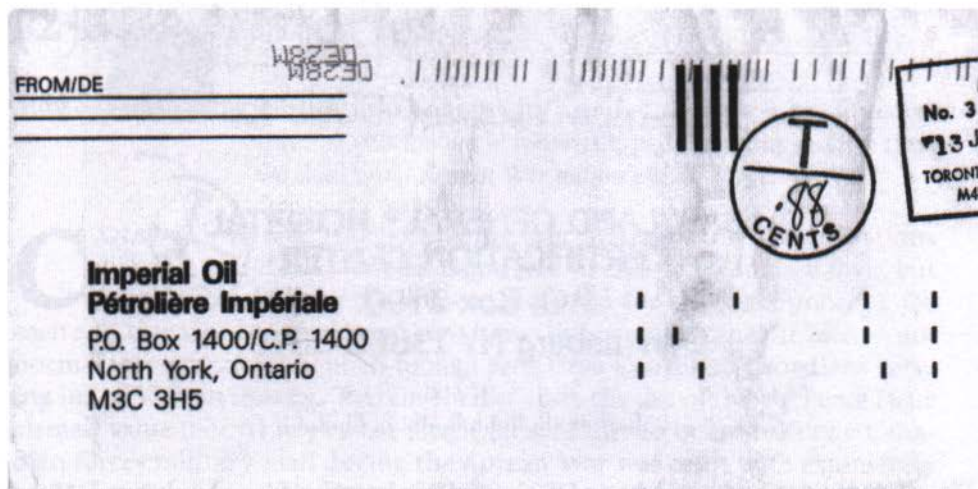


Figure 8. No stamp (January 1995)

First class letter rate was 43¢, administrative charge 45¢, making 88¢ due. Interesting rectangular cancel (the off-centre MAIL suggests that there was something to its left which has been removed) of Toronto South.

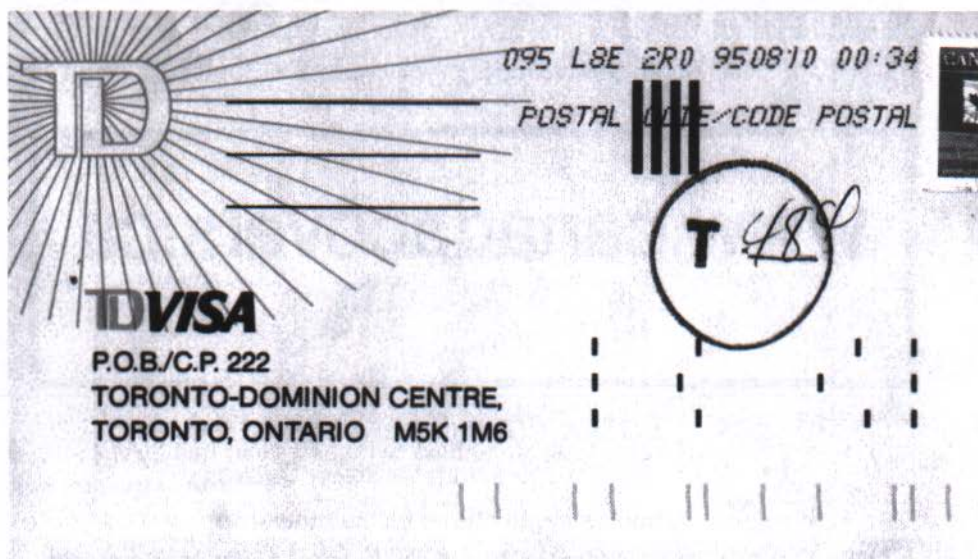


Figure 9. Short paid 2¢ and charged 48¢ (10 August 1995)

The letter rate increased to 45¢ and the administrative charge changed to 46¢. Mailed from Meaford ON.

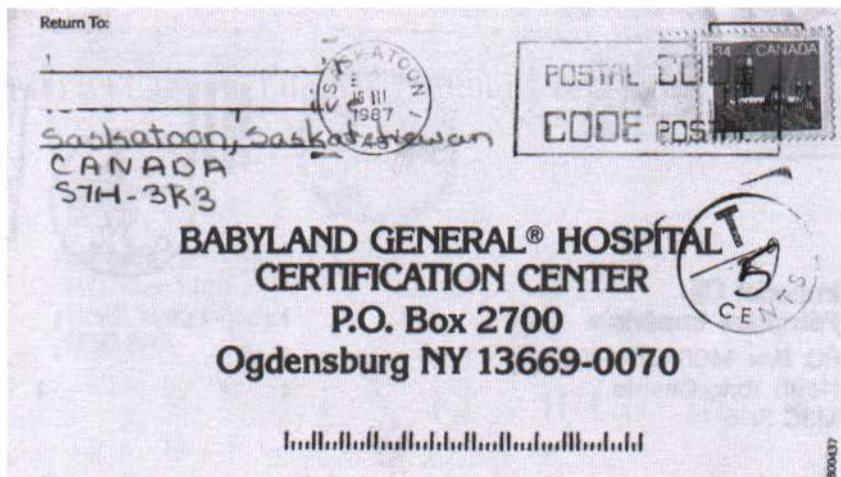


Figure 10. Short paid 5¢ to US—no administrative fee to be charged (March 1987) Initially (light pen), this was charged 29¢, incorrectly made up of 5¢ deficiency (the rate to the US was 39¢) plus 25¢ administrative charge (perhaps the clerk thought the rate to the US was only 38¢). However, there is no administrative charge on non-domestic letters, and all the examples we have seen have been charged single deficiency, to which the charge was corrected.

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(2) Cover stories

Mike Street

The second column in a series dealing with unusual, rare, or otherwise interesting postal history. This time we deal with *Korean War military mail*.

CANADIAN Armed Forces personnel serving with the United Nations in Korea could send letters home free of charge by surface mail, but were required to pay the domestic rate (7¢ for the first ounce, 5¢ for each additional ounce) on letters sent home by airmail. Domestic rates—not normal foreign rates—applied to mail sent from Canada to Canadians serving in the Korean theatre. Two covers illustrate the use of the 7¢ Peace Issue airmail value (Sc C9) to pay the single airmail rate to or from Korea. Canadian forces military mail during the Korean War was dealt with extensively by Steven Luciuk in [3]; we refer the reader there for further information.

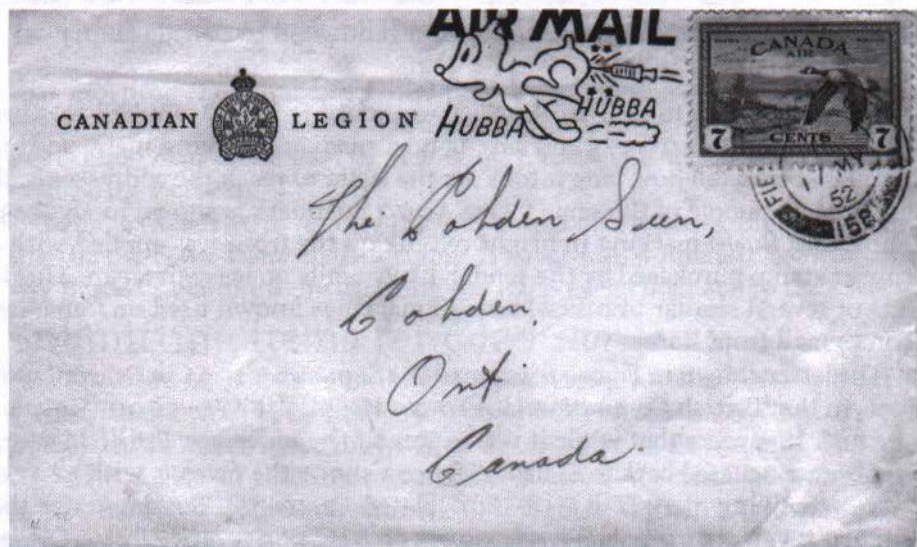


Figure 1. Airmail from Canadian soldier in Korea (1952)

Domestic airmail fee of 7¢.

The cover in Figure 1 was mailed 17 May 1952 and processed at British Field Post Office 158 in Pusan (Korea). The reverse of the cover carries a Canadian Army Post Office CAPO 5000 cancellation (listed in Toop-Bailey—

Keywords & phrases: Korean War



Figure 2. Airmail from Canada to Korea & redirected to Canada (1951)

hereafter referred to as T-B—M18—200, rarity factor C), applied in Kure (Japan) and dated 19—V—52. There is no Canadian receiving mark, so it is not possible to tell how long it took for the letter to reach the addressee back home. An example of the same CAPO 5000 postmark is shown in Figure 3. The *Hubba Hubba* marking in bright red ink on the front was applied with a rubber stamp purchased by the sender, likely while on leave in Japan. This is one of several similar unofficial airmail markings known used on Canadian Forces mail from Korea.

The letter shown in Figure 2 was mailed 7 September 1951 in Gravenhurst (ON) to the “British Commonwealth Forces Hospital, CAPO 5000, Vancouver, BC”. It appears that while it was in transit the addressee, Pte EL Merton, had been evacuated back to Canada. Figure 3 shows the reverse, with a CAPO 5000 receiving mark (T-B M18—200) dated 10—X—51. Ten days later the circular CAPO 5000 postal tracing mark (T-B M21—92, rarity factor D) was added to the back of the cover and the small RETURNED/TO CANADA handstamp applied to the front.

From Japan, the letter was sent to the Postal Tracing Section, Cdn Armed Forces, Postal Service HQ in Ottawa, where early on 31 October 1951, it received the oval marking also illustrated in Figure 3 (unlisted in T-B; one other example known to date). The Postal Tracing Section determined that Pte Merton was being treated at Sunnybrook Military Hospital in Toronto, and redirected the letter there using the paper label added to the front. Later



Figure 3. Reverse of cover in Figure 2

that morning the cover began the final leg of its journey as Military Post Office 333 in Ottawa forwarded it to Toronto, presumably in the normal post office mail stream. (The M.P.O. 333 postmark is listed as T-BM17-119, rarity factor C).

To date, these two covers are the only ones known to or from Korea carrying the c9 Peace Issue airmail stamp. The author would like to hear about any more, or about others carrying the later 7¢ airmail stamp (Sc 320).

Submitting items for *Cover stories*

BNAPSers 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

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(3) Stampless corner

The Editor

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

By the *Maritime Provinces* (or simply the *Maritimes*), we mean the territory covered by the current provinces of Nova Scotia, New Brunswick, and Prince Edward Island. (The *Atlantic Provinces* refer to the Maritimes together with Newfoundland.) In this column, we discuss domestic rates within the Maritimes in the stampless period, that is, until October 1875.

Nova Scotia & New Brunswick

It is convenient to lump together these two provinces. Aside from being contiguous to Nova Scotia, New Brunswick was regarded as part of the former until 1784. Both subsequently had quasi-independent postal systems until they joined Canada in 1867.

In the early days, there was apparently very little internal mail (that is, sent from a point in NS/NB to another point therein), possibly because there wasn't much service available. Figure 1 shows a letter from the Lieutenant-Governor of Nova Scotia to La Have (a short distance along the coast) which did not go in the regular mail service. At this time, there were almost no mail routes established in Nova Scotia. Until about the 1820s, most of the mail to or from NS/NB is not domestic. A fairly early domestic cover (carried by the post office) is shown in Figure 2, from Annapolis to a sailor on board at ship docked in Halifax.

However, we have fairly good rates information. The prime source is [JGY] (unfortunately, this book has been in cut-out limbo since 1964; it is about time that another edition was prepared, eh Harry?). Almost all the rates information presented here is from this reference. The *official* postal rates were based on distance and sheets (until the mid-1840s when numbers of sheets were replaced by weight), exactly as in the Canadas (see Stampless Corner # 2, which also has a discussion of the various currencies in use). Explicitly, single letters were supposed to have been charged 4d stg (4½d cy) for under 60 miles, 6d stg (7d cy) for 61–100 miles, plus 2d stg for each additional 100 miles or part thereof. Figure 1A shows a handwritten New Brunswick table of distances, circa 1829.

Keywords & phrases: stampless cover, domestic rates—Nova Scotia, New Brunswick, Prince Edward Island

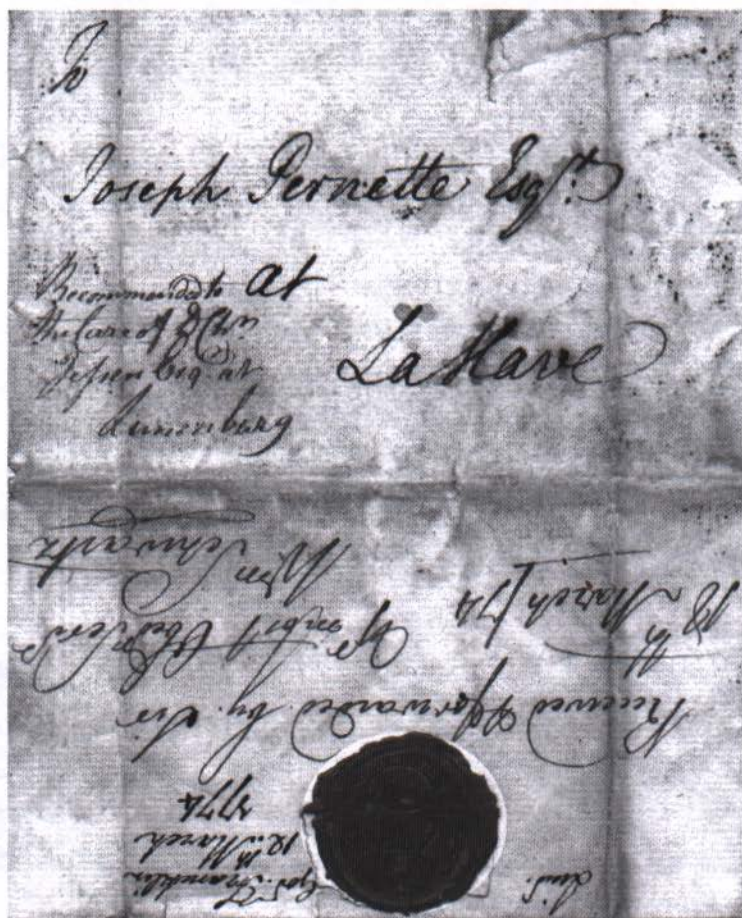


Figure 1. Lt-Governor of NS, carried outside the postal system (1774)

Although the Halifax post office had opened in 1754, this letter, from Lt-Gov Franklin at Halifax to La Have (a mere 70km, along the coast), had to be “forwarded” by private citizens. At bottom, near the (red) seal is the signature of Franklin; above the middle is an endorsement reading *Recommended to the care of D Chr Jessen Esqr of Lunenburg*, and below the crease (and upside down) is another endorsement *Received & Forwarded by Sir Yr most obedient Servant Wm Schwartz, 18 March/74*.

In fact, domestic rates in NS/NB were only loosely based on this—the rates developed on a route by route basis, until 1843, when there was a unification. Until 1843, the rates and how they were applied depended not only on the route, but also the season, the direction, and whether sent

Quebec

Table of distances from Fredericton to Quebec

						Ouelle	78	
						Portage	32	110
						Long's	36	68 146
						Indian Village	42	78 110 188
						Great Falls	40	82 418 150 228
						Tobique	25	63 103 139 171 249
						Presque Isle	28	49 89 131 167 199 277
						Madanaki	20	48 64 109 151 187 219 297
						Narkavikic	27	47 75 96 136 170 214 246 324
						Fredericton	32	59 79 107 128 162 210 246 278 356

St. John	Via Millishe				From Fredericton	to	St. John	Mathews 19	St. John
Baxters	32								
Watson	45	47							
Toby	59	34	66						
	20	39	54	66					

Via Mouspis Road	Mathews 19	St. John
Dillans	35	50
Ormeocte	14	35 54
Fredericton	12	26 47 66

Figure 1A. New Brunswick table of distances c 1829

Handwritten (on foolscap) distance table for Quebec to Fredericton, and for Fredericton to Saint John. Undated but watermarked **J Rump 1826**.

Place names include *Ouelle* (Rivière Ouelle, Mouskouraska County, Lower Canada), *Portage* (Rivière du Loup), *Long's* (possibly a settlement without a post office at the end of Long Lake), *Indian Village* (Edmunston), *Great Falls* (Grand Falls), *Tobique* (post office only open after 1843; either a way office or a non-office en route), *Madanaki* (likely the settlement of Maguadavic, York County, post office opened in 1851), *Narkavikic* (Nackawic, way office from 1862).

On the routes to Saint John, *Baxter's*, *Watson's*, *Toby's*, . . . likely refer to the proprietor of the inn en route, possibly to the way office keeper.

collect or prepaid! For example, from 1835–1843, the collect rate for a single letter from Arichat to Annapolis was 1/–cy, while prepaid it was 1/9cy. From Windsor, a letter to Newport, a distance of 14 miles, was charged 2d cy.



Figure 2. Annapolis to Halifax (1804)

Rated N9 (9d cy) collect, addressed to Mr John Whitman, Halifax, On board the Montreal (the *Montreal* is a ship). The distance is 133 miles, and the postage is consistent with the official rates.

At lower right is a manuscript dater *Annapolis/23rd Jany 1804*. There are only two recorded Annapolis manuscripts (the other one is dated 1832).

To the left of the rate mark is the endorsement *After Closing*. This means that the letter arrived at the office after the mail bag was made up, so it would have to go in the next delivery (which could have been several days later). In the Maritimes, this is frequently seen, usually in abbreviated form, *AC*. In Canada, we almost always see *too late*.

This is not the “county” rate—Newport to Rawdon (8½ miles), was charged 1d, while Newport to Shubenacadie (39½ miles) was charged 3d cy. In the same period, Truro to Pictou (40 miles) was charged 4d cy, Halifax to Truro (62 miles) was charged 5d ... (all of these are from the tables in [JGY]).

It becomes clear that trying to determine rates without a complete set of tables is like looking for a television programme without a TV Guide. Figure 3 illustrates a pair of covers with contradictory ratings.

In addition, if the letter were sent collect and not in a sealed bag, postage was added at each office it went through (thus, if sent from point A to point C through point B, the first postmaster would rate it the postage from A to B, the postmaster at B would add the postage from B to C), while if the letter

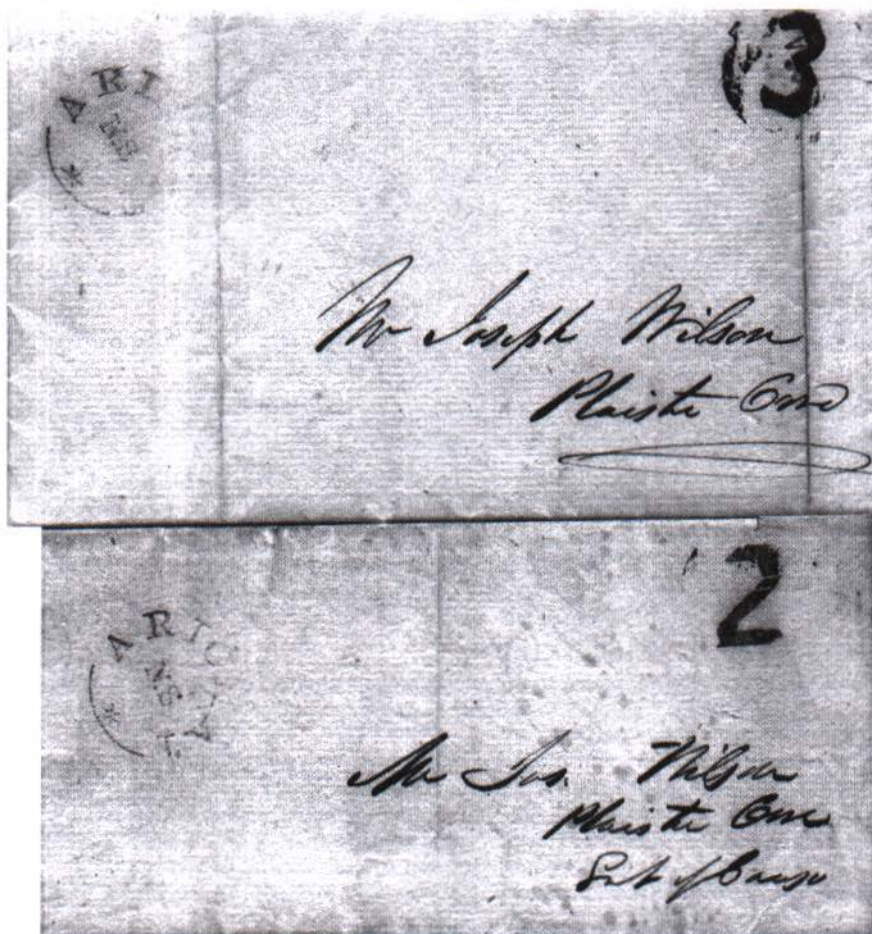


Figure 3. Arichat to Plaister Cove—different rates (1841 & 1842)
 Plaister Cove is now Port Hastings, and the distance was 20–30 miles. The top one was mailed November 1841 and rated 3d cy collect. The bottom one was mailed September 1842 and rated 2d cy collect. Why are they different? Part of the same correspondence.

Handstamp rate marks are very scarce in this period (they only became standard in 1851), and neither of these is recorded in [M].

were sent prepaid, it was charged at the rate from the origin to destination. Figure 4 shows an 1841 example. A slightly earlier New Brunswick cover is shown in Figure 5.

In 1843, this crazy-quilt rate scheme was replaced by the official one (same as in Canada), still with multipliers for sheets or weight. As in Canada,



Figure 4. Pictou (or Tatamagouche) to Gut of Canso collect (1841)

Initially charged 4 d cy (collect), then an additional 2 d as it passed through an intermediate office. The return address is Tatamagouche, but the broken circle postmark (the only handstamp on the cover) is Pictou. The distance from Tatamagouche to Pictou was 32 miles, and the charge was 3 d! I don't know what the intermediate office was in this case.

the weight scheme (multiply by the number of half ounces or part thereof) came into force in 1844.

Canada acquired control of its post office on 6 April 1851, and promptly lowered domestic postage to 3 d cy per half ounce (charges within the colony independent of distance). NS/NB similarly acquired control on 6 July 1851 and adopted the same rate scheme. Figure 6 shows a routine rate cover with a spectacular cancel.

Nova Scotia converted to decimal currency in 1860 and New Brunswick in 1861. According to [JGY, 263], there was some dithering about the rates for collect mail in Nova Scotia, and it wasn't until 1863 that the rates were stabilized at 5¢ per half ounce plus a flat 2¢ if sent collect (mixed payment with stamps or partial payment were not permitted). This differed from the announced rates in New Brunswick, 5¢ per half ounce if prepaid, and 7¢ per half ounce if collect. The latter agreed with that of Canada—if it was put into force. Figure 7 shows a large envelope mailed in 1862 from a Way Office in New Brunswick to Fredericton, rated 32¢ collect. This can only be made up as $6 \times 5¢ + 2¢$ —in other words, NB was using the (soon-to-be) NS system. This is not a one-off, as I have others from this correspondence similarly rated.

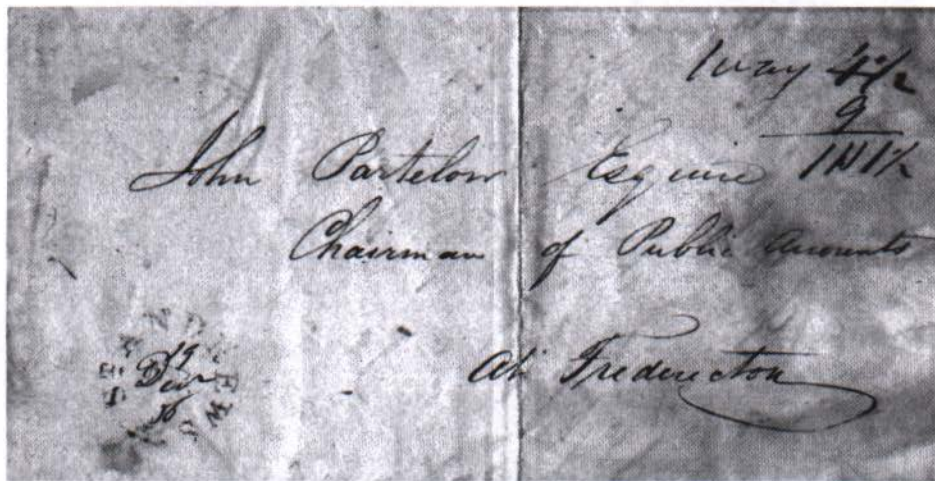


Figure 5. St Stephens (NB) to Fredericton via St Andrews (1834)

A *way* letter (picked up by the letter carrier on his way), rated $4\frac{1}{2}$ d cy collect for the portion of the route St Stephens to St Andrews, then the 9d cy covering the route St Andrews to Fredericton was added at Fredericton. This made a total due of $1N1\frac{1}{2}$ cy. The blue St Andrews hammer is the commonest of this type, but the clerk has written the date in, which is somewhat unusual.

In 1867, Nova Scotia and New Brunswick formed part of the new Canadian Confederation. The Canadian rate (which was 7¢ per half ounce if collect and 5¢ per half ounce if prepaid) should have come into force, but I doubt whether it did.

In any event, the extensive rate changes of 1 April 1868 (see Stampless Corner 2) came into effect throughout all of Canada. The new rates were 5¢ per half ounce if collect and 3¢ per half ounce if prepaid, mixed payment (stamps and cash) not permitted, partial payment to be credited against the collect rate. The rates applied between any two points in the new Canada.

Other rates (NS/NB)

Carrier/delivery/local fees From a very early date, there was a 1d charge on most mail to Halifax, likely a local delivery fee. An extremely early example is shown in Figure 8.

A few other places appear to have had a similar local delivery fee. An 1826 example at Fredericton is shown in Figure 9. Contemporary covers to Fredericton with the postage prepaid were *not* charged the additional penny (according to those in my collection), so this fee was only applied if the letter were collect.



Figure 6. Amherst to Truro (1851)

Rated prepaid 3d. To the left of the red rate mark is the notation (also in red) AC, "after closing". About ten examples are known of the Paid at Amherst crown cancel (also in red).

"County" rate Sometimes called the nearby office rate; this does not exist in NS/NB until 1843 owing to the mishmash of rates. After 1843, it apparently was 2d, reduced to 1d in 1851, and converted to 2¢ in the decimal period. Sometimes it only applied if the cover were prepaid, otherwise the receiver had to pay the much more expensive domestic rate.

Printed matter Circulars and prices current were charged 1d per ounce, converted to 2¢ per ounce (?) on decimalization. An 1864 example is shown in Figure 10.

Money letters & registration As in Canada, money letter service was free, but the additional weight of enclosed money would increase the postage drastically. However, money letters in NS/NB are much scarcer than in Canada.

Registration commenced on 6 July 1851 in Nova Scotia (four years earlier than in Canada) and a year later in New Brunswick. The fee was 6d, and

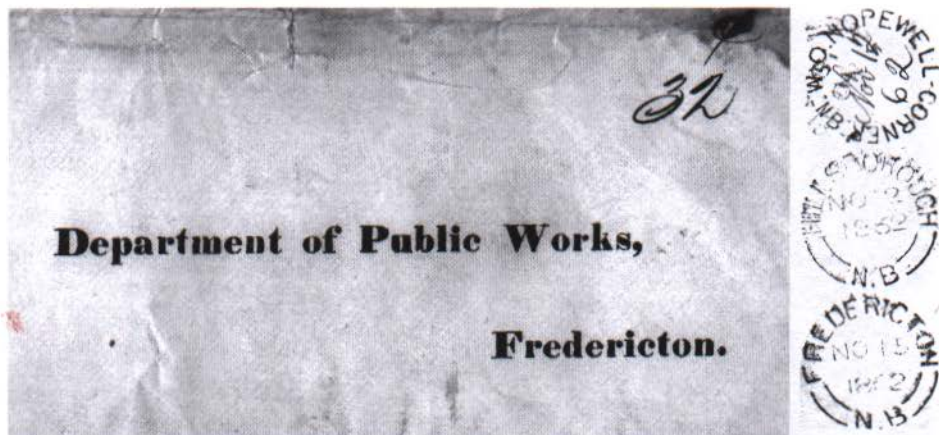


Figure 7. Way Office Hopewell Corner to Fredericton (1862)
 Rated collect 32¢, for sextuple rate plus 2¢ penalty for collect. The image of the cover has been truncated at left. Many others showing similar rates exist.



Figure 8. Windsor to Halifax with 1d delivery fee (1806)
 Rated $4\frac{1}{2}$ d by collect for Windsor to Halifax (46 miles) and charged an additional 1d at Halifax. This additional charge is almost ubiquitous on later covers addressed to Halifax, until about the 1840s. The manuscript *Windsor 16th Jan'y 1806* dater is one of two known (the other one is on a cover also to Halifax, also charged an additional 1d, but with the $4\frac{1}{2}$ d prepaid, and is dated 1819).

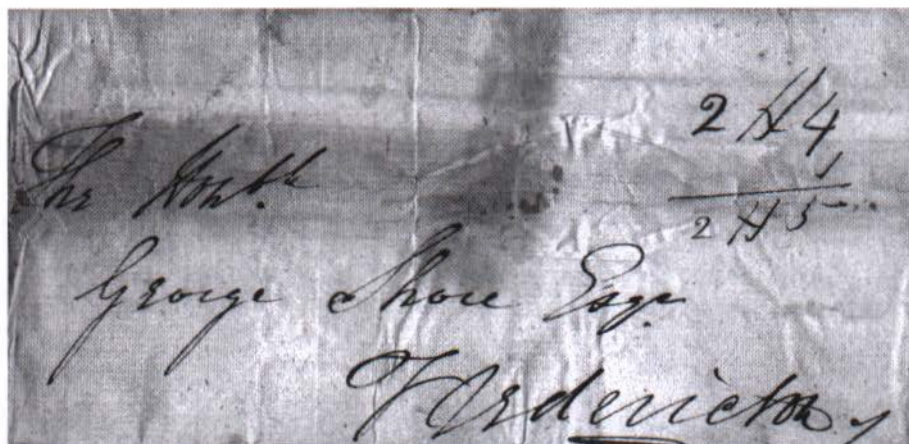


Figure 9. Saint John to Fredericton with extra penny (1826)

Rated quadruple 7d cy Saint John to Fredericton (at 7d cy per rate), yielding 2/4 cy collect, plus an additional 1d, likely local delivery fee (or penalty) on collect mail.

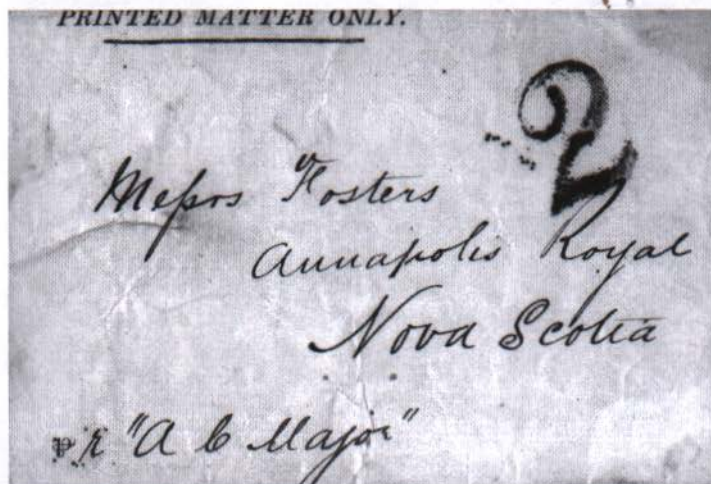


Figure 10. Printed matter, Halifax–Annapolis (1864)

Rated 2(¢) collect, printed matter rate.

registration was only available on fully prepaid mail. Domestic registration is much scarcer for NS/NB than for Canada. Figure 11 shows a fairly early NB registered letter (1852). Figure 12 shows a triple rate registered cover from Nova Scotia, still rated in pence in 1860.



Figure 11. Early New Brunswick registered letter, Dalhousie–Chatham (Sept 1852). Rated 9d prepaid, made up of 3d domestic rate and 6d registration fee.



Figure 12. Triple rate Nova Scotia registered letter (August 1860). Rated 1/3d prepaid: triple 3d domestic and 6d registration fee. Nova Scotia had converted to decimal, officially in January 1860, but even Halifax continued to use currency for several years. Datestamped with common Halifax tombstone. From Halifax to La Have, and we have returned to the route in Figure 1!

Prince Edward Island

Although PEI is in the Maritimes, its postal history is completely different from that of Nova Scotia and New Brunswick. Its economic development was retarded for about a century (until it joined Canada) by absentee landlords in Britain, who by and large ignored their responsibility to settle the island. As a result, there is far less mail to or from PEI, and for the very early days, local mail seems to be almost nonexistent.

There was a post office at Charlottetown, and it was the only official one on the island until 1827 (most of this information on the offices and history is found in [M] & [MU]; a less reliable source, particularly for postal history information, is [LE]).

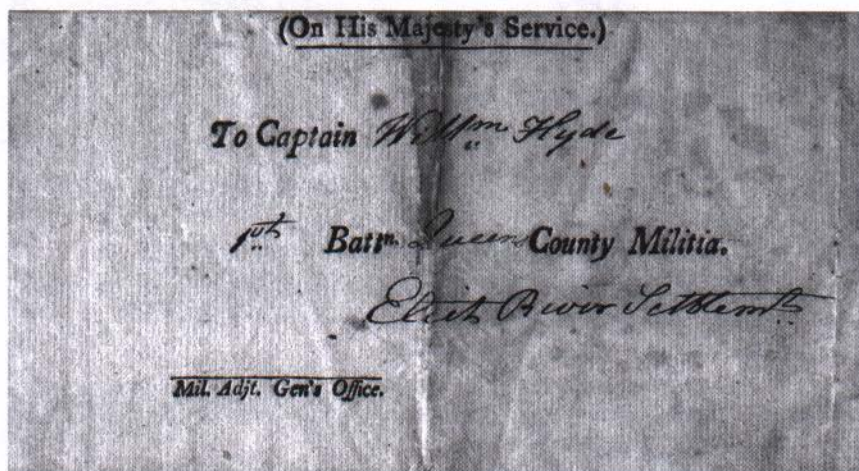


Figure 13. Military form letter within PEI (1816)

Long preprinted circular letter describing various types of form letters to be used for imposing fines on delinquent militia members.

Courier routes within the island did not exist until 1816–1817, and then ceased until 1827. So until this date, mail addressed to PEI was to be picked up at Charlottetown. Very little local mail exists. Figure 13 shows an 1816 circular from the Military Adjutant General's office in Charlottetown to Eliot River Settlement (Eliot River runs through Lots 32 & 65, just south of Charlottetown). It was a printed form containing forms for warrants for those who do not fulfil their militia service (this was just after the War of 1812). There are no rate marks, and presumably it was carried by military courier, although there is no evidence that such existed. It is possible that it was carried by the postal courier mentioned above.

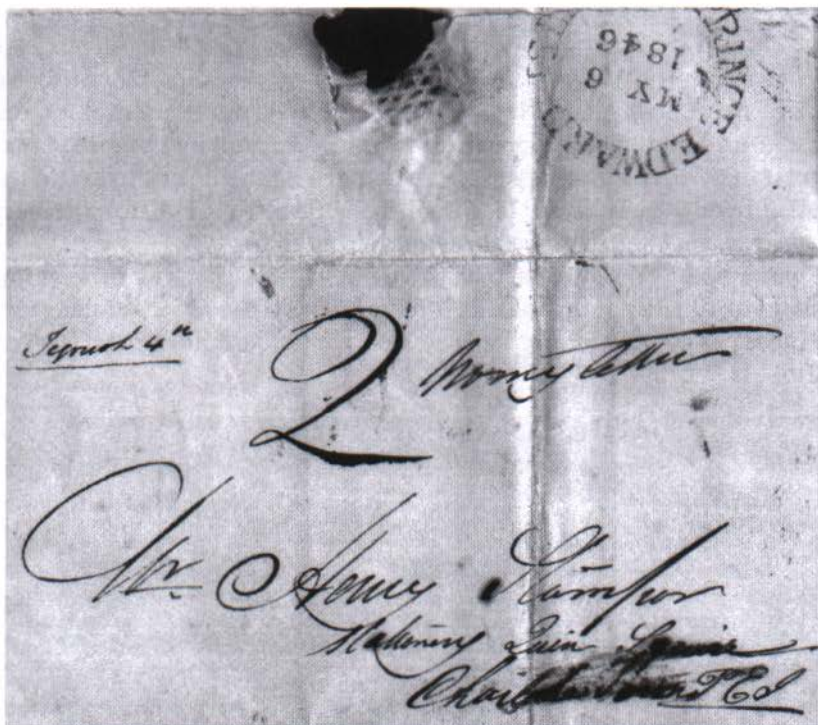


Figure 14. Internal PEI money letter (1846)

Charged 2d cy collect (single letter rate, internal). One of two known money letters originating in the Island and the only internal one. The Prince Edward Island backstamp was applied at Charlottetown.

The small endorsement *Tignish 4th* (May) might be a manuscript town cancel written by the postmaster, or it might be the sender's endorsement, indicating when he mailed it (the dateline in the letter reads *May 1st 1846*).

Figure 14 shows a remarkable 1846 cover from Tignish to Charlottetown. Charged the Island 2d (per half ounce) rate, it is a *money letter*. It is one of two money letters originating in PEI of which I am aware, and the only one that is internal to the island. As with the rest of BNA, there was no charge for the money letter service.

The internal rate was 2d currency per sheet until 1844 and then 2d per half ounce until the change to decimal on 4 January 1872, whereupon the rate became 3¢ per half ounce. In all these cases, it could be collect or prepaid in full. A complication which applies only to rates on incoming and outgoing letters in the pence period is that PEI currency was considerably devalued compared even with that of Canada and Nova Scotia. In 1873, PEI joined Canada, and the rates became those of Canada.



Figure 15. Internal PEI double rate prepaid letter (1849)

The Prince Edward Island Paid and the St Eleanors double broken circles are in red, as is the big manuscript 4; this indicates prepayment. The PEI datestamp is in black.

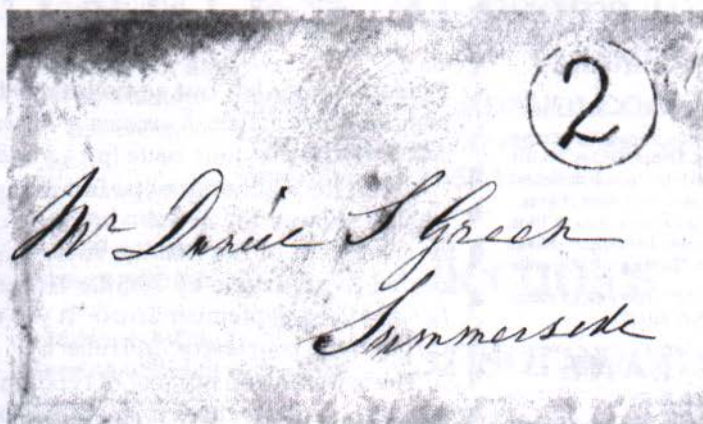


Figure 16. Internal PEI collect (1859)

From Charlottetown to Summerside; charged single rate collect, marked with Summerside handstamp 2. Addressed to Daniel Green; the Green family were UEL and had founded what became Summerside.

Figure 15 illustrates an 1849 double rate prepaid cover from Charlottetown to St Eleanors. For obvious reasons, prepaid mail is much less common. Finally, Figure 16 shows a somewhat later unpaid Island letter, with a handstamp ratemark (these are unusual for PEI).

The next column will deal with intercolonial rates for Canada and the Maritimes. Subsequently, I plan to do one or two columns on postmarks of Canada and the Maritimes, and then examine international rates.

Of course, I solicit similar articles for Newfoundland, British Columbia, and Red River Settlement, as well as articles dealing with more specific items.

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- [LE] J C Lehr *Postage stamps and cancellations of Prince Edward Island 1814-1873* Unitrade (1987) Toronto.
- [M] JJ MacDonald *The Nova Scotia Post* Unitrade, Toronto (1985).
- [MU] G D Murray *The post office on Prince Edward Island (1787-1990)* published by the author (1990) Charlottetown.

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Mea culpa

I inadvertently left out several items from Jean Walton's article, *A question of communication*, in the previous issue (pp 54-58).

Credit for Figure 1 (p 55) was missing. The picture showed the *second*—not the first—re-enactment of the *Ponchon* voyage, & appeared in an article by Achille Hubert in *Le Radar* on 5 September 2000. It was used through the courtesy of M Hubert.

There were also a number of typos in Jean's article; I attribute these to my carelessness, sleepiness, or (as usual) the printer's devil. More serious was the omission of an illustration that was referred to in the text (p 57). My apologies to all concerned. *The Editor*

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<i>Canada Inkjet. (Jet Spray) Cancels 1992-1999</i> Weiner	21.95
<i>Railway Postmarks of the Maritimes, A Study of the Cancellation Devices 1866-1971</i> Gray	18.95
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<i>Postal Shortages, and Surcharged Issues of Newfoundland</i> Dyer	70.00
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<i>Internment Mail in Canada</i> Luciuk	18.95
<i>Canada's Business Postal Cards</i> Harrison	23.50
<i>The Half-Cent Small Queen Issue of 1882-1897</i> McNaught	69.00
<i>Canadian Special Delivery Exhibits</i> Wald	76.00
<i>Registered Covers 1875-1911: Reconstruction of the Horace Harrison Exhibits</i> Walton × 2	70.00
<i>19th Century Registered Postmarks of Canada's Railway Post Offices</i> Harrison	59.00

Shipping

A few of the BNAPS books, when shipped individually, will qualify for "other letter-mail" postal rates which are reasonable; similarly US and overseas small packet rates can sometimes apply. Many other packages have to be sent parcel post (starting at about \$8.50), or sometimes, Expresspost can be less expensive. We will find the most cost-efficient mailing system and charge exact postal charges plus \$2 per order (regardless of the number of books) for packaging and handling.

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Book Reviews

☞ *A study of the machine cancels of Berlin, Kitchener, Kitchener-Waterloo N2C 2E0 & N2E 2CP, 1907–1992 (2004)* by Robert D Vogel. Published by the author, 154+xviii pp, 8½" × 11", soft cover, O-ring binding. Available from the author.

NOT everyone who collects cancellations cares for slogan cancels—they tend to be restricted to ordinary first class mail (so the postal history element is monotonous), they typically emanate from larger centres, and there are innumerable different ones, making it possible to collect tens of thousands of them. Nonetheless, they are perfectly collectible, and readily available.

As a result of the plethora of Canadian slogan cancels, it is desirable to narrow the field. Bob Vogel's study is limited to Berlin, Kitchener, and Kitchener-Waterloo (Berlin changed its name to Kitchener in 1916, and slogans bearing K-W came into use in 1971).

There is a brief introduction, which discusses the machines in use and the proof strikes that are available. The bulk of the monograph consists of a chronological and pictorial listing. For each hub (the circular part, containing the date and town name), there is a list of the known obliterations or slogans that accompanied it, and amazingly, for each one, the earliest and latest known uses are illustrated (as cut squares). Following this, the slogans are listed alphabetically; this provides what amounts to an index for them. Then comes an illustrated section on slogans for special events, followed by a number of interesting odds and ends, including machines and slogans on third class mail, inverted hubs and slogans, illustrations of post offices in the area, relevant newspaper cuttings, and a perpetual calendar.

The cut square illustrations are adequate (and it is difficult to see how to get better ones, although dark stamps came out solid black, obscuring details of the slogan). Whether the binding will withstand repeated use is a concern, typography is basic, and the page size is awkward.

However, these are relatively minor criticisms—what is important is that the book is a detailed documentation of the slogan cancels of one town. The organization is a model for similar studies. Anyone interested in slogans should buy this book.

The Editor

The next reviews discuss exhibits prepared as books and published by BNAPS in their Exhibit series. More of these will be reviewed in future columns.

☞ *The half cent small queen issue of 1882–1897* (2002), exhibit prepared by Herb McNaught; pub'd by BNAPS, Exhibit series # 27, 164+ii pp, 8½"×11", soft cover, O-ring binding. Available from BNAPS Book Department in black & white or colour.

STUDIES of single stamps run the risk of monotony, particularly for a small black and white stamp on which cancels do not show, and for which design details are minuscule and difficult to distinguish. Nonetheless, the ½¢ small queen stamp is deserving of study.

It was issued around 1882, ostensibly in order to pay the drop newspaper rate (for a newspaper dropped in an office to be picked up there by the addressee). Later on, it came to be tolerated in the Maritimes when used as a single to prepay the 1¢ drop letter rate! It was also used for the householder rate. However, the bulk of the uses one sees are as multiples, sometimes quite large, to make up other rates.

The exhibit begins with proofs, imperforates, the papers used, selvedge(s), plates, sheets, gutters, and various odds and ends such as a stitch watermark (not a true watermark, but an accidental result of paper manufacture). There is also a page dealing with shades, but even in the colour version of the book, grey-black is hardly distinguishable from black.

There is a section on cancellations; however, all but the clearest cancels are obscured by the stamp background. This is followed by an impressive array of single and double uses.

There are a considerable number of covers to foreign destinations with large (and small) multiples. These do represent valid uses of the stamp since stocks of the stamp were large and their normal use limited (and effectively eliminated by the mid-1890s, as the householder rate and the dropped newspaper rate—except in the Maritimes—had increased to 1¢). However, I do think that the inclusion of philatelic covers (that are not described as such) is inappropriate in an exhibit book. I count two Hechler covers (pp 109 & 146) and five Skive covers (pp 110–113—and one also appears, disconcertingly, on the front cover of the colour version of the exhibit book). [For those who wonder how we know that the Skive covers are philatelic, the word *Frimærkehandel* means stamp dealer in Danish.] There are also two Kelsey Hall covers (pp 134–135), and an obvious one (p 94).

There are a number of pretty illustrated covers, which add to the appeal of the subject. There are also a few rare uses shown.

The illustrations, both in the colour and the black & white versions, are clear, but of course, the small size and the dark hue of the stamps make the

images generally dull. The colour version is somewhat more interesting to browse through.

None of the exhibit books published by BNAPS has an index. This is easy to remedy, and I expect indexes in future exhibit books. The lack of an index presents problems in trying to use the books as references. Here, this is somewhat mitigated by a fairly detailed table of contents (on p 1). *The Editor*

☞ *Imperial penny postage of 1898* (2004), exhibit prepared by Fred Fawn. Published by BNAPS, Exhibit series # 32, 154+ii pp, 8½" × 11", soft cover, O-ring binding. Available from BNAPS Book Department in colour.

WHEN the Imperial penny post scheme (2¢ for a single-weight letter between the participating British dominions and colonies) was announced for late 1898, Canada responded by issuing the 2¢ map stamp. This has been described as the first Christmas stamp (XMAS 1898 appears on the stamp), but of course it was intended to pay the Empire rate. The rate abroad to participating jurisdictions began 25 December 1898. (Owing to a bureaucratic mix-up, the 3¢ domestic rate did not change until 1 January 1899; thus for one week, it cost more to mail a letter from Toronto to Hamilton than from Halifax to India.)

The Empire rate scheme was a result of decades of lobbying for cheap postage in the Empire. There are 1850s British propaganda envelopes lauding the potential of cheap transatlantic postage to enhance prosperity.

The exhibit book follows the exhibit, discussing the historical documents and essays for the stamp, followed by the proof, plate, and paper varieties. There is an enormous literature on this one stamp, and some relevant articles by the exhibitor are added at the end. There are an amazing number of blocks and part sheets shown to illustrate the plates and locations of varieties. This part of the exhibit book is a good source of information.

The uses shown are phenomenal—worldwide destinations, large multiples (commercially used!), in combination with other services, and some very strange uses. There are spectacular illustrated covers. The only criticism of the choice of covers is the inclusion of at least two stamp dealer covers ("philatelic") not described as such. There are also a number of contrived covers.

The images are sharp, except for the reproductions of some of the articles at the end. And again, this suffers from a lack of an index, although the detailed table of contents is very useful. *The Editor*

What's new?— National Archives of Canada Philatelic Collections

Cimon Morin

This column is provided on a regular basis in order to publicize new acquisitions and activities within the philatelic area at the Library & Archives Canada (LAC). Researchers who wish to use LAC facilities should contact, in writing, Library & Archives Canada, Reference Services, 395 Wellington Street, Ottawa ON K1A 0N4 [Telephone: 1-866-578-7777 (toll free in Canada & US); fax: (613) 995-6274; Internet web site: <http://www.collectionscanada.ca>] Reference inquiries, please use the form "Contact Us" on the LAC internet main web page.

Request for assistance

The Canadian Postal Archives (CPA) sector has evolved within the new structure of Library and Archives Canada, and we are now part of a new sector named the "Multimedia and Special Collections Branch". The continual lack of resources is as pronounced as it was in the past, and we need to find new ideas in order to support some of our activities and initiatives.

Three of the very basic activities within the section are to acquire, organize, and describe the philatelic holdings in order to make them more accessible to researchers. These activities lead to the creation of archival descriptions of our holdings. General level descriptions at the fonds or collection level can be consulted on our Internet site in the "General Inventory" database. Detailed descriptions at the item level can be consulted in the "Philatis" database at the same web site. Please note that not all items have been described at the item level.

In order to make our photographic postal history collection more accessible through Philatis, we are seeking assistance from the philatelic community in order to prepare a listing in electronic format of some of our photographic collections. The photographic holdings cover a variety of subjects such as post office buildings, means of transportation (air, land, railways, water), equipment, and personnel (military, postal workers, postmasters, railway mail clerks, ...). The idea is to prepare the listing in a tabular form using one of the following software programs: Word, WordPerfect, Access,

Keywords & phrases: National Archives of Canada

or Excel. The CPA would provide rough lists by means of photocopies or handwritten text. Completed listings can be returned as attachments to e-mails. Should any of you find time to be of assistance, please contact me at cimon.morin@lac-bac.gc.ca and we will discuss the possibilities.

Former acquisitions

Eric R Pearson collection [philatelic record] 1853–1858, two postal covers, one printed circular. Collection consists of two postal covers bearing early Canadian postage stamps. One cover is a folded letter and bears a 3d beaver postage stamp (Scott # 4). The other cover is a printed circular, dated 30 June 1858, issued by the Education Department, Upper Canada. This cover bears an 1857 imperforate half penny rose postage stamp (Sc 8). [R5134]

Alfred Pick collection [philatelic record] 1907–1908, 12 postal covers: postcards; 8.3 cm × 13.4 cm. Collection consists of 12 leather postcards. All are addressed to Miss Taylor of Montreal, mother of the donor, Alfred Pick. Themes and subjects depicted on the postcards include, affection, flags, flowers, maple leaf, stork, children, humour, and greetings. Leather was a popular material for postcards around the turn of 19th century. [R4991]

Polish Philatelic Society of Canada fonds [philatelic record] 1969–1974, ten postal covers. Fonds consists of ten postal covers, all created and issued by the Polish Philatelic Society of Canada. One cover was issued in 1969 to mark the 25th anniversary of the Polish Canadian Congress. The other nine covers were issued in 1973–1974 to commemorate the 500th anniversary of Nicolaus Copernicus. The covers bear related commemorative postal markings. [R5192]

RA Stamp Club fonds [multiple media] 1947–1992, 1.25 m of textual records, 378 photographs: black & white and colour, some negatives, 20 ribbons, eight drawings, eight postal covers, four postal markings. Fonds consists of records pertaining to the RA Stamp Club (Ottawa), including ORAPEX, its annual stamp exhibition and bourse. Media represented include textual records, photographs, ribbons and other ephemera, graphic design material, and souvenir postal covers and markings. [R4703]

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New issues

William J F Wilson

TWO important events in Canadian postal history, well appreciated by collectors of nineteenth-century Canada, were the establishment of regular transatlantic mail service by the Cunard line in 1840, and the awarding of the transatlantic contract to the Allan line in 1856. Canada Post issued stamps depicting Sir Samuel Cunard and Sir Hugh Allan on 28 May 2004, along with a selection of letters and covers.

A magnifying glass brings out several of the markings applied to mail carried by these ships. The Cunard stamp shows the ship that started it all, the *Britannia*, making the first regular crossing by the Cunard line, along with a commemorative "cancel" showing its arrival date in Halifax from Liverpool (17 July 1840) before continuing to Boston. The other stamp shows the *North American*, the first Allan line ship to start regular service, along with its departure date from Liverpool to Quebec (23 April 1856).

Table 1. Printers & papers for definitive stamps

Stamp	12/19/03	07/02/04
49¢ Queen	CBN, C	CBN, F
49¢ Flag	A-P, C	CBN, F
80¢, \$1.40 Leaf	A-P, C	L-M, F

Abbreviations (for all tables). 5 (6; 7; . . .) CL: five (six; seven; . . .) colour lithography; bkl: booklet; A-P: Ashton-Potter; c: Tullis Russell Coatings (coated paper); CBN: Canadian Bank Note Company; DC: die cut; F: Fasson; G4S: general tagging (four sides); L-M: Lowe-Martin; NA: not applicable; PA: pane; P-S: pressure sensitive gum; S-T: setenant;

Four new printings of current definitive stamps were released on 2 July with new paper and, for three of them, new printers. Table 1 lists the stamps involved and the changes from the first release of 19 December.

I could not find an announcement of these new printings. The only acknowledgment of their existence seems to be their listing in the definitives order form in the *Details* booklet. However, the order form lists the printer, not the paper; since there was no change in printer for the 49¢ Queen, it is not listed—despite the change in paper. This may make it somewhat harder to obtain for those without a new issue subscription service.

Another joint issue has appeared. Depicting Pierre Dugua de Mons arriving at Île Sainte-Croix in 1604, this is the first in a series (extending over four years) commemorating French settlement of Canada 1604–1608.

Keywords & phrases: new issues

Table 2. Commemorative Stamps

Stamp	Cunard & Allan	(1) Jazz Festival, (2) Lac St Jean	D-Day	Ile Ste-Croix
Value	2×49¢ S-T	49¢	49¢	49¢
Issued	28/05	(1) 01/06, (2) 18/06	06/06	26/06
Printer	L-M	L-M	L-M	CBN
Pane	16	bklt 6	16	16
Paper	C	C	C	C
Process	5CL+2 varnish	8CL+varnish	9CL	5CL+1 engraving
Qty (10 ⁶)	4	1.5	unknown	4
Tag	G4S	G4S	G4S	G4S
Gum	P-S	P-S	PVA	PVA
Size, mm	45.5×32	48×30	44×32	44×40
Perf	13.2×12.5	diecut	13.2×12.5	12.5×12.5
Teeth	30×20	NA	29×20	26×25

Table 3. Commemorative Stamps

Stamp	CNE	Olympics	Golf Open	Heart Institute
Value	49¢	2×49¢ S-T	2×49¢	49¢
Issued	19/07	28/07	12/08	15/09
Printer	L-M	CBN	L-M	L-M
Pane	bklt 6	16	8	bklt 8
Paper	C	C	F	F
Process	8CL+ varnish	5CL	8CL+1 foil + embossing	6CL+ tag
Qty (10 ⁶)	1.5	4	6	2.5
Tag	G4S	G4S	general	G4S
Gum	P-S	PVA	P-S	P-S
Size, mm	48×30	56×26	43 diameter	34×34
Perf	DC		NA	DC
Teeth	NA		NA	23×23

The Canadian and French stamps have the same design, with a steel-engraved portrait of de Mons over a lithographic background showing the rigging of his ship, *Le Don de Dieu*. Not mentioned on the stamp is a friend who accompanied him, more famous to Canadians than de Mons, Samuel de Champlain. The Sainte-Croix settlement was short-lived; being cut off from the mainland by the harsh winter and with little firewood, no fresh water, and no game on the island, 35 of 79 settlers died. The next spring the survivors moved north and established a settlement at Port Royal.

Table 4. Commemorative Stamps

Stamp	Pets	Herzberg & Smith	Picture Postage
Value	4×49¢	2×49¢ S-T	2×49¢
Issued	01/10	04/10	08/10
Printer	L-M	L-M	CBN
Pane	bklt 8	16	20 + 1
Paper	F	C	C
Process	8CL	10CL	6CL
Qty (10 ⁶)	5	2.5	20,000 panes
Tag	G4S	G4S	G4S
Gum	P-S	PVA	P-S
Size, mm	46×NA	56×36.5	40×32
Perf	DC		NA
Teeth	NA		NA

Canada has been a world leader in many areas of science, an achievement amply shown by the fact that of almost twenty Canadian Nobel Prize winners, over 70% were in science. Two of these who received the Nobel Prize in Chemistry have now been honoured on stamps: Gerhard Herzberg (1971) and Michael Smith (1993). Herzberg was born and educated in Germany, and moved to Canada in 1935 to escape the Nazi regime. He was a physics professor at the University of Saskatoon for ten years, doing spectroscopic research in molecular structure, continued his research in the United States for three years at Yerkes Observatory, and then spent the remainder of his career at the National Research Council in Ottawa, most of this time as the Director of the Division of Physics. It is a testament to the interrelatedness of science that, although he trained and worked as a physicist, his work was so important to chemistry that that was the field in which he received his prize. The stamps represent the first time, to my knowledge, that fluorescent ink has been incorporated into the design. Under a UV light, the spectra on the Herzberg stamp fluoresce in blue to highlight the work he did at short wavelengths, and four letters fluoresce on the Smith stamp to highlight his work on DNA.

The information in the tables is from Canada Post's *Details* booklet (Volume XIII #2 & 3, April–June and July–September 2004) and the Canada Post website,

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

Study group centreline

Robert Lemire

THE purpose of this column is to bring to the attention of BNAPS members some of the fascinating specialist work being done within each BNAPS study group. Highlights are provided for newsletters that have arrived in my mail box from mid-March 2004 through June 2004.

RPO cancels Two newsletters have been received from the RPO study group. In the January–February issue, Robert Lane presents an article concerning the probable routes on which the NAPINKA & WINNIPEG and the SOURIS & WINNIPEG RPO cancels were used. Editor Ross Gray looks at the three RPO cancellations used for the 44-mile line between Brockville & Westport over its 25-year history. Later, that rail line became part of the Canadian Northern Railway and then the Canadian National system. Brian Stalker provides a detailed hammer study for two cancels used on the Toronto–London–Toronto line. A study of the postmarks used on the lines that eventually formed the Canadian Pacific Railway in New Brunswick is presented in the March–April issue of the newsletter

British Columbia postal history research In the April 2004 newsletter, there is a long and substantive article on British Columbia Ship “way mail”. It is concluded that, officially, “with the exception of ships designated RPO or TPO, the practice of cancelling ‘way letters’ with the purser’s hand stamp ended in the early 1930s, following the installation of way mail cancelling equipment at Vancouver.” However, in practice, the hand stamps continued to be used for some years, both on mail originating at non-post office points, and to fill requests from collectors. There is also a note on the increasing use of bar code labels on a wide variety of current post office forms.

Fancy & miscellaneous cancels In the April 2004 newsletter, there is a discussion of a Masonic cancel that has been found on at least three used copies of prestamped post cards (from the early 1880s); it is probably bogus. There are fancy cancel reports from Bob Stock, Brian Hargreaves, Gerry Carr, Tony Shaman, Bruce Holmes, Peter Geoffroy and George Power. Colin Campbell asks about a dotted-rim Montreal CDS hammer, seen used as a backstamp in 1911, and as a cancel in 1934. Bill Topping sent an example of a “V” cancellation (from a hand-made hammer) used at Irving’s Landing (BC) from mid-1940s to the early 1950s. Dean Mario, Gus Quattrochi, and editor David Lacelle have supplied illustrations of other interesting markings. David also provides a list of reasons for foreign cancels to have been applied deliberately to Canadian postage on covers.

Queen Elizabeth II The March–April and May–June issues of the *Corgi Times* contain a good deal of information on a second printing of the recently-replaced \$5 Victoria Public Library definitive. This printing, first identified with apparently different colour tones, was discovered in early 2004 (by Tom Moffat), but dated used copies from late 1998 exist. Closer examination revealed that the colours are not different, but the screen angle of the lithographic colours do differ. Léopold Beudet has provided a detailed analysis of the different printings, and Robin Harris has shown that the stamp can actually be plated. Joseph Monteiro and Doug Lingard provide information on the series of ORAPEX exhibition covers, and John Arn shows several interesting postage due covers, including two for which the postage due was incorrectly calculated by post office employees.

Newfoundland Issue #106 of the *Newfie Newsletter* discusses the appearance at auction of a copy of the very scarce Scott 238b. This stamp is the comb-perforated (perf13) 14¢ value of the Long Coronation issue. Dean Mario shows a constructed Balbo “cover” that has appeared at auction. Though the piece (estimate £6) was properly described as bearing “repro Newfoundland 1933 Gen Balbo Flight stamps”, there is a danger it could reappear at some later time misrepresented as a true Balbo cover. An updated list of earliest known postmarks on Newfoundland stationery is provided by Bill Walton and Robert Lemire. Two more pages of Colin Lewis’ Newfoundland postal history exhibit are shown, as is another page from the Horace Harrison Newfoundland postal stationery exhibit.

Re-entries The latest issue of the re-entry study group newsletter features a re-entered impression of the 14¢ value of the Newfoundland Long Coronation issue and three re-entries on Newfoundland Scott specialized #39, the 3¢ blue of the 1865 decimal currency issue. A contribution from the Saskatoon Stamp Centre (John Jamieson) shows a spectacular (used) double-print copy of the 5¢ Canadian registration stamp.

Admiral issue The Admiral study group seems to prepare only one or two newsletters per year, but they contain no shortage of reading material—the June 2004 issue has 68 pages. Sandie Mackie and Léopold Beudet illustrate the 30 different design types on the 1¢ green retouched die. Léopold Beudet also provides the second part of his description of known Admiral issue corner folds, and what these items indicate about the manufacturing process. He discusses why there are strong reasons to suggest that one error block of the 5¢ violet was probably printed using one of plates 9–14, which were generally assumed to have been used only to print the 5¢ blue. Magnified images of copies in Ed Beaubien’s used block of six provide a great follow-up to Don Krause’s earlier report on retouched stamps from plate 23

of the 3¢ brown. There is also an article by Léopold Beaudet on the stamps on horizontal wove paper, and a more detailed contribution by Don Krause on the 10¢ value.

George VI In the latest issue of the *King George VI post & mail*, John Burnett presents part I of a series on postal history during the 1937–1942 period. The domestic first class rates, including those for registered, special delivery and money-packets services, are described and illustrated in colour. Doug Lingard contributed an illustration of a beautiful 1943 double rate airmail cover to Bombay, with the postage paid by two copies of the \$1 destroyer.

Perfins BNA Perforator: Volume 25, #1 of the *BNA Perforator* is mainly devoted to the study group auction. However, there are two interesting puzzles presented by Russell Sampson—perfins that do not quite match “normal” copies. Mark Fennel also shows an interesting cover, addressed to Wigan (England), cancelled Liverpool (England), bearing two Montreal Rolling Mills Company perfins (2¢ & 5¢) and a British 1½d perfin (CWSD). The return address on the envelope is the Steel Company of Canada Limited, so the two Canadian perfins might make sense. The question is why the additional British perfin?

World War II The February 2004 issue of the *War times* features a discussion by John Cape-Munro of the OHMS 4-hole perfins on the 1942 War issue stamps. The article discusses the two different perfin types, and different perfin orientations that have been reported on each stamp of the Issue. Chris Miller shows some interesting war-activities souvenir sheets distributed by the Westmont Stamp Club at (or for) their 1943 & 1945 exhibitions. An index to the full run of newsletters is supplied.

Military mail Newsletter #165 has arrived. Mike Street shows two interesting covers, each with a 7¢ (Peace issue) stamp to pay the domestic airmail letter rate during the Korean conflict—one cover from a serviceman in Korea to Canada, and one cover from Canada to a serviceman in Korea. Surface mail would have been free. Jerry Jarnick provides current information on addresses to be used for correspondence to Canadian troops on overseas operations in Haiti, Afghanistan, Bosnia-Herzegovina, the Golan Heights and Sinai (all such mail is directed through Belleville ON K8N 5W6). Several other interesting items are shown by Colin Pomfret, Kim Dodwell, Jon Johnson, Dean Mario, Bill Pekonen, and Doug Sayles.

Map stamp Much of the discussion in Volume 5, #1 of the newsletter concerns “what constitutes a philatelic cover”, and how do the inclusion of philatelically inspired covers affect exhibition awards. John Anders also presents a summary of the literature on forgeries of the map stamp.

Postal stationery Two new issues of *Postal stationery notes* have come to hand.

William Geijsbeek supplies a summary of the production quantities for the various date-coded bird and tulip envelopes. More new stationery is being produced—tourism post card issues, special issues (e.g., Year of the Monkey), and yet more PostCard Factory cards. It certainly has stationery collectors watching all the time, as many items are not available from Antigonish, or exist in very limited quantities. Dick Staecker supplies new information on the Georgian VI Department of Agriculture cards, and Mike Sagar reports on a recent envelope variety that may have escaped most collectors. Each issue of the newsletter contains a further installment of Earle Covert's illustrated listing of the prestamped meteorological envelopes.

Air mail In the April 2004 issue of the Air Mail study group, Gordon Mallet discusses the history of the Mirror Lake–McLennan flights of 17–18 June 1930. He shows a copy of a commercial cover from one of the flights, and two Walter Hale signature covers (Walter Hale was the Inspector of Postal Service for the area including northern Alberta). Errors in the write-up for this flight in the latest edition of the AAMS catalogue are identified. Thanks to a pane of Canadian Airways Limited stamps made available by Frank Kendle, Mike Painter has been able to illustrate the distinguishing characteristics of the remaining nine positions (of 200) that he had been unable to identify in his article in the December 2003 newsletter.

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an invitation to join the



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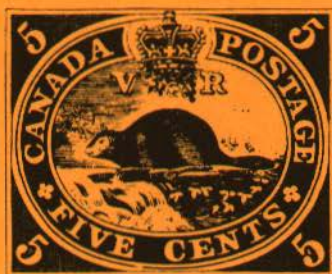
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Attention: Bill Maresch and Rick Schreyer

Dear Bill and Rick,

Many thanks to you and your staff at R Maresch & Son for all your hard work in selling my West Indies collections so effectively.

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.

I should also like to pass on to you the comments of several fellow-collectors from overseas, to the effect that they were very pleased to bid with complete confidence on lots where your wonderfully accurate colour illustrations gave them a true feeling for the colour shades that can be so important in our hobby.

You did me proud—many thanks.

Yours sincerely,

John Tyacke

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