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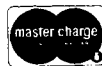
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# BNATopics

Volume 62 Number 1 Whole Number 502

The Official Journal of the British North America Philatelic Society Ltd

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For an explanation of the **front cover**, see p 77. Plans to print this issue partially in colour have had to be postponed to the next issue, due to a dearth of high quality colour images.

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... continued on last page ...

BNATopics, Volume 62, Number 1, January–March 2005

## Editorial: Catalogue listings—cui bono?

**W**HO benefits? Has anyone noticed the very peculiar numbering system used by Scott and various other catalogues for Canada (and many other countries)? For example, the 3d beaver is given numbers 1, 4, & 12—depending on paper or perforation, even though the designs are the same. The 10¢ Albert is given a mere two numbers, even though the current belief is that there were 26 printings. And here it gets murky—the “early” colour (#16) is black brown, but there are some shades in the later printings that come close to this. Number 17 comes in a whole spectrum of shades, some approaching green, some almost pink (some of the colours may be due to unstable inks or sulfurization).

In the large queens, mere paper varieties are given separate numbers (31–33); this includes Canada’s so-called rarest stamp. The 15¢ large queen, in normal use for longer than any other Canadian stamp (1868–97 & beyond), coming in a continuum of shades, is given two numbers, as is the 1¢.

When we come to the Admirals, different shades are given different numbers, and confusingly, so are the coils; in fact, there are different numbers for different perforations. Already we see one problem with the numbering scheme—if the Admirals (for example) were listed by denomination, it would be easy to decide just what stamp we had, whereas as it stands now, it takes a lot of time to look at all the entries. (Even worse is the situation for Washington-Franklin stamps in the US specialized catalog—just try using it to classify your 2¢.) Holmes’ catalogues give listings by denomination and are much easier to use. Unfortunately, their last printing was in 1968.

Why would a cataloguer impose this byzantine confusion? Incompetence comes to mind, as does unwillingness to change or correct previous misconceptions. However, I suspect a more mercenary reason.

If the 3d beaver were given just one number, general collectors would be happy with one copy of the stamp. With three numbers, collectors need three stamps, two of them very expensive. There is no advantage to having multiple listings with cheap stamps, so the 3¢ small queen has a cheap number (41) and a more expensive number (37). The catalogue values for the two 15¢ large queen numbers are about the same, and dealers can thus sell twice as many (to collectors who actually pay attention to the catalogue).

Wouldn’t it be nice to have a numbering system that is consistent, easy to understand and use, and not profit-driven? Yes—but that won’t happen.

The most obvious example is the shroud of New Carlisle, still listed in the Scott specialized as a postmaster’s provisional, despite an absence of supporting evidence.

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large queen issue	Royal train covers
legislative markings	Saskatchewan postal history
literature	semi-official airmails
Manitoba postal history	ship cancell'ns, markings & viewcards
map (1898) issue	slogan cancellations
maple leaf issue	small queen issue
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*Robert A. Lee*

## Colin Lewis wins Pratt Award

**T**HE Pratt Award is an annual US\$1000 prize given by the Collectors Club of Chicago to the author of the best article (published in any journal) dealing with Newfoundland philately. The first award was given in 1997. It is named after the eminent collector of Newfoundland material, Robert H Pratt.

The winner for 2004 (announced March 2005) is *Colin D Lewis* of Swansea (Wales), for his article, *Newfoundland–Oporto mail 1810–1865*, published in the previous issue of *Topics*, pp 5–33.

The article dealt with nineteenth century mail from Newfoundland to Portugal. Recently, there has been a spate of similar items (at least eight) appearing on e-Bay, offered by sellers from France and Belgium. With the cash from the award, Colin can increase his holdings of this unusual material!

If this isn't an incentive to write for *Topics* (at least on Newfoundland), I don't know what is. We should have similar prizes on other subjects, e.g., best article on western Canada postal history, best article on nineteenth century Canada (postal history or stamps), best postal history article, best stamp article, best article of the decade, . . . .

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Keywords & phrases: Pratt Award, Newfoundland

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# Counting imperforate & part perf 1917 & 1927 confederation stamps

*Stephen Sacks*

**T**HE 2003 Unitrade Catalogue states that 100 pairs were recorded of the 1917 imperforate Canadian Confederation stamp, Scott #135a, and that about 250 pairs of the 1927 confederation imperforates and part perforate stamps (imperforate vertical and horizontal), Scott 141–145a,b,c and E3a, were printed. However, something seems amiss when two pairs of the 1917 issue were offered in a June 2004 Eastern Auction and another pair in a June 2004 Eastern mail sale. Too many seem to be on the market for only one hundred pairs issued.

Indeed the stamp has gone from being one of the few boxed listings in the Sissons and Wegg auction sale of 16–18 May 1946 to inclusion in a mail sale. As I write this article, Saskatoon Stamps also has two pairs for sale. This article will focus on an objective determination of the number of pairs issued of the 1917 confederation imperforate stamp and will also touch on the number issued of the imperforate and part perforate varieties of the 1927 confederation stamps.

If you like stamp information based on stories, the 1917 & 1927 imperforates and part perforates have plenty to offer—for instance, the November & December 1971 *BNA*Topics (compiled from earlier articles and available online). The articles, which provide the source of the Unitrade listings, are based on research of Jephcott and Gates. The cast of characters in the stories is long and of course includes a deputy postmaster general and people with good connections. The November article summarizes how four sheets of 50 (100 pairs, 8 defaced by holes) of the 1917 issue came on the market.

Other numbers have been mentioned. Boggs in *Postage stamps and Postal history of Canada* suggests at least 48 copies of the imperforate 1917 confederation stamp are known. Jarrett in *Stamps of British North America* (written earlier than the other references cited in this article), is somewhat contradictory with respect to the number issued. The *Encyclopædia of British Empire postage stamps*, Volume 5 (1973) by Robson Lowe, asserts that 200 pairs exist. This number is based on two known plate blocks with plate #7 & 8. Since each press sheet had 200 stamps, the existence of two press sheets suggest 200 pairs.

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Keywords & phrases: Confederation issues, imperforate, part perforate, number issued

I suspect that in some references, there is occasional confusion between numbers for issued stamps and issued pairs. The November 1971 *Topics* cited above also mentions plates 7 & 8, but the number of issued stamps is still given as 200. The currently accepted figure for the number of pairs issued for Scott 135a is 100, and this is invariably the number used in auction and sale descriptions.

With respect to the 1927 confederation issue, the December 1971 *Topics* article gives a figure of 1500 (750 pairs) of the imperforates and part perforates. The corresponding story is particularly lengthy. According to the article, Sissons, the noted dealer and a later player in the story, believed the number of stamps issued of each variety to be about 500 stamps or 250 pairs. The latter number has stuck. The Unitrade catalogue uses the word “estimated”.

The noted investment publication, *Investment Business Daily*, often says that to decide on whether to buy a stock, look at the numbers—price and volume. For antiques, the famous American period furniture dealer, Israel Sack, said to look at the objects themselves. Israel Sack did not publicize stories behind their inventory. To determine how many of the confederation stamp varieties were actually issued, we will study both relevant numbers and the stamps themselves.

I have examined almost all Maresch Auction sales from #62–284 and Sissons Auction Sales from 331–588 and recorded the number of pairs auctioned of the imperforates and part perforate 1917 & 1927 confederation varieties as well as the number auctioned of the imperforate varieties that come up for sale of stamps issued during 1930–1942. Specific numbers for stamps issued—without any caveats, such as estimated or recorded—are listed in the Unitrade catalogue for the latter.

Figure 1 shows a plot of the number of pairs issued of the 1930–1942 imperforates versus the number that came up in the Sissons and Maresch auctions. Some points indicate multiple stamps. The 1930–1942 stamps included in this analysis are the imperforate varieties of Scott #174–177, 190, 195–204, 208–227, 231–237, 242–251 as well as c5, c7, & c8. (As an aside, there has been a rumor that many of the Loyalist imperforate stamp, 209, were lost at sea during World War II. The number auctioned of this stamp is not out of line with the numbers of other, similar stamps, so the rumor is not supported by the data.) A straight line to fit the data with least sum of squares error was calculated; the equation is approximately

$$\text{number issued} = (1.85 \times \text{number auctioned}) + 18$$

Extrapolating this to the confederation issues yields an estimate of the number issued. Clearly the data is not tight around the best fit line shown in

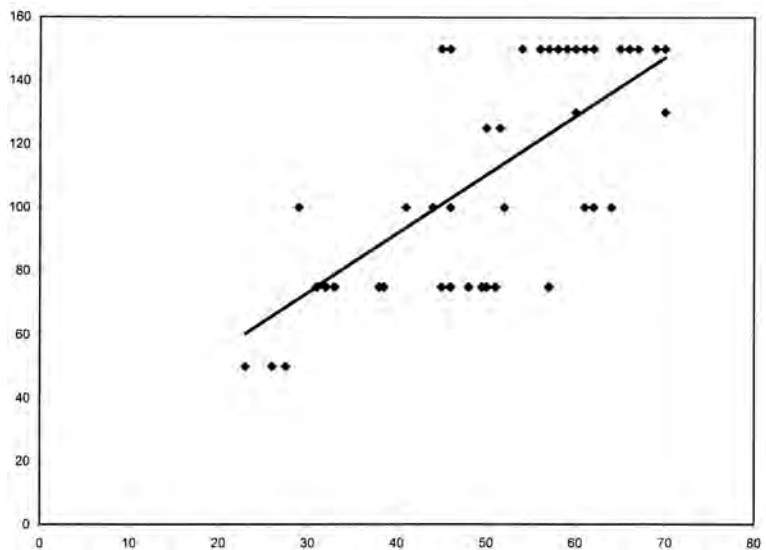


Figure 1. Plot of pairs issued versus number auctioned  
 Vertical axis gives the number of pairs issued of the 1930–42 imperforates, and the horizontal axis the number auctioned. The straightline of best fit is shown, but there is considerable variance.

Figure 1. This reduces our confidence in the best fit line, a subject to be discussed subsequently. There are other problems with the auction information. In some cases, particularly in the Sissons sales, the same stamps sometimes appear in several sales close together in time. This may have happened because the item did not reach the reserve. We have made every attempt to eliminate this duplication. One advantage in dealing with scissor cut imperforates is that the scissor cut lines are usually not perfectly straight or balanced, so it is possible to identify repeat listings of the same stamp. The scissor-cutting is particularly poor in the case of many of the 1917 confederation stamps.

There are several other points concerning the data. We expect fewer stamps to show up at auction when fewer are issued. In general, the data are of this nature; however, there is a collector bias. Since many collectors like to have one of each, it is expected that in the formation the more in-depth collections of the type that would show up at a major auction house, the collector would have scoured the market place to obtain at least one of the varieties of which few stamps were issued. The data can be biased in other ways. The part perforates fell in and out of favor with the catalogue editors. This could have affected collector acceptance. Rumor has it that the 1927

confederation varieties were sold in quantity at the legendary Gimbles Department Store stamp shop. It is possible this venue attracted more spur of the moment collectors who may not necessarily have safeguarded their purchases for a lifetime.

In recording data, a second look at 1917 confederation examples revealed a few re-auctioned lots which were removed from the data set. Perhaps a second look at the other stamps would have shown something similar.

While perfection in data taking and eliminating duplicates is not claimed, what is claimed is that the data were tabulated objectively without bias or favoritism. Owing to these inherent uncertainties with the data, I used “suggested estimate” for the calculated number of issued stamps rather than simply calling the calculated value an estimate (as is done in traditional statistical analysis). One further point, the technique used assumes that the number of issued stamps of the calculated varieties falls within the approximate ranges of the known number of 1930–42 stamps issued. For a similar number auctioned of the one dollar perforated Parliament stamp, the technique would predict grossly incorrect results since many thousands were actually issued. Collectors who sold at auction did not want corresponding numbers in their albums. Quite a few were no doubt used as postage and destroyed. There are also statistical reasons why confidence decreases significantly when you go outside the range of data.

Previously it was noted that the data is not tight around the best fit line. Fortunately, there is a statistical way of taking this variation into account. What we do is calculate values above and below the line such that there is 95% confidence that the actual number falls between these upper and lower limits. Let’s say the 95% spread at a suggested estimate of 150 stamps issued is 30 above and 30 below this number. We would then say that the suggested estimate of the number issued is  $150 \pm 30$  with 95% confidence. The somewhat lengthy equation used to calculate this spread is equation 12.75 in *Probability, statistics, and reliability for engineers and scientists* by Bilal Ayyub. We will leave to the reader to further pursue this excellent text which fully explains that equation as well as the overall statistical approach used here.

Results of the calculation for the 1917 confederation stamp are as follows. There were 76.5 pairs of the 1917 confederation stamp sold at auction (the .5 was a single). Using the equation for the best fit line leads to a suggested estimate for the number of pairs issued as  $159 \pm 50$  (95% confidence). If we include, thereby slightly violating the methodology of the article, the ten additional pairs contained in the previously discussed plate blocks of ten sold in the Sissons private treaty sale, the estimate is  $178 \pm 50$ . The 95% confidence interval only marginally excludes (with 76.5 pairs auctioned)

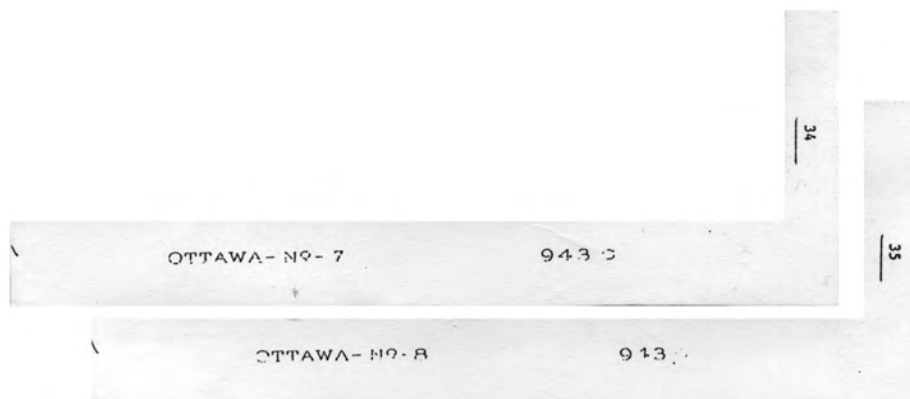


Figure 2. Margins of 1917 Confederation imperforate blocks

Plates # 7 & 8. [The rest of the images (showing the stamps themselves) was not clear enough for publication.—ed]

the possibility that 100 pairs were issued and only marginally includes the possibility that 200 pairs were issued.

The second approach for determining the number issued of Scott 135a focused on examination of the stamps themselves. Two plates blocks are known with plate numbers 7 & 8 respectively. These are pictured in Figure 2 and were sold in a Sissons private treaty sale, likely in the 1980s. The description for the sale is incorrect, but the pictures are clear. As previously noted, they were also mentioned in the *Encyclopædia of British Empire stamps* (volume 5) and the *Topics* article. A press sheet has 200 stamps and is subsequently divided into panes of 50. The existence of two plate blocks each with a different number would suggest at least 400 stamps or 200 pairs were issued.

Unfortunately, the existence of plate blocks from two different press sheets does not say for certain that at least 400 stamps were issued. For instance, other parts of the sheet could have been destroyed. To address this issue, we have searched for position pieces; these would give an indication of how frequently parts of the press sheets entered the market. To do this, we examined the stamps auctioned in the Sissons and Maresch sales as well as some other examples. This was not, nor was it intended to be, a comprehensive effort to provide a census of all position pieces. Various top, left and right margin pieces were identified suggesting that stamps originated from all parts of at least one press sheet.

Figure 3 shows seven top margin examples that we identified. A press sheet of 200 would have ten top margin stamps. Had found more than ten similar stamps, it would be unequivocal that stamps originated from more

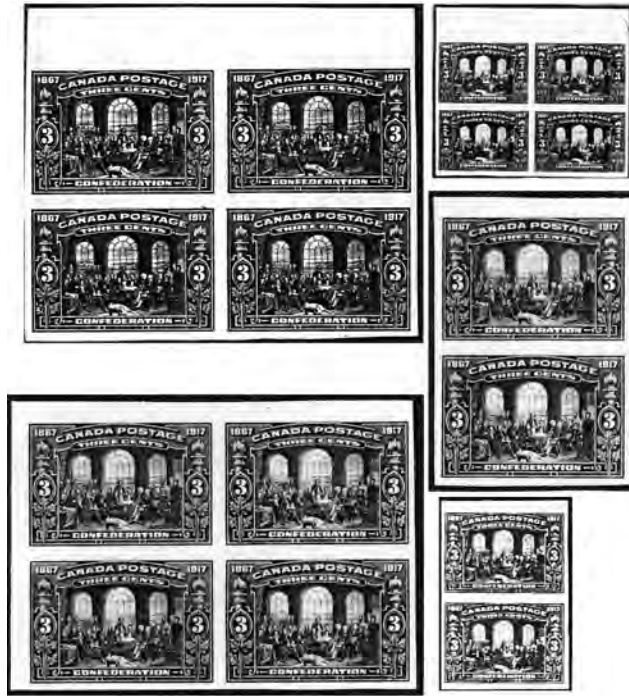


Figure 3. Top margin examples imperf 1917 confederation stamp

than one press sheet. However, it must be noted that we were only able to examine a fraction of the places where these stamps could have come up for sale. Some may never have come up for sale or may have been destroyed. Also, some collectors may have significantly trimmed margins to create a more symmetrical album presentation. The fact that we identified seven out of ten strongly suggests that there were more than ten top margin stamps issued, and thus more than one press sheet was released.

About a similar proportion of left margin pairs were identified. The bottom margin is dominated by the two plate blocks of ten. Somewhat fewer right margin stamps were found. There are of course many other interior or trimmed down pairs without margins. It is reasonable to conclude from examination of the margin examples that imperforate examples of the 1917 confederation stamp originated from all parts of the press sheets and that at least two press sheets of 200 stamps each, that is, 200 pairs, were issued. Putting together the statistical analysis with the position piece analysis, we can unequivocally assert that 200 pairs is the number issued of the 1917 imperforate confederation stamp.

**Table 1. Suggested estimates, numbers issued, 1927 imperf & part perf confederation stamps**

value	imperf	imperf vert	imperf horiz
1¢	166	110	123
2¢	173	110	118
3¢	171	113	132
5¢	160	110	144
12¢	206	162	121
20¢	188	112	127

Estimates of numbers issued  $\pm 50-55$ .

Table 1 presents the suggested estimate for the number issued of the 1927 confederation imperforate and part perforates. These values were calculated from the number that came up at auction. To obtain 95% confidence, these numbers are plus or minus 50–55. The possibility that 750 pairs of each were issued is not supported by the data. It is not unexpected that numbers vary for the same perforation variety. Not all collectors had complete sets. Also, the data could be skewed by blocks of some of the stamps having come up at auction.

There is a hint that fewer than 250 pairs of the part perforates were issued. However, we are not going to draw this conclusion because of the variability of the data and because no attempt was made to tabulate information from the stamps themselves (for example, the number of plate blocks or margin pieces). Internal comparison of the data does provide an interesting preliminary thought that around one third fewer of most of the part perforates (imperforate vertical or horizontal) were issued compared to the imperforate variety.

However, this result has to be considered in light of the fact that over the years the part perforates had checkered acceptance in the catalogues. While the auction companies appeared happy to sell the stamps, it is possible that some collectors did not have a similar interest in owning them. We should also recall these issued values are suggested estimates subject to a number of sources of error. On the other hand, remembering Sisson's statement that about 250 pairs of the imperforate and part perforate were issued, it is possible that fewer of the part perforates were issued. However, our general conclusion is that no definitive reason has been found to contradict the generally accepted estimate that 250 pairs of the 1927 imperforate and part perforated confederation stamps were issued.

# Yukon history & postal history

*Hugh Delaney*

**I**N 1951, the order was given to move the of the Yukon Territory from Dawson to Whitehouse, the newly-designated capital. To expedite matters it was decided to destroy a lot of material rather than move it. Some of that material included envelopes, mostly registered and with wax seals. A consequence was that postal history from the early days of the Klondike Gold Rush would disappear. One of the people moving to White Horse, Mr A Innes, decided to select a group of these envelopes with various postmarks, to be set aside. The total number was probably 150–200.

The envelopes were mainly registered oversized letters to the Gold Commissioner in Dawson. Most were from the period 1903–1906, but some covers were more recent, for example, the 1930s and 1940s.

Over thirty five years ago, the collection of covers was shown to Ian McTaggart-Cowan by Mr Innes. Ian pointed out to Mr Innes which were valuable historically or philatelically, and he was given the opportunity to buy a few of the less valuable covers. Ian made a small purchase.

Late in 2003, Ian discussed these envelopes with Rick Fleet of VIPS, and the latter suggested that Ian check to see whether the covers still existed. Ian found the last known phone number of Mr Innes on Salt Spring Island (BC). He had died, but his daughter-in-law was still living there and had the covers. They were still in the box Mr Innes had stored them in, and she did not know what to do with them. She was going to get rid of them.

Ian asked her not to act precipitously, but to let him help her sell them. Ian picked up the box and three people, Ian, Rick Fleet, and Gray Scrimgeour, appraised them. They sorted them into three groups. The first group, the gems, were placed in Bob Lee's March 2004 auction. The second consisted of 18 covers showing different postmarks from various gold mining locations that had post offices, which Ian had mounted mounted into an archival scrapbook with write-up for placement in the McBride Museum in Whitehorse, at the request of the daughter-in-law. The third group consisted of miscellaneous remainders.

The covers from the 1903–1906 period were mostly registered letters addressed to the Gold Commissioner in Dawson. At the Lee sale, 47 were sold. One of the covers was from Thistle Creek, and is only the second known cover to be reported from that locale. Tom Watkins purchased the remaining

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Keywords & phrases: gold rush, mining, Dawson, Yukon

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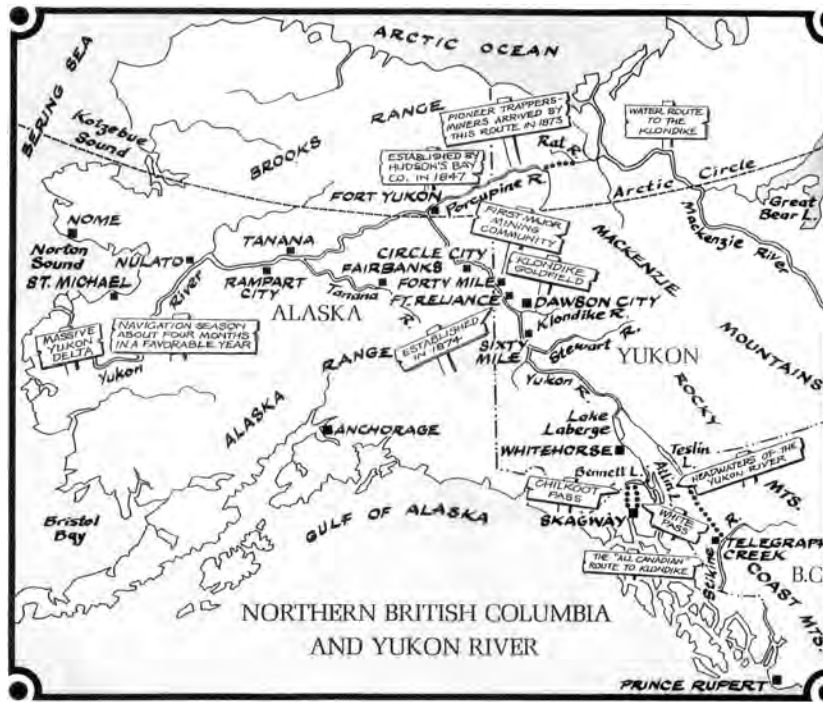


Figure 1. Map of northern British Columbia and the Yukon River

lot, which duplicated many of the items in the auction. The prices realized were good, and the daughter-in-law was pleasantly surprised.

Historically, the first community in the Yukon District of the Northwest Territories to have a post office was Fort Cudahy on Forty Mile River, 40 miles downstream from Fort Reliance (which was built 8–10 miles from the area that became Dawson when the major gold find was made (Figure 1) It was to Fort Reliance that Inspector Constantine of the Northwest Mounted Police (NWMP) came to establish law and order in the region. The first gold rush took place at Forty Mile, which was built across the river from Fort Cudahy. The latter's post office opened in 1894 with a cancelling device identifying it as Fort Cudahy BC. Ottawa wasn't sure where it was located! A corrected handstamp (NWT) was soon sent there.

When it opened, it used American stamps; however, this was short-lived. The fort lasted until 1898—by then, everyone had raced to Dawson and the Klondike. Mine recording moved to Dawson from Forty Mile when the NWMP. Dawson had been founded where the Klondike River meets the Lewes River; however, this latter name did not last long, as most of the



Figure 2a. Registered cover to Italy (1898)

With Yukon NWT Canada circle postmark. Postage of 5¢, paying the UPU rate.

prospectors identified the main river as the Yukon. The river began at Marsh Lake; it was known as Lewes River as far as Lake Lebarge,<sup>1</sup> and was known by that name as far as the Pelly and Stewart Rivers. In May 1945, the Canadian government changed the name of the entire river system to the Yukon, with headwater at Marsh Lake.

The first move to exploit gold in the Yukon River watershed took place at Forty Mile when coarse gold was discovered, although in the Alaskan part, and in the same year on the Stewart River in the Yukon District. When a major find occurred in 1896 at Rabbit Creek (a tributary of the Klondike River), the word spread. By 1898, thousands of prospectors were arriving in the flats at the junction of the Yukon and the Klondike Rivers, and consequently, the Gold Commissioner's office moved to Dawson from Forty Mile. This was the death knell for Fort Cudahy and eventually for Forty Mile.

Dawson opened its post office 1 September 1897 as Dawson NWT (Figures 2a & b). At this time, a monthly mail service was initiated in the Yukon District of NWT. The Yukon Territory was established 6 June 1898, and Dawson NWT became Dawson YT. Both the YT and NWT hammers were simultaneously in use for a number of months.

<sup>1</sup>Famous for its appearance in the *Cremation of Sam McGee* by Robert Service—  
... it was on the marge of Lake Lebarge that I cremated Sam McGee—ed

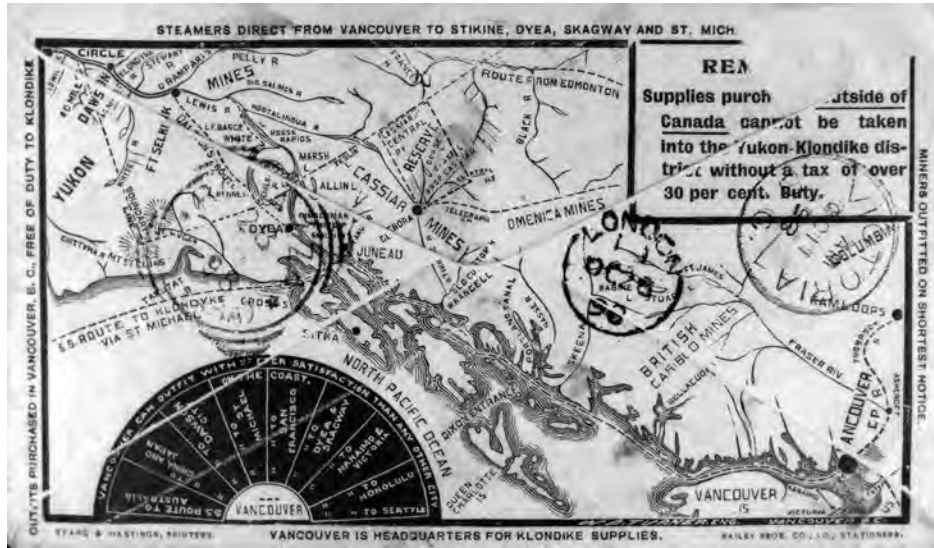


Figure 2b. Reverse of cover in Figure 2a  
Showing steamer route; backstamped Victoria, London, and Ratazza (an Italian squared circle).



Figure 3. Prospectors mining for mail at Tagish (early 1898)

As mining claims were established, many prospectors settled near their claims, and the government opened post offices at number of sites. Eventually, over 70 post offices and sub-offices were opened in the Yukon. As the claims played out and the miners moved to other fields, many offices closed. Today there are 17 Yukon post offices and sub-offices operating. The rest closed as the miners sold their claims to the giant dredging companies; with the advent of higher gold prices, the latter were able to operate at a profit on land that had been played out a number of times. The gold taken from the Yukon by 1905 has been valued at over \$100 million—at \$20 per ounce! (Current value of a troy ounce of gold is around \$400.)

Prospectors had searched for gold on many rivers in the Yukon. At Rabbit Creek on 17 August 1896, Kate Carmack found coarse gold nuggets while washing a tin can. She was the wife of George Carmack, who filed the initial two claims Rabbit Creek; it became known as Bonanza Creek as a result. Filing claims above and below Carmack's were his brothers-in-law, Skookum Jim and Tagish Charlie. The last is related to my brother Terry's wife Pat.

On hearing of this find, the prospectors at Forty Mile abandoned their search and headed to the Klondike. Robert Henderson had asked the discoverers to send a message to him on the Indian River if they discovered anything. By the time word got to Henderson, Bonanza Creek had been totally claimed. However, he did discover and make a claim on Gold Bottom Creek. By this time, gold seekers from everywhere were stampeding to the Klondike. While climbing the Chilkoot Pass above Sheep Camp, over 60 prospectors were buried by an avalanche. Comrades above and below the slide rushed to dig them out, but few survived and many were not found until spring thaw.

Various stories are told of men who sold claims for small amounts, believing that they were not very good, only to find out that the purchaser thousands of dollars in gold.

According to David M Duncan in the *Story of the Canadian people* (1922), the government of Yukon District was handled by the Northwest Territories until the Yukon Territory was formed in 1898:

At first the Yukon Territory was governed by a Commissioner, assisted by a Council of six members appointed by the Dominion government. Later provision was made for election by the people of representatives on the council. In 1909, a still further change was made, providing for a Council of ten members, elected by the people and holding office for three years. In 1918, by an Act of the Dominion Parliament, the [office of] Commissioner of the Yukon was abolished, and duties of the office transferred to an official known as the Gold Commissioner.

In 1932, the position changed to Comptroller, which later changed to



Figure 4. Map of the Klondike

Controller. In 1947, the office of Commissioner was reintroduced. The Commissioner is now more like a Lieutenant-Governor; the government is formed by the elected Council and the Premier.

The post offices to open previous to 1902 in what is now known as the Yukon Territory are as follows.

- ⇒ Fort Cudahy NWT, open 19 May 1894–1 December 1903
- ⇒ Dawson NWT, open 1 September 1897
- ⇒ Tagish Lake NWT, open 1 September 1897 (Figure 3)
- ⇒ Pelly YT, open 9 September 1899
- ⇒ Bonanza YT, open 1 October 1899
- ⇒ Dominion YT, open 1 November 1899
- ⇒ Hunker YT, open 1 November 1899
- ⇒ White Horse YT, open 1 June 1900

Some post offices operated intermittently. This was due to the resignation of postmasters who went out to do their own prospecting, or occurred when NWMP officers serving as post masters (as was frequently the case), were called to other duties. Several offices underwent name changes, for example, Pelly became Fort Selkirk, Radford became Readford, and Bullion Creek became Kluane (Figure 4).



Figure 5. Registered letter from Bonanza to Dawson (1906)  
Postage consists of 5¢ registration fee plus triple domestic at 2¢ per ounce.



Figure 6. Registered letter from Dominion (1903)  
Registration plus quadruple domestic rate (15¢).

Gold was found in a number of tributaries of the Klondike and their names show up on the early postmarks, for example, Eldorado, Hunker, Bullion Creek, Dominion Creek, Last Chance, Sulphur, Paris (Figures 5–11). Other areas in the watershed were supply points for the miners, and their names are also part of the postal history. In the early 1950s, some of these communities—that serviced the giant sternwheeler river boats plying the



Figure 7. Registered letter from Forty Mile (1903)  
 Registration plus single domestic rate (7¢).



Figure 8. Registered letter from Granville (1905)  
 Overpaid registration plus single domestic rate (7¢) by 1¢.

Yukon and Stewart Rivers—ceased to exist when a highway was built from the Whitehorse area to Dawson. The ridge over the Yukon River was too low for the smoke stacks of the sternwheelers to pass under, and modern trucks could more efficiently handle the supplies to mining communities. Silver, lead, zinc and gold ores were shipped to the smelters of Trail (BC) or Kellogg (Idaho) via the White Pass and Yukon railroad to Skagway. Other ores have been found, and the search for minerals continues to this day.



Figure 9. Registered letter from Paris Yukon (1905)  
Overpaid registration plus single domestic rate (7¢) by 1¢.

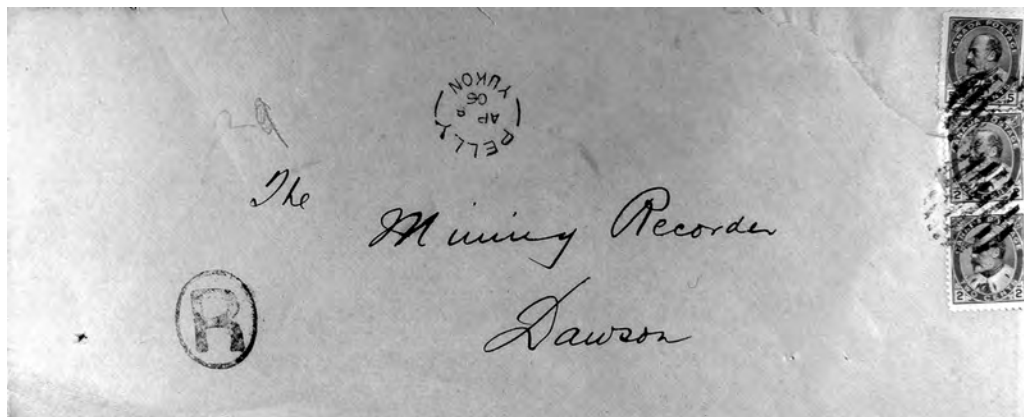


Figure 10. Registered letter from Pelly (1906)  
Registration plus double domestic rate (9¢).

The White Pass and Yukon railroad was built over the period 28 May 1898–29 July 1900. It covered 112 miles to Skagway, and has one of the steepest railway inclines in the world (Figure 12). While the railway was being built there were two other gold strikes—as a result, more than 80% of the workers left to prospect, and others had to be hired in their place. Many years later, a highway was built from Whitehorse to Skagway, so that trucks could continue all the way to the sea port.





Figure 11. Registered letter from Sulphur (1906)  
Registration plus quadruple domestic rate (8¢).

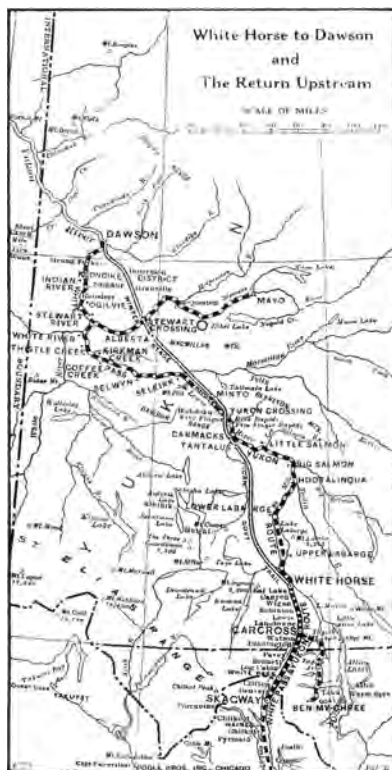


Figure 12. Map of railway and route to Dawson



Figure 12a. The author's uncle Hugh Tierny in long coat and hat (1950s)  
The caption read, *Railroad employees and passengers at Inspiration Point in the 1950s.*



Figure 13. The sternwheeler *Klondike* today

The Klondike Mines Railway was built in 1905–1906 and abandoned in 1913. It ran the 32-mile route between Dawson and Sulphur Springs, and served mines along the Klondike River and its tributaries.

During World War II, the US army took over the White Pass & Yukon railroad in order to bring supplies to the Northwest through the inland passageway of BC and Alaska. This was a safe way of transporting armaments for the defense of Alaska from the Japanese, and to ferry aircraft and arms to the Soviet Union. My uncle Hugh Tierney was the Superintendent for the railroad during part of the war and afterwards. In a winter of the early 1950s, he was aboard a rotary plough in front of the train engine, with the plough operator and the train conductor, when it failed to remove a patch of ice from a small frozen stream over the tracks. This pitched the plough over the bank and down the gulch about one thousand feet. One man was killed but my uncle and the operator survived the plunge. Uncle Hugh decided to return to the continental US to continue his railroad career (Figure 12a).

The US army built a pipeline from Skagway to White Horse to pump gas and oil into storage tanks, while another line was built from Norman Wells in the North West Territories to bring crude from wells to a refinery in White Horse. When the war ended, the Canol pipeline was shut down and removed, as the cost of production was too high. The refinery was dismantled in 1947 and shipped to Edmonton for servicing Imperial Leduc, just as the oil boom began in Alberta.

The pipeline from Skagway to Whitehorse was decommissioned—holes were drilled into it so that nothing could be sent through. With the refinery gone, the pipe line from Skagway was reactivated, and the British Yukon Petroleum Company restored the line. Water was pumped through while welders followed the line and filled the holes. The line is still in operation, sending oil and gasoline to storage tanks for delivery to service stations on Yukon highways, and to mining camps and various communities, and up the Dempster Highway from Dawson City to Inuvik.

Construction began on the Alaska Highway following the attack on Pearl Harbor in December 1941. It ran from Dawson Creek (BC) to Fairbanks, and was completed in October 1942. The length was 1500 miles, of which 1200 were in Canada. In 1943, a 1000 mile stage route was opened on the Alaska Highway, to provide daily mail service from Dawson Creek to Whitehorse. The Canadian government gave soldiers in the American army operating in Canada free mail privileges during the war. This provides a special chapter in the postal history of the North West, which was assembled by Richard Whelbeck in 1977, *Military Postmarks of Territorial Alaska*.

From the earliest days of the gold rush to the present day, mail is eagerly



Figure 14. Menu from the *Klondike* (1947)

sought and correspondence continues to be a major means of communication between people in the Yukon and those live in other parts of the world.

When I was a teenager, I worked on the *Klondike* riverboat (Figure 13) as a mess boy. This was the largest sternwheeler to ply the Yukon river. My brother Terry replaced me when I broke my ankle. This boat was the sec-



Figure 15. The *AJ Goddard* (1898)

Caption reads, *First boat from Dawson arriving at Whitehorse July 4, 98, with passengers, gold, and Royal Mail.*

ond by that name—the first sank in the mid-1930s. The mess boy served meals to the crew, washed the dishes for the complete complement of passengers and crew (250 or more) peeled the various vegetables that were served, maintained the crew mess hall and scrubbed the mess hall and the galley daily. The last act of the day was to bank the cook stove so that it would be ready to go first thing in the morning (Figure 14).

I remember my first day on the *Klondike*; I shared a cabin with a dining hall waiter, who had drunk too much and threw up all night. Our cabin was right next to the smoke stack. Whew!! It was warm. I stepped out on deck to shower while we sailed on Lake Laberge. At about 4:30 AM, the temperature was probably in the high forties (Fahrenheit). I had trouble catching my breath. My day began; I cleaned the mess hall, washed the overnight crew's dishes, set the table for breakfast, and served the crew. Then I cleaned the hall, set the table for mid-morning lunch (the BYN Co did not scrimp on food). I washed the breakfast dishes from the passengers and crew, and dried the dishes with very hot steam. I brought meat and other supplies from the food locker for the cook, then I peeled potatoes and other vegetables. And so went the day.

Our trip took approximately two days downriver, followed by a stopover



Figure 16. Rubber stamp STR. KLONDIKE (1947)  
Applied by Purser. Stewart River broken circle.

of several hours in Dawson (for passengers to visit), and with stores in place, we spent approximately 4½–5 days returning (upstream) to Whitehorse.

The river boats travelling down and back on the Yukon and Stewart Rivers carried both passengers and supplies. Many of the boats also pushed barges filled with supplies of fuel for the mining camps. The *Klondike*, because of its length, was unable to navigate in the fast current of the Yukon with a barge downriver. It was able to manipulate the barge coming back up the river. The barges carried ore in bags on their decks when returning to Whitehorse. These were transferred to the White Pass & Yukon Railway for shipment to Skagway and on to the smelters.

From the earliest gold rush days, the Yukon River was the primary means of summer transportation. When frozen in winter, it was used by dog teams and sleighs to carry mail and some passengers. The first steamer to reach Dawson, as a thriving community was the *Mae West* from Alaska, which arrived 8 June 1898, five days before the federal proclamation creating the new Yukon Territory. Her cargo included 26 barrels of whiskey. Drinks were sold in the saloons for \$1 each. The *Mae West* was built in St Michael (Alaska) in 1897. It was purchased by the NWMP, and renamed the *Vidette*, then later sold to Barrington Transport Co, who operated her on the Stewart River (wintering in White Horse). It was taken over by the British Yukon Navigation Company. It sank in Lake Laberge in 1917 while being towed to winter quarters by the steamer *Canadian*.

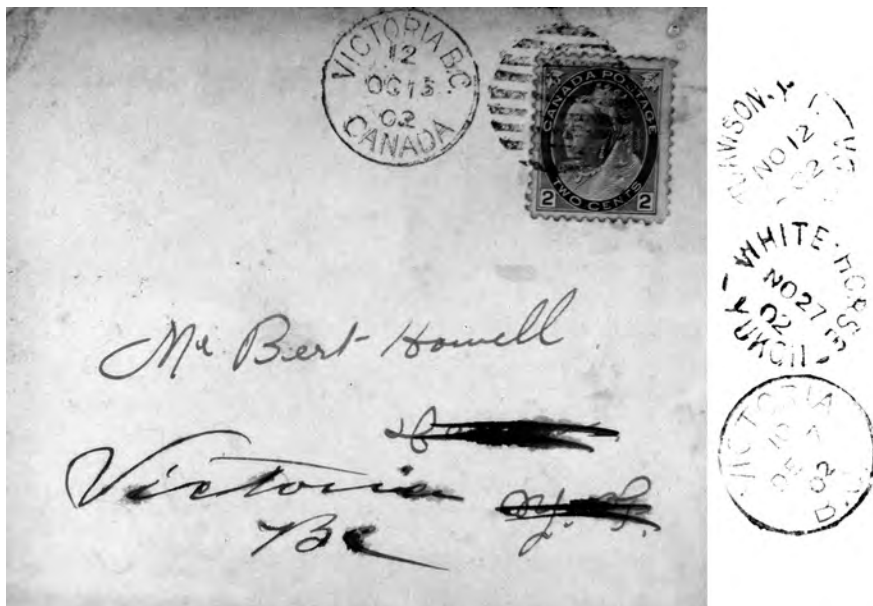


Figure 17. Victoria–Dawson–White Horse–Victoria (1902)

Redirected back to office of origin. Possibly carried by dog sled between Dawson and White Horse.

The first steamer to reach the area where Dawson was situated was the *Arctic*. This was built in 1889, also in St Michael, for the Alaska Commercial Co. It arrived at the junction of the two rivers on 17 October 1896. It was demolished in an ice jam near Forty Mile in 1897. The machinery was saved and installed on the barge *Margaret*.

The first power driven craft to pass through Miles Canyon and the White Horse rapids was the *AJ Goddard*. The hull was built in San Francisco, and assembled at Lake Bennett by Captain AJ Goddard. It was propeller-driven. He arrived in Dawson 21 June 1898, thirteen days after the *Mae West*. The *AJ Goddard* was the first boat to bring mail and gold ore from the Dawson area to White Horse, arriving on 4 July 1898 (Figure 15). It sank in Lake Lebarge around 1900. It weighed 15 tons, quite small compared to many later boats; the *Mae West* was 134 tons.

Numerous wrecks occurred over the years. Some boats were too late getting to winter quarters and were crushed by ice. Others sank due to various problems, including unseen rocks. The last sternwheeler to sail on the route commercially between White Horse and Dawson was either the *Klondike* or the *Casca*. The last boat to Dawson was the *Keno*; it is now a permanent his-



Figure 18. Sourdough gets mail from BYN bus driver

toric site in Dawson. It went after the bridge crossed the river, so that the smoke stack had to be hinged in order for it to lie on deck while passing under the bridge. It was then erected and continued to its destination. The *Klondike* sits in dry dock as a permanent heritage site in Whitehorse.

In 1958, the diamond jubilee year of the gold rush, the Yukon River saw a dam built in the Whitehorse Rapids.

On 24 March 1965, Senator Robert Kennedy climbed Mount Kennedy in the Yukon. This had been named after his brother, President John F Kennedy, assassinated in 1963. Until the late 1950s, Dawson City (as it is known today) was known as Dawson, and Whitehorse was White Horse (two words).

Small power-driven craft now travel on the Yukon River, but the excitement that the big galleons elicited when they docked along the river cannot be forgotten by those who saw them. They burned wood for most of their life. "Happy" LePage was one of the contractors to providing the wood along the river bank. Winter was the time of harvest and placement of the log piles. Riverboats were able to operate for the short summer season, mostly mid-June to mid-September.

The mail was delivered by the purser to points where people gathered along the river. In some cases, the purser had his own rubber stamp (Figure 16). No marks exist to signify dog team mail during the winter, but the dates of cancellations on mail between White Horse and Dawson provide





Figure 19. BYN bus

Passengers include Bill McBride (museum in Whitehorse named after him—see next figure), and the author (when he was 19) appears on the right.



Figure 20. McBride Museum in Whitehorse



Figure 21. First flight Carcross–Atlin (1928)  
With Yukon Airways & Exploration 25¢ stamp. Signed by pilot.

for no other explanation (Figure 17). The BYN Company operated the first commercial bus line on the Alaska Highway and delivered mail at the mile-posts en route. There are no known special marks for this mail, delivered to trappers and prospectors, and various camps and stores (Figure 18–20).

In the late 1920s, Clyde Wann purchased a airplane duplicating Charles Lindberg's *Spirit of St Louis*, named it *Queen of the Yukon*, and established a short-lived air mail service. Clyde formed the Yukon Airways & Exploration Company Limited, and issued 25¢ stamps bearing a likeness of the aircraft. Each letter also required a 2¢ regular rate postage stamp (Figure 21). The plane crashed in 1930. Other air mail operations were attempted during the 1930s by various entrepreneurs, but the successful development of air mail service came about only as a result of World War II—a large airport was built in Whitehorse to ferry planes and materiel to the Soviet Union. Bush pilots who travelled into various parts of the Yukon and British Columbia using floats and skis, also carried mail to remote camps.

The history of the Yukon is bound up in its mails, as well as its gold and other minerals (Figure 22).

I am indebted to William Robinson and William Topping for their work, *Territorial post offices of Canada*; to Robert Woodall for his classic, *Postal history of Yukon Territory Canada* (reprinted by Quarterman Publications); *Yukon Territory, its history and resources*, prepared under the direction of the Honorable Frank Oliver, Minister of the Interior, Ottawa (1909); *Yukon places and names*

by RC Coutts (Gray's Publishing Ltd, Sidney BC; the *White Pass and Yukon route*, a pictorial history by Stan Cohen; *Sternwheel days* by Art Downs (Heritage House Publishing Company, Surrey BC) for the map of Alaska and the Yukon, the picture of Tagish mail call and the steamer *Klondike*; the White Pass and Yukon route publication, *Handbook of vacation trips in Alaska and the Yukon*; William Robinson's *Northern Gold: Post offices of the Yukon and northwestern British Columbia*, featured in the Canadian Philatelist January-February 1997; *Story of the Canadian people* by David M Duncan (MacMillan Company of Canada Ltd); and the Canadian Geographic Magazine, published by the Royal Canadian Geographic Society, for the map of the gold mining sites.

FORM No. 25

*for Placer*  
APPLICATION AND AFFIDAVIT OF DISCOVERY OF ~~QUARTZ~~ MINE.

I, *G. W. Carmack*  
*Steady - Mile*

do hereby apply, under the Dominion Lands Mining Regulations, for a mining location in

*a creek known as Bonanza Creek*  
*flowing into Klondike River*

*Discovery claim on Bonanza Creek.*

for the purpose of mining for *Gold*  
and I hereby solemnly swear—

1. That *I* have discovered therein a deposit of *Gold*
2. That *I* claim, to the best of *my* knowledge and belief, the first discoverer of the said deposit.
3. That *I* am aware that the land is other than vacant Dominion land.
4. That *I* did, on the *14<sup>th</sup>* day of *August* 1896, mark out on the ground, in accordance in every particular with the provisions of ~~sub-section 14~~ of the said Mining Regulations, the location for which *I* make this application; and that in so doing *I* did not encroach on any mining location previously laid out by any other person.
5. That the said mining location contains, as nearly as *I* could measure or estimate, an area of \_\_\_\_\_ acres, and that the description and (sketch, if any) of this date hereto attached, signed by \_\_\_\_\_, set forth in detail, to the best of \_\_\_\_\_ knowledge and ability, its position, form and dimensions.
6. That *I* make this application in good faith to acquire the land for the sole purpose of mining to be prosecuted by myself or by myself and associates, or by *my* assigns.

Sworn before me at *St. Bonaventure*  
this *24<sup>th</sup>* day of *September* 1896.  
*G. W. Carmack*  
*Notary Public*

Figure 22. Claim made by George Carmack (1896)

# Cameo counterfeit

RF (Hank) Narbonne

**A** RAID by the RCMP at a premises in Chomedey (City of Laval QC) on 17 February 1965 yielded 6,777,000 counterfeit 4¢ red Queen Elizabeth cameo stamps, together with two printing presses. Six people were arrested, one was convicted. The sentence was one day in jail and a \$1000 fine [1].



Figure 1. Counterfeit 4¢ cameo used on cover (1965)  
Mailed from a drug store to a drug company.

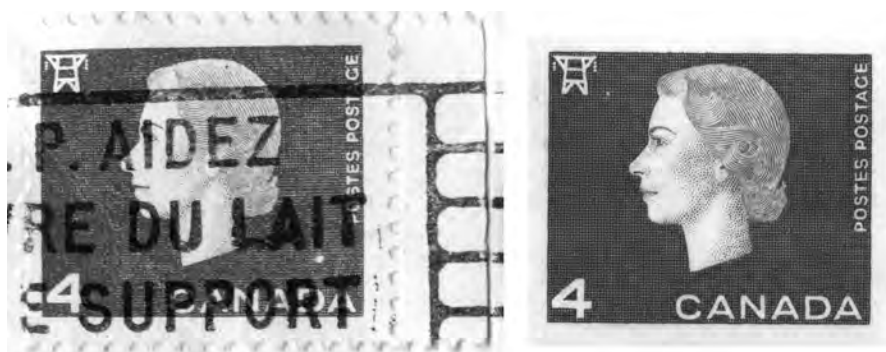


Figure 2. Close-up at left; at right is the image of a genuine stamp  
The perforations have been removed from the illustration of the genuine stamp [in fact, I used a coil, not having been able to find a mint pane copy—ed]. Even under close examination, it is difficult to see the difference between the lithographed counterfeit and the genuine engraved stamp.

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Keywords & phrases: Cameo, counterfeit

An example used on cover of a counterfeit 4¢ cameo is shown in Figure 1, with a close-up in Figure 2. The stamp is perforated 12.7 all around and unlike other counterfeits, the perforation is done well. It was printed by offset typography.

There are twelve examples known, of which five are used on three covers (including the one shown here); one cover has a vertical pair, another a horizontal pair. This is first cover to be found since 1974.

## Reference

[1] Newsletter of the Union philatélique de Montréal (1974).

### Special offers from BNAPS books

BNAPS has recently acquired the remaining copies of two important philatelic books: *Canadian military postal markings* and *Air mails of Canada 1925–1939*. Both books are being offered to BNAPS members at prices reduced from the normal member price.

*Canadian military postal markings*, by William J Bailey & E Richards (Ritch) Toop—the final and most comprehensive listing produced by Bailey & Toop; two volumes, perfect bound in an attractive slip-cover, 872 pp (1996); retail price: \$C99; regular BNAPS member price (40% discount): \$C59.40; SPECIAL OFFER to BNAPS members: \$C52.50

*Air mails of Canada 1925–1939—development & postal history of national & international mails*, by George B Arfken & Walter R Plomish; perfect bound, 230 pp (2000); retail price \$C49.95; regular BNAPS member price (40% discount): \$C29.97; SPECIAL OFFER to BNAPS members: \$C25

Shipping at actual cost plus a \$2 handling fee per order are extra. Orders can be placed with the BNAPS Book Department. Please write, call, or email:

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## Cover stories (4)

*Mike Street*

The fourth column in a series concerning unusual, rare, or otherwise interesting postal history. This time we deal with **forwarded hotel covers**.

**M**Y standing request for contributions to *Cover Stories* by members brought a prompt response from collector-dealer Hugo Deshayé of Montreal. Hugo offered a cover forwarded by a hotel to a departed guest as an illustration of the point made in this series about *dressing up* or adding colour to otherwise relatively ordinary rates or destinations.

My response to Hugo was positive, but I said that I would try to obtain at least one more cover of the type before running an article in this series. An e-mail request to friends for similar items brought not only covers related to other hotels, but also a second cover with an amazing coincidental connection to Hugo's.

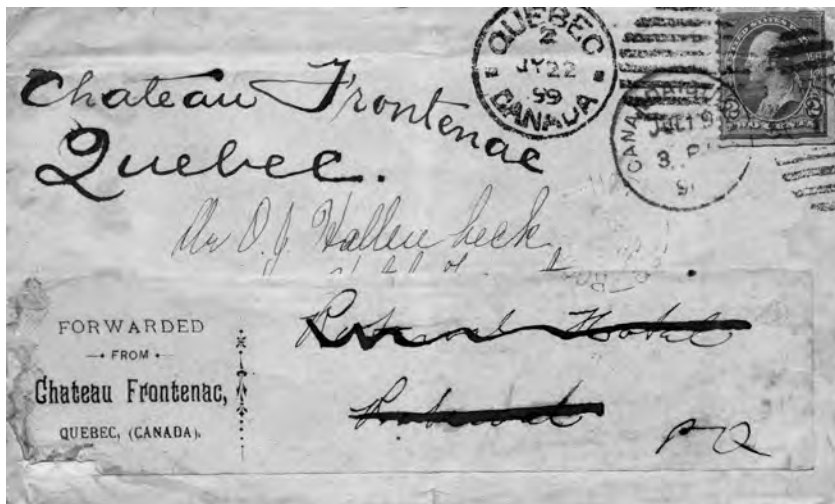


Figure 1. To the Chateau Frontenac, forwarded to Roberval, returned . . . (1899)

Hugo's cover (Figure 1) was mailed 19 July 1899 in Canandaigua (NY) (near Rochester), to a guest of the Chateau Frontenac Hotel in Quebec. As the guest, a Dr Hallenbeck, had apparently moved, the hotel applied a label, and on 22 July the letter was forwarded to the Roberval Hotel in Rober-

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Keywords & phrases: forwarding, hotel cover



Figure 2. To the Chateau Frontenac, forwarded to Roberval again (1899)  
Faint Roberval broken circle on reverse.

val (QC), on the shore of Lac St Jean north of Quebec City. Dr Hallenbeck having also left Roberval, the cover was returned to the Chateau Frontenac. Since there are no other markings, I presume that the Chateau returned the letter to the sender under separate cover.

Bill Walton replied to my request for forwarded hotel covers and Jean Walton sent some scans. Imagine my surprise when I realized that one of Bill's covers was almost a duplicate of Hugo's! This cover (Figure 2), mailed 17 July 1899 (only two days earlier than the cover in Figure 1) from New York, was addressed to a different guest of the Chateau Frontenac, a Mr Aull. He having also left for the Roberval Hotel, the same clerk at the Chateau Frontenac added a label and forwarded the letter, which seems to have reached Mr Aull in Roberval. Whether the two men were travelling together we will probably never know, but what are the chances of the two letters, mailed to different people just two days apart, getting the same postal treatment and surviving to this day?

The cover in Figures 3a & b, again courtesy of Bill & Jean Walton, was mailed from New York 8 March 1917 and arrived (cogged oval receiver) at the Vancouver Hotel on 13 March 1917. It appears that the hotel kept the letter until 5 June, when it applied the handstamp

NOT CALLED FOR  
RETURNED TO POST OFFICE  
BY HOTEL VANCOUVER

and gave it to the post office. Who applied the square REPOSTED mark on



Figure 3a. New York to Hotel Vancouver (1917)



Figure 3b. Reverse of cover in Figure 3a





Figure 4. Toronto to Banff to Seattle (1920)  
With fancy Banff Winter Sports Duplex.



Figure 5. Airmail to Czechoslovakia, eventually (1946)

The 30¢ double airmail fee to Europe was applied at the Windsor Hotel over a US 3¢ stamp which had paid the regular postage to Canada.

5 June is uncertain, but I suspect this was done by the Vancouver post office. There is no doubt that the post office gave the letter *the finger* on 6 June.

Mailed in Toronto on 19 August 1925, the cover in Figure 4, also courtesy of Bill & Jean Walton, was received in Banff (AB) on 23 August (faint receiver on reverse). A blue Banff Springs Hotel receiving stamp, indicating that the letter arrived on the same day it was mailed in Toronto, was obviously out of date. The guest having departed, the hotel applied a label and forwarded the letter to her at the Washington Hotel in Seattle. The Banff Winter Sports duplex cancellation (DAB-25) was applied on 26 August.

Posted in New York 16 December 1946 and franked by an American 3¢ stamp, the cover shown in Figure 5 quickly reached Montreal. There, the Windsor Hotel added not only a label and a forwarding address to Czechoslovakia, but also an AIR MAIL sticker and 30¢ postage to pay the second weight ( $\frac{1}{4}$ – $\frac{1}{2}$  ounce) air mail to Europe rate. A receiver (not shown) confirms that the letter reached Prague on 27 December 1946. Not bad service for Christmas time only 16 months after the end of World War II! Covers from Canada to Czechoslovakia in the 1946–52 period are surprisingly common and often relatively plain, so I was very pleased to obtain this item at a reasonable price from Roy & Deborah Lingen of Oshawa via their Internet website.

### 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 BNATopics, we will work with you in advance to obtain the best image for reproduction.

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# More about the West of Winnipeg RR-27 hammer

*Robert K Lane*

**I**N an earlier issue [L1], I proposed that the RR-27 listing C.P.Ry WEST OF WINNIPEG/. was a descendant of the RR-28b hammer D RPO, C.P.Ry WEST OF WINNIPEG/D. That is, the *D* was removed in some way, leaving only the dot after it. I have come across no evidence to contradict this.

This series of 19 hammers has been well studied, particularly by Ross Gray, who supports the proposal (personal communication). There are two different RR-27s and three different RR-28b hammer Ds in his summary of hammers. The obvious question arises—why would both RR-27s evolve from other hammers and what are the matchings?

Available examples of RR-27 have been examined closely and I conclude that they are all from the same hammer. But from which of the hammer Ds did it evolve?

I have examined all the proof strikes and all the examples available to me by making transparencies at exactly twice the size. When I look at the three RR-28b hammer D proofs, I conclude that they are from the same hammer—identified by Ross as RR-28b H-XI. This hammer does not exactly match RR-27. However, Ross's RR-28b H-XII (NIPB—*not in proof book*) exactly matches RR-27 H-I. There is no image representing RR-28b H-XIII (NIPB), but it does not matter. The origin of RR-27 H-I is RR-28b H-XII, and there is no RR-27 H-II.

The reported chronological usage of RR-27 is consistent with the reported usage of RR-28b H-XII (the evolved hammer came later). On which runs the hammer was used is also an interesting question, inasmuch as the distribution of any of the West of Winnipeg hammers is not well known. They were designated for the region to the west of Winnipeg, and Bill Robinson, for one, has wondered if they were even used on branch lines (personal communication). They were certainly used between Winnipeg and Calgary on the main line, but it is not clear whether the crews took the entire run or if the run was divided in some way.

In late 1899 or early 1900, the post office began to use more discrete divisions on the CPR main line. Thus, five hammers were issued for the run between Winnipeg and Moose Jaw, W-196, W'PG. & M.JAW R.P.O./No. Earliest reported dates for all five hammers occur in 1900. Hammers were also is-

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Keywords & phrases: RPO, Winnipeg

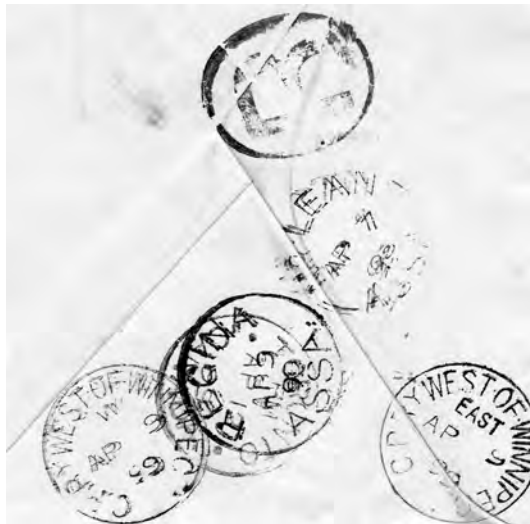


Figure 1. Two strikes of RR-27 (RR-28b, hammer D) (1899)  
Reverse of a cover, showing McLean ASSA broken circle.

sued for Moose–Calgary and Calgary–Vancouver. The 19 West of Winnipeg hammers were phased out ([L2]), but where were they being used during the transition?

The cover in Figure 1 (only the back is shown) provides a clue to part of the story (the cover is also described in [G]). The hammer sequence is:

- postmarked Mclean ASSA (just east of Regina), AP 7 99
- transit marked at Regina, AP 9 99 (no time mark)
- RR-27 W, AP 9 99
- RR-27 EAST, AP 9 99
- arrived Toronto, AP 12 99

The two RR-27 strikes are from the same hammer, as verified with overlays. The cover travelled westbound by RPO car and then eastbound with the same RPO crew. Chris Anstead (personal communication) is of the opinion that the cover was picked up at McLean, then dropped at Regina, where it was placed on the next eastbound train. Another possibility is that it was taken by truck to Regina, where it was placed on the westbound train and returned eastward with the same crew later in the day.

Mail was quite often picked up at smaller locations by an RPO car going the wrong direction; and then transferred to the next RPO car headed the proper direction. A CPR schedule shows that the westbound was due to arrive in Moose Jaw in the morning and the next eastbound left there later the

same day—thus the crew that handled this cover in both directions stayed over in Moose Jaw before returning.

This is evidence that Moose Jaw was used as a divisional point by RPO crews even before the issuance of the w-196 hammers. RR-27 can be identified as a hammer used on that Winnipeg-Moose Jaw run, at least for some period of time. This hammer was the latest to be reported for the RR-28 Express hammers (latest recorded date is 1905 09 20, according to Ross Gray). This is five years after the introduction of the w-196 hammers.

Readers are invited to help fill in the many remaining gaps in our understanding of the geographic distribution of the West of Winnipeg hammers. My thanks are extended for the generous advice of Ross Gray, Chris Anstead and Bill Robinson.

## References

- [G] Rosemary Gray *Territorial Assiniboia and Saskatchewan*, Saskatoon Stamp Centre (1990).
- [L1] Robert K Lane *A missing link between RR-28 and RR-27*, BNATopics volume 60, # 4 (2003).
- [L2] ——— *Transition from West of Winnipeg to Winnipeg-Moose Jaw RPOs*, Topics volume 61, # 2 (2004).


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# An unrecorded Canadian pioneer flight cover

*Chris Hargreaves*

**I**N aerophilately, the pioneer flights of Canada refer to a small group of rare and sought after covers, from before the regular Canadian post office air mail services were established. Very few of these flights were made—section 1 of [1] (the standard catalogue for Canadian air mail covers), lists covers and other items from just 32 flights or attempted flights, from 1848–1928!

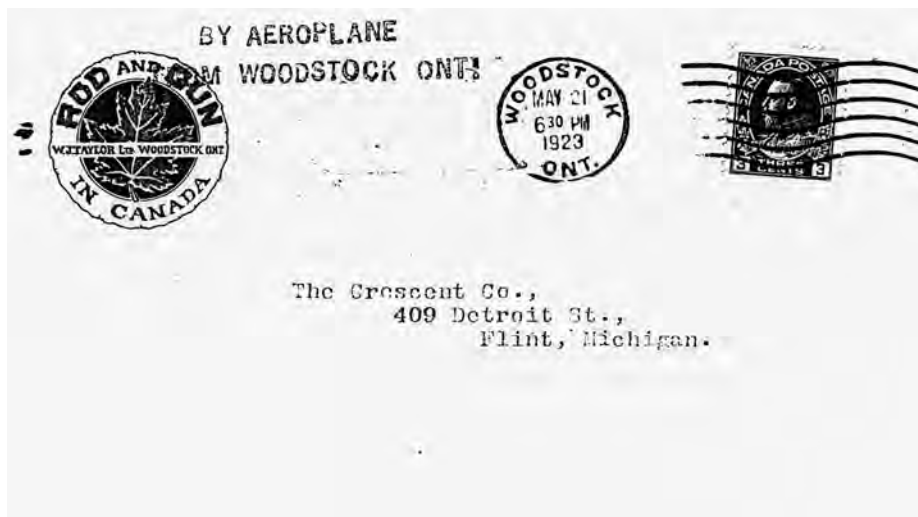


Figure 1. Ostensible first flight (21 May 1923)

Handstamp BY AEROPLANE / FROM WOODSTOCK ONT. Postmarked at Woodstock (6:30 PM), no backstamp. Envelope slit open at right.

The 1923 cover shown in Figure 1 therefore generated a lot of interest when it was announced at the 2001 Annual General Meeting of the Canadian Aerophilatelic Society. No one had seen a cover like it before, nor has a similar one been found since.

After the excitement subsided, we turned to the issue of whether this was indeed an unrecorded pioneer cover, or whether it is an ordinary envelope to which somebody added an endorsement with a children's printing set.

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Keywords & phrases: airmail, pioneer flight

The provenance of the cover is as good as it gets. It was found by Don Lussky, who sent it to me as editor of the *Canadian Aerophilatelist*. Don has a very eclectic collection, and had previously sent me copies of several other unrecorded Canadian first flight covers. Don is also a longstanding member of the American Air Mail Society. He serves as their auction manager, and is editor of the jet section for the sixth edition of the *American Air Mail Catalogue*. Don could not remember where or when he obtained this cover, but there is a pencil annotation \$35 on the back, so the cover had been identified as unusual before he acquired it.

At the meeting, it seemed to us that since aircraft were still unusual and exotic in 1923, any aeroplane visiting Woodstock would have been very newsworthy, and thus would have been reported in the local paper. If a newspaper report about this unknown flight could be found, we could assume that this cover was from it.

Gib Stephens is a Woodstock member of the Canadian Aerophilatelic Society, so I asked him to try to find a report of this flight. He later replied,

I am a member of our local history society, so that was my first choice—we came up empty. Likely the only field in our area at that time would have been at Sweaburg. Tom Williams was the owner and flyer. We checked out numerous papers on Tom, but nothing on your cover.

Then I went to our library—checked out newspapers in and around May 21, 1923. We could not find anything to help you. Also checked out files and files—nothing! Got on the computer at the library—checked out many different angles, but just seem to come up dry.

I also had help from Barry Countryman, who is an expert at finding information in newspaper archives. Barry tried to find a report on this flight, but informed me,

There is no such flight in:

- my employer's microfilm: the Toronto (daily) Star
- the Border Cities Star (now the Windsor Star) Saturday May 19, Monday–Wednesday May 21–23. Although the microfilm at the Metropolitan Toronto Reference Library was very faint on some pages, I don't think I missed anything. The paper had many small items from Woodstock in every edition.

I wanted to double-check the Woodstock paper at the Provincial Archives, but its Woodstock microfilms aren't as recent as 1923.

The cover was also reported in both the *Canadian Aerophilatelist* and the *Jack Knight Air Log* (a journal published by the American Air Mail Society). Nobody has come up with any information regarding this cover.

Although a report of a flight would have meant that the cover was likely genuine, the failure to find any reports does not automatically mean that the cover didn't fly. However, there is another problem regarding this cover,



which is an explanation for the Woodstock postmark, since according to the handstamp, it was flown by aeroplane from Woodstock.

Once this cover was handed in at the post office and cancelled, it should have been added to all the other mail, not handed back to the pilot (or an associate of the pilot). It would have been a severe breach of regulations for a postal official to have cancelled this cover and handed it back to the pilot. (There is an interesting note in [1] concerning the Charlottetown–Truro flight of 19 September 1919—pioneer flight –19—commenting that the flight was delayed for five days by the postmaster, “until written authority was received from Ottawa to forward mail”! I also checked with Don Amos (who had worked for the post office during the 1930s) regarding the possible handling of this cover. He commented that if it had been cancelled and given back, “someone would have gotten into trouble if found out.”

However, the fact that the cover should not have been handed back, does not mean that it wasn’t handed back! There are a number of examples of favour handling among the early first flight covers, so this could be another example of that practice.

It is also possible that the cover was prepared for a flight from Woodstock, that the flight was cancelled (which could explain why there are no newspaper reports of the flight), and the cover was then placed in the regular mail from Woodstock (which might explain the postmark). Although this theory fits the available information, it would be nice to have some evidence that it actually happened!

But how much evidence should we expect to find, or require, before accepting this cover as an unrecorded pioneer first flight cover?

In [1, §6] there is a listing, PF–26,

1921, March Vancouver–Seattle, Wash. Covers bear a cachet in three lines: “Via Aeroplane Mail/First Flight/Vancouver, B.C. to Seattle.” The status of these covers is obscure and few details are available.

This continues a listing from at least 34 years ago, in the fourth edition of the same catalogue. If PF–26 is listed with so little known about it, should the Woodstock cover also be listed in the next edition of [1]? It seems to me that given the provenance of the Woodstock cover, it ought to. But how should we respond if another unrecorded pioneer flight cover, appears on e-Bay, listed by a totally unknown seller?

If any one reading this article has seen a similar cover, or can provide information about the Woodstock cover, or would like to comment on these issues, please either contact the author at the address below, or the editor of *Topics*.

This article is adapted from articles that have previously appeared in the

*Canadian Aerophilatelist* (quarterly newsletter of the Canadian Aerophilatelic Society). I would like to thank everybody who commented on these articles, or on the cover when it was initially announced in 2001.

Readers who would like a complimentary copy of the current issue of the *Canadian Aerophilatelist* please contact. Chris Hargreaves, 4060 Bath Road, Kingston ON K7M 4Y4, e-mail: hargreaves@king.igs.net

## Reference

- [1] *Air mails of Canada and Newfoundland*, sixth edition, American Air Mail Society (1997).

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# The Arrow that never came down

*Dale Speirs*

**T**HE connection between the delta-wing fighter on the stamp (Figure 1) and the AVRO Arrow was so obvious that few believed government denials that they were not one and the same. On 27 February 1959, the matter was raised in the House of Commons [2] when the Postmaster General was asked by an Opposition member:

In view of the principle enunciated by the Minister the other day that the portraits of living things are never put on stamps, may we assume the Minister timed this stamp to come out on the day of the death of the Arrow?



Figure 1. The *Silver Dart* and ?? (1959)

To which the PMG replied:

There is one recognizable aeroplane which appears on the stamp, and that is the *Silver Dart*. The one in the background is representative of delta wing aircraft generally and bears a number of characteristics differentiating it substantially from the *Arrow* or CF-105. The differences are immediately recognizable to anyone who has any knowledge of the subject whatever.

A backbencher then remarked: "... would the Minister consider having this commemorative stamp redesigned to include two wreaths on the wing tips

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Keywords & phrases: AVRO Arrow, Government debacle

BNATopics, Volume 62, Number 1, January–March 2005

to indicate the death of the aircraft industry?" At this point, the Speaker of the House declared that enough time had been spent on the subject, and the House then moved on to a discussion about Bank of Canada interest rates.

The matter was briefly touched upon again on 8 July, during Defence budget debates, which could not avoid bringing in the AVRO *Arrow* matter [3]. When the *Arrow* project was cancelled, an order had gone out that all prototypes and plans were to be destroyed. An Opposition member asked:

Do I understand from the Minister that the taking of a picture of the CF-105 before it was destroyed was not allowed? If this is so, how is it that the Postmaster General got a picture of it and was so proud of it that he put it on a stamp? I would like to get an explanation because he said that this event was not so important after all. . . . Will the stamp be declared surplus?

The Minister responding evaded a direct mention of the stamp design, saying, "If the Hon. Member has any money left over he can buy the stamps and put the surplus stamps in his pocket."

## Exact versus artistic licence

One commentator on the design of the stamp was a retired Avro worker who wrote that the delta-wing fighter was not the *Arrow* [1]. He pointed out the following differences: the *Arrow* did not have slanted air intakes, the canopy layout was different, and the leading edges of the wings were angled differently from fuselage to wings.

## References

- [1] RN Brown *Avro Arrow was not on 1959 stamp*, Canadian Stamp News (1989-08-15) 14(6):4.
- [2] JW Pickersgill *Post Office Department*, Canada debates of the House of Commons (1959-02-27) Session 1959, p 1443-1444.
- [3] A Denis *Supply—defence production*, Canada debates of the House of Commons (1959-07-08) Session 1959, p 5686.



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## Two DLO covers

Jon Cable

**T**HE first cover shown (Figure 1) is from 1908. It raises several questions and provides new information about one of the DLO cancels. The letter has been sent without postage to the “Dominion Light-House”, Prescott ON and has a manuscript *OHMS* annotation written in the top right corner. The cover was posted at Angers QC, in the county of Ottawa (QC) at the time.

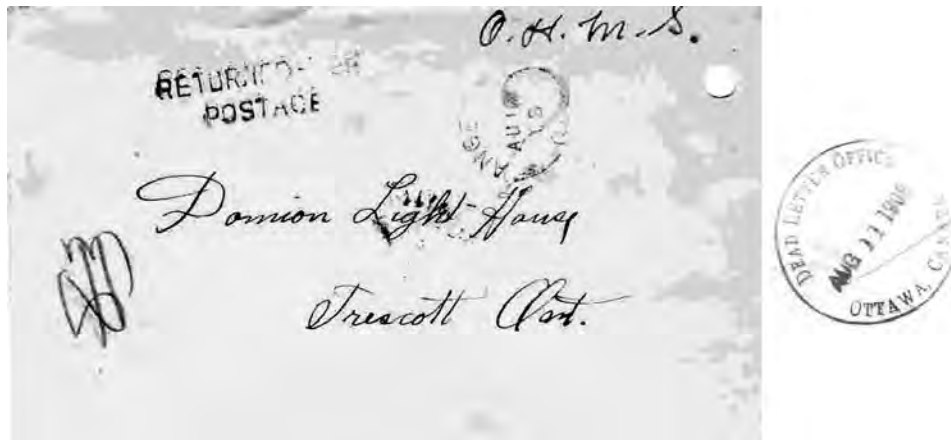


Figure 1. *OHMS* and charged (1908)

At right is the only handstamp on reverse. Mailed from Angers QC to a light-house in Prescott; sent to Dead Letter Office, likely because the return address was not visible. The struck through ms 83 is probably a DLO file number.

The Angers postmaster presumably thought that this letter should have incurred the prevailing 2¢ inland postage fee, and sent the letter to the Dead Letter Office in Ottawa. This can be deduced from the gateway RETURNED-FOR POSTAGE cancel in deep purple and the Ottawa Dead Letter Office cancel on reverse. The following interesting points and queries arise from this cover.

1 The Angers postmaster did not believe that a letter sent to the Dominion Light House in Prescott merited free postage. The official *Canada Postal Guide* of 1898 (I do not have one for 1908), clause 13, gives a list of “the Public Departments and of the principal divisions of branches thereof, cor-

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Keywords & phrases: dead letter office, stampless

respondence addressed to which on public business may be forwarded free of postage.” Assuming this regulation had not changed by 1908, one of the departments then listed includes Marine & Fisheries, and the Dominion Lighthouse at Prescott was part of this department—so the letter was correctly sent free of postage if it had been of an official nature. Either the postmaster at Angers did not recognise that the Dominion Lighthouse at Prescott fell within the Marine & Fisheries Department (understandable) or he had reason to believe the correspondence was not of an official nature (less likely, as he could not see the letter contents).

Concerning the Dominion Lighthouse Depot, with the development of lighted buoys in the Montreal to Kingston Division (which had been transferred from Railways & Canals to Marine & Fisheries in 1903, the need arose to have a repair and maintenance depot within reach. Temporary quarters had been in use at Morrisburg in the previous year and in November 1903, the Department established a permanent base at Prescott; this was converted into the Dominion Lighthouse Depot. Special apparatus for the lighthouses of Canada was manufactured here, and were conducted, keeping the service up to date. Here also, for the first time, Marine & Fisheries established a marine agency in the Great Lakes. (Taken from *A History of the Canadian Coast Guard and Marine Services* by Thomas E. Appleton, reproduced on the Fisheries and Oceans Canada website.)

**2** Believing that the letter required 2¢ postage, the postmaster then correctly applied the RETURNED-FOR POSTAGE cancel (the reason for non-delivery of the letter had to be stamped or written on the address side according to postal regulations). The postmaster also correctly applied the Angers cancel as under the postal regulations they also had to apply “the dated stamp of the Post Office from which the item was sent to the DLO” [1, 103].

There is some confusion surrounding where the **2** cancel, showing the amount due, was applied. It should have been applied at the originating post office, Angers (there are several examples illustrated in [1]), but the cancel is in a light purple ink, which differs noticeably from that of the RETURNED-FOR POSTAGE cancel applied at Angers, and matches the colour of the ink of the Dead Letter Office Cancel. On [1, 38], there is an example with the Dead Letter Office having applied a numeral cancel (presumably when the originating office had not done so). I am not aware of a separate study of these postage due numeral cancels.

**3** The Dead Letter Office receiving cancel on the reverse is a type 3a, 35 mm handstamp. It is number 167Ott3a in [1, database 2]. This has not previously been recorded except in the proof books. The cancel is dated 11 August 1908, less than one month after the proof date of 17 July 1908. On arrival

at the DLO this cancel would have been applied as well as a file number (83) on the front. Brian Plain's book [1] does not give contact information in order for people to send in new information to update the tables.

4 The DLO has not applied a postage stamp and has not obliterated the gateway marking. No 2¢ postage stamp has been applied, but my supposition is that this was not because the DLO did not adhere to its own regulations—these would have required the addition of a stamp—but that because upon examination, the Ottawa DLO believed that the letter was entitled to free postage and therefore the letter put it back into the mail as it was (although there are no further markings). The fact that the file number, 83, has been struck out might also suggest that the letter was not missing any postage (I have not seen a file number struck out in this way before).

The second item (Figures 2a & b) is a transatlantic cover sent from Aberdeen (PAID cancel) to Mr Angus Murray in Hamilton (Upper Canada) via Liverpool and Halifax. It is a provincial DLO cover of a type that is not illustrated in Brian's book [1].

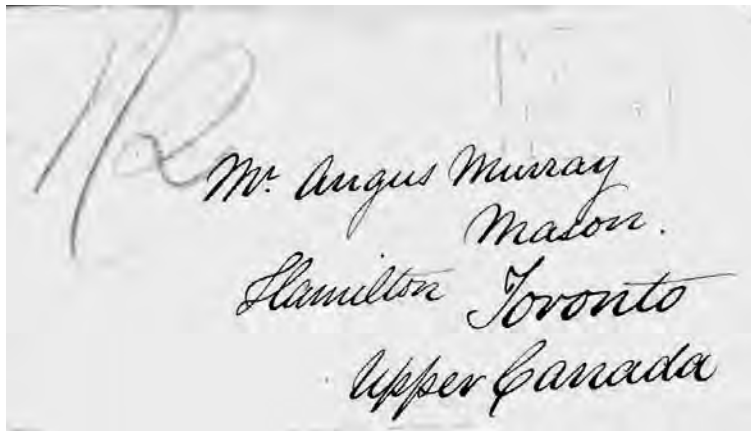


Figure 2a. Prepaid transatlantic cover from Aberdeen (1848–49)  
Rated (prepaid) 1/2 sterling.

**1 Retaliatory rates period** The manuscript postage marking shows 1/2 sterling (one shilling, two pence) prepaid (latter indicated by the red colour); this, together with the absence of US markings shows that the letter was dropped off at Halifax for onward transmission rather than going via the US. The transatlantic packet rate per half ounce from any place in Great Britain to any place in BNA via Halifax was 1/4 currency, equivalent to 1/2 sterling from

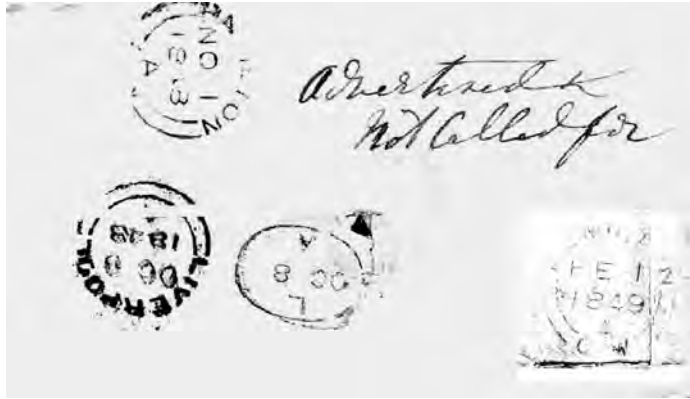


Figure 2b. *Advertised and not called for*, reverse of cover in Figure 2A

The oval cancel is from Liverpool. The Hamilton double broken circle at lower left was faint and applied three months after the other one.

February 1841–April 1849 (when rates were reduced to 1/–). This rate was made up of 1/– sterling packet rate to Halifax (including UK postage) and a uniform 2d sterling colonial rate for inland BNA postage (Treasury Order effective September 1840). The letter has therefore been correctly annotated 1/2 sterling paid (manuscript rate probably applied at Aberdeen).

**2 Sailing dates for Cunard Line packet** The letter, given the period involved, and the fact that there are official UK Liverpool and Canadian cancels will have travelled via a Cunard Line packet from Liverpool to the US (at this time both the Liverpool–Boston and the Liverpool–New York packets stopped at Halifax). We can infer from the two Liverpool transit cancellations dated 8 October 1848 that the letter just missed the 7 October sailing of the *Niagara* and instead caught the 14 October sailing of the *Europa*. The latter arrived in New York on 25 October ([2]). This would be consistent with the letter having been dropped off in Halifax and reaching Hamilton by the 1 November date shown in the Hamilton cancel. The Hamilton cancel is a 25mm type B2 in black with a basal A used MY 17 1846/A–NO 24 1853 ([3]).

**3 Dead Letter Office involvement** The reverse of the envelope as been struck with a second Hamilton cancellation in red dated FE 1 1849, exactly three months after the first Hamilton cancel and there is a manuscript endorsement on the reverse saying *advertised & not called for*. This almost perfectly illustrates of DPMG Stayner's instructions. Boggs sets out Stayner's instructions in [4, 715] as follows.

... all unclaimed letters which have been in a Post Office for three months and have been advertised (in a newspaper or by handbills displayed at the Post Office) for at least six weeks of that time, were to be considered "dead" letters



and should be forwarded to the General P.O. (Quebec) along with the refused letters and the accounts. The letters from Great Britain were returned to the Dead Letter Office in London, but those mailed in British North America were opened and if possible returned to the sender for payment of postage . . . all such returned letters were to be marked “advertised and not called for”.

In 1848 the General Post Office was in Montreal, not Quebec. There are no further markings added to the letter itself at Montreal or at the GPO in London. The letter would have been forwarded to Montreal from Hamilton, then to London GPO from Montreal and then sent back to the sender, probably within a wrapper (used from the early 1800s in the UK) to the sender in Aberdeen.

## References

- [1] Brian C Plain *The Dead Letter Office in Canada 1830–2002*, Auxano Philatelic Services (2002) Calgary.
- [2] Walter Hubbard and Richard F Winter *North Atlantic mail sailings 1840–75*, US Philatelic Classics Society, Canton OH.
- [3] B Graham *Ontario broken circles*, Postal History Society of Canada (1999) Ottawa.
- [4] Winthrop S Boggs *Postage stamps and postal history of Canada*, reprint, Quarterman Publications, Lawrence MA.

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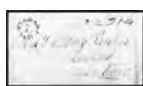
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## Book Reviews

☞ *Early Canada post cards 1871–1911* by George B Arfken (2004), published by BNAPS Ltd, pp vi + 134; list price C\$84, BNAPS list price C\$50.40; shipping is additional, as is GST for Canadian residents. Available from Ian Kimmerly Stamps, 112 Sparks St, Ottawa ON K1B 5P6

CANADA first introduced post cards, as the Post Office Department called them, 1 June 1871, and the earliest reported use two days later is on a card shown in this book. Intended initially for domestic regular use only, it soon became apparent that postal patrons wished to use the cards for other purposes as well. The previous definitive work on this subject, the *Postal history of the post card in Canada, 1878–1911*, was published by Allan Steinhart in 1979. New information which has come to light since the appearance of the Steinhart book is included in this one.

The book is divided into eleven chapters and eight appendices, and concludes with a bibliography (31 items) and a three-page index. The first seven chapters are devoted to various destinations to which post cards were sent (domestic, Newfoundland, US, UK, Germany, and UPU), and the last four to various aspects of post card registration. Among the many unusual items shown in the illustrations are some rare destinations. Some illegally registered cards are also shown from the period 1882–1889 when registration of post cards was forbidden.

The appendices deal for the most part with official documents related to post cards: quotes from various Canada Official Postal Guides, Department Orders and notices, as well as earliest reported usages of the various post card issues and applicable postage rates.

The approach taken in the main body of the book is to cite relevant regulations from the Canada Official Postal Guide and other official Post Office documents, and to illustrate (in colour) and explain usages which conform to these regulations, and usages which contravene them; this is done in more or less chronological order within each chapter.

There is a total of 161 illustrations, all in colour (although it must be said that the colour rendition of some of them is not true), in a book whose main body has 119 pages, so there is as much to delight the eye as the mind. These illustrations came for the most part from the collections of four major collectors, as well as from a few dealers' catalogues, and thus do not represent a complete picture of everything that is available.

Pricing for recent philatelic publications has become an issue, and this book is no exception. At c\$84, or even at \$50.40 for BNAPS members (plus shipping, plus GST if applicable), it is expensive by any standard, and again calls into question the wisdom of reproducing the figures in full colour. In the present case, colour adds nothing to the knowledge imparted by the book, although it certainly adds to its attractiveness; the question that only the buyer can answer is, is that worth the premium paid?

The official BNAPS literature agent, Ian Kimmerly, has informed the reviewer that the book is popular with collectors and has been selling well, so that he has had to reorder a supply of them. If you can justify spending that much money on it, it is a useful book which you might well like to have in your library.

*Robert C Smith*

☞ *Falmouth Packets 1689–1851* by Tony Pawlyn (2003), pp 144, pub'd by Truran (Cornwall UK); perfect binding, colour illustrations; price & availability unknown.

**A** PACKET ship (usually privately owned, sometimes owned by the GPO) carried the mail, although carriage of bullion and passengers was permitted. In the days of *privateers* (pirates authorized by enemy governments to seize merchant ships), they were heavily armed. If capture of the ship was imminent, the captain was required to toss the mail overboard in a special lead-weighted leather container (and woebetide him if the mail pouch came to the surface, as it did occasionally).

The port of Falmouth (on the mouth of the Fal river, hence the name) was by far the most important of British ports for transatlantic packets, and post office mail between Canada and the UK was carried on Falmouth packets (this represents a small portion of the actual mail, since most was privately conveyed to avoid excessive postage). The book discusses in exquisite detail everything you would want to know about Falmouth packets, even to the extent of a nautical lexicon.

Whether it's disease, friendly fire (it was difficult to identify nearby ships), discipline on board ship (you can see where my tastes lie), it's covered in this fascinating little book. There are a great many high quality colour illustrations of the ships, documents, letters, and maps related to the packet service. Very little refers to Canada or the Maritimes, but it doesn't really matter.

I was surprised to learn that the usual cargo of a Falmouth packet was a small amount of mail, and possibly a few passengers. No wonder the service was never profitable for the post office. However, it was perceived as

necessary to connect Britain with its colonies, and the town of Falmouth developed into an important centre.

There are numerous tables, notes, a bibliography, and a multifaceted index. However, the author should have taken some lessons in punctuation (especially, but not exclusively, the placement of commas). He makes some dreadful spelling errors—for example, guage (aargh) for *gauge*, loosing when *losing* is intended, and remarkably (for a nautical book) uses compliment for (ship's) *complement*; he also transliterates the Icelandic and Anglo-Saxon letter ð (eth: pronounced as hard *th*) to *y* (ðe reads *the*, not *ye*). Editor

☞ *Stampin' around* or *The life of a stamp collector* by Fred Jarrett (2005), editors Merrick Jarrett & Gray Scrimgeour, published by the PHSC with the assistance of the ASMF, pp 216, hardcover, 8½"×11"; price c\$35.69 & shipping if ordered before 1 August 2005, otherwise c\$45.69 & shipping.

Available from the PHSC, c/o Stéphane Cloutier sec-treas, 5048 County Rd 10, Fournier ON K0B 1G0, e-mail: cloutier@comnet.ca

**C**AVEAT. While reading this review, you should keep in mind a number of things. First, I am a member of the Allan Steinhart Memorial Fund (ASMF) Committee, which decides whether to provide support for publication of works in postal history. However, I played no role in the decision to support the publication of this book, except to tacitly agree. I am also a director of the Postal History Society of Canada (PHSC) under whose ægis this book was published. Again, my role in this regard was minimal. Finally, my review is based on the copy I received, which was not unnaturally, a *review copy*—printed at lower resolution (apparently) than the final version, cerlox bound (rather than hard bound), and with some errors that were subsequently corrected.

This book mostly consists of interesting stories written down by the doyen of Canadian philately, Fred Jarrett. He died at age 90 in 1979, and left his memoirs (carefully typed—Jarrett was a Canadian speed typing champion, and was employed by Underwood much of his life). These have been edited by his son, Merrick, and Gray Scrimgeour. About 110 pages are devoted to the memoirs. The first 50 or so pages are mostly biographical articles, by several authors (e.g., Richard Lamb, Horace Harrison) and the editors. The final 30 pages (excluding the index) consist of a reprinting of Jarrett's typewritten *BNA Record*, a monthly newsletter.



For someone who was arguably the most important Canadian philatelist (ever?), a signatory to the RDP, a member of the Order of Canada, and recipient of many other honours, he should have had a serious book written about him some time ago. We have had to wait 26 years.

Jarrett's plain-speaking remarks are a delight to read. He had opinions on every philatelic subject imaginable, and on innumerable old-time philatelists and stamp dealers. The editors, however, could have done a better job by actually *editing* the text, rather than presenting it as a sacred text to be read as typed. There are numerous repetitions (or near-repetitions) of anecdotes. There are no updates—e.g., he refers at least twice to the scandal of the imperforates, which was subsequently written up in two issues of *Topics* (referred to in the article by Stephen Sacks in this issue); however, there is no mention of this in the book (at least, not as far as I could find). The misspellings in Jarrett's typescript (e.g., Deville for Deaville) are preserved.

Reading the book brought back memories. There is an illustration of an album with the Jarrett name. When I started collecting Canadian postage stamps (around age 14, after having accumulated worldwide stamps for a number of years), my first album was the *Jarrett Postage Stamp Album*, published by Warwick Brothers and Rutter in Toronto. I noticed some problems with it, and as an indignant teenager, wrote a letter to the publishers. They replied, saying they were sorry, and surprised, since Jarrett himself had designed it (I had assumed that he had simply lent his name to the album).

I was disappointed that this book has virtually no postal history or philately in it. There are no research articles, and it does not pretend to be a reference book (unless you are interested in stamp dealers, a subject I would rather avoid). However, it certainly has entertainment value, and should provide hours of enjoyable reading. *Editor*

↻ *Catalogue of Canadian duplex cancellations*, third revised edition, by Stéphane Cloutier (2005), pp 228, author-published; spiral bound, 8½"×11"; price Can\$39.95 plus shipping: \$9 to central Canada, \$10 to Atlantic Canada, \$12 to western Canada, \$9 to the US, and \$17 to the rest of the planet. Available from the author, 5048 County Rd 10, Fournier ON K0B 1G0, e-mail: cloutier@comnet.ca

**D**UPLEX refers to a style of handstamp which has both a dater (typically with the town name) and a killer (typically, with bars); such a handstamp is used to simultaneously kill (cancel) the stamp and

date the envelope. In Canada, they date almost from the beginning of the use of stamps—the earliest (reported in *Topics* several issues ago) is an 1860 duplex, one of many produced by Berri (hence a *Berri duplex*). Some offices are still using duplexes! About 6200 different duplex hammers have been used in Canada.

This is the third edition of the catalogue, the first two in 1987 & 1993 by Bob Lee, which themselves were extensive revisions of EA Smythies' two editions (1959 & 1963) of *Canadian duplex cancellations of the Victorian era, 1860–1902* (CPsGB). It has been completely revised and up-dated.

After a brief discussion of the usual (necessary) preliminaries (history, classification, abbreviations, interpretation), the list is presented. It is arranged alphabetically by province. The catalogue number (always of the form DXY–123 where XY is either the two-letter abbreviation for the province or territory, or UN for *unofficial*, AF for *armed forces*, BE for *Berri*, or TR for *transportation*) is given at the extreme left of each entry, followed by the usual data (for a cancellation catalogue): town name (as it appears in the post-mark), types of dater and killer, diameter of the dater, proof date, and earliest & latest recorded dates, along with time marks, and remarks on a second line. The use of uniform weight nonserif all caps for most of the listing renders the text a little difficult to read. The comments, in an obliques version (lower case) of the typeface, are more readable.

The listing itself occupies over 200 pages. There are a few illustrations of covers to fill in most (but not all) of the white space at the end of each section. The listing of unofficial duplex cancels—those for which the killer is unusual or appears at various angles—has been trimmed from that of previous editions, as the unconfirmed ones (strikes of a dater and a separate killer which are fortuitously close) have been eliminated. This is a considerable improvement. The final few pages contain very clear images of actual hammers of different construction. The bibliography is extensive (even my name is spelled correctly!).

There are no rarity factors—how can there be with such an enormous number of different hammers? To establish a reliable rarity factor valid for cancels over a period of 140+ years would require tens of thousands, perhaps hundreds of thousands of reports, and is clearly impractical. One can roughly judge scarcity by the early and late dates, or by the period of opening of the post office (or that there is only one or no dates recorded).

The book is letter page size. This means that it is a nuisance to carry around and may not fit in normal-sized book shelves. It could easily have been printed at a smaller size, using a smaller serif typeface (with lower case) and be at least as readable. How well the catalogue will stand up to



Figure 1. Riverbend PQ duplex, first report (1939)

Listed only as proofed in 1938. With seven narrow wavy bars (described as killer type O7). Two strikes on a special delivery (10¢) front; the remaining postage, 9¢, is either quadruple surface, or inconvenience overpayment of the 6¢ first weight airmail rate. *Courtesy of Danny Handelman*

regular use is another question, since the spiral binding appears to be made of plastic. On the other hand, the pages turn very smoothly.

There are very few typos, e.g., Ossekeag is spelled without the *a* in the New Brunswick section, but is spelled correctly in the unofficial duplex section. I would have preferred more illustrations, especially showing interesting postal history use of duplexes. The illustrations, however, are very clear. It would have been useful to have headers or footers with the current province, in order to facilitate searches.

Of course, there will be reports of new early and late dates, not to mention new hammers. The author hopes and expects that he will receive enough reports to justify a fourth edition in the future.

This is *the* book on Canadian duplexes and should be in the library of *itor*

[www.canadacovers.ca](http://www.canadacovers.ca)



# What's new?— Library and Archives Canada Philatelic Collections

*Cimon Morin*

## Former acquisitions

*James A Riley collection* [philatelic record], 1905–46, seven postal covers. Collection consists of one postal cover, 1905, addressed to JA MacCauley, ss River Denis, Nova Scotia, and bearing PAQUEBOT handstamp postal marking, sent from the Canadian Bank of Commerce, Antigonish NS. The collection also contains six Canada first official flight covers. [R3763]

*Royal Philatelic Society of Canada fonds* [textual record, graphic material], 1959–92, 91.5 cm of textual records, 592 photographs: colour slides, photographs, black & white, 18; one plaque. The fonds consists of records created by the Royal Philatelic Society of Canada in the course of its regular affairs. The bulk of the collection is correspondence to and from the officers and staff of the Royal, the Directors, and includes documents relating to long-range planning for the organization.

One file includes information relating to the name change of the society, petition for letters patent, correspondence, and proposals for same. Also included is a plaque commemorating the RPSC's participation in a philatelic book exhibition at the National Library of Canada, in 1973, and photographs and slides relating to conventions and events held by the Royal over the years. Finally, the Royal Philatelic Society of Canada's educational slide programme is represented by nine slide sets and accompanying notes. [R3941]

*Donald Shorting collection* [philatelic record, textual record], 1953–91, one 1p and 8p brochures, two postal covers. Collection consists of a souvenir document bearing three postage stamps (Scott #322–4) commemorating the 25th annual convention of the Canadian Philatelic Society, two postal covers commemorating PIPEX '86 and TOPEX Victoria (1989), and eight brochures—entry forms concerning stamp exhibitions in Victoria and Vancouver 1980–91. [R5141]

*William L Simpson collection* [philatelic record], 1869–92, three strips (60 postage stamps), one sheet (25 postage stamps), plate proof, one sheet (32 postage stamps), 18 revenue stamps, proof, black. Collection consists of

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Keywords & phrases: National Archives of Canada

BNA**T**opics, Volume 62, Number 1, January–March 2005



# Readers speak

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

*From Bill Pekonen (Richmond BC), on Jon Cable's letter to the editor on free franking (in turn responding a letter by Bill in a previous issue) in Topics # 501, p71)*

Thanks for the helpful information provided by Jon Cable and also to others who responded in other ways.

My collecting interest is official mail. For my purposes, free franked mail to and from government offices in Ottawa during the 1867–1892 period is divided into two main groups:

- 1 Official correspondence—franked by either the Minister or Deputy Minister on government business
- 2 Personal correspondence—franked by civil servants working in Ottawa government offices using the free franking privilege for private personal, newspapers, parcels and private business matters.

During the 1867–1892 period, civil servants working in government offices with an Ottawa address were permitted to send and receive private correspondence free of postage in Canada only. In order to qualify mail sent to Ottawa for the free franking privilege, the department name must have formed part of the address. Many civil servants abused that privilege in the different ways stated above. Even friends and relatives of civil servants used the free franking privilege. Many civil servants used government envelopes and departmental handstamps. The free franking privilege by civil servants for both private and official correspondence was cancelled effective 15 March 1892 based on a recommendation which described the activity as a “flagrant and expensive abuse . . . very difficult of detection and remedy.” The free franking privilege for civil servants was prohibited thereafter unless approved by Order in Council on an individual case by case basis.

For my collecting purposes, Government covers signed by civil servants other than the Minister or Deputy Minister during this period, even if cancelled with a department frank or using a government department envelope, are considered to be personal or private mail. The only exception would be if the bona fide contents prove the correspondence to be on official business. Post office correspondence came under a separate set of free franking regulations, although the post office was a branch of the government.

We can conclude that the cover illustrated in *Topics* #499, p67, is an example of personal mail sent by a civil servant. It is properly rated to the US as ordinary personal or private mail and paid the same rate as the general

public. For postal purposes, the Perley signature handstamp on the face of the cover is irrelevant, as is the Public Works Department franking mark.

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From Len Belle (Essex UK), on *Foreign Exchange Control Board (FECB) regulations* I have been re-reading the articles on FECB markings and regulations in *Topics* Vol 52, # 3 (by Jeff Switt) and Vol 55, # 1 & 3 (by David Whiteley). These articles refer to instances of the apparent misuse of the markings on private correspondence; however, there is no mention of any letters which seem to have slipped through the net and escaped the regulations altogether.



Figure 1. Penticton BC to New York (8 December 1945)

Postage made up of 10¢ registration fee and 4¢ first weight surface to the US.

Figures 1–3 show registered letters to the US and UK. All were posted before the regulations ceased to be effective in 1951, and I would have thought that they should have the usual *Passed for Export* markings. There is no sign of any authorization at all, front or back, on any of them.

The cover from Penticton (Figure 1) is dated 8 December 1945, and that from Hope (Figure 2) is dated 19 September 1946; the cover from Knowlton (Figure 3) is dated 1 August 1949. The originating offices are probably fairly small towns and the postmasters there may have thought that with the end of the war, the regulations no longer applied. However, the two to the US went via Vancouver, and the one to the UK went via Montreal—I would have thought that the regulations would have applied at these offices.



Figure 2. Hope BC to New York by air (19 September 1946)

Postage made up of 10 ¢ registration fee and 7 ¢ first weight airmail to the US.



Figure 3. Knowlton QC to London (1 August 1949)

Postage of 10 ¢ registration fee and 4 ¢ first weight British Empire surface rate.

Can anyone tell me whether such instances are common? Was there any relaxation of the regulations in some circumstances before the ending of the FECB regulations? I would be grateful for any information on the subject.



*From Hugo Deshaye (Quebec City), on the letter to the editor from Len Belle in Topics # 501 concerning Operation Cavalier*

*Operation Cavalier* was a response to the growing security threat arising from the civil war in the former Yugoslavia. The UN Security Council authorized the creation of the United Nations Protection Force (UNPROFOR) in 1992. Its mission was to protect non-combatants and to ensure the security and demilitarization of UN-protected areas in Croatia.

UNPROFOR was also responsible for ensuring the security and functioning of the airport at Sarajevo, delivering humanitarian assistance in Sarajevo and throughout Bosnia-Herzegovina, protecting convoys of released civilian detainees, monitoring the no-fly zone in Bosnia-Herzegovina, and monitoring the border areas of the former Yugoslav Republic of Macedonia.

Canada contributed CF members to UNPROFOR and UNPF over the period April 1992 to December 1995 under the names *Operation Harmony* and *Operation Cavalier*.

The tags reported by Len Belle are mail bag tags, not baggage labels as reported. They were used to identify each bag in a despatch; this was specially useful when mail to other missions—such as the Golan Heights or Rwanda—was on the same flight. White tags were used for incoming mail from Canada. The postmark from CFB Petawawa represents the office of despatch, not of receipt. This is confirmed by the mail room office marking. The tags used from *Op Cavalier* to Canada were yellow and addressed to Toronto—not to Petawawa or Trenton.

CFB Petawawa is the home base of the 2CMBG (Second Canadian Mechanized Brigade Group) located about two hours from Ottawa, just across the Ottawa river.

The tags show the despatch numbers, in this case 85, the 15th mail bag; the weight was 18 kg (these bags rarely exceed 20 kg). 85 despatches of mail by November was normal; typically there were about eight arrivals per month. In 1994, there were two Canadian battalions—this was not an excessive amount of mail for the military in the Balkans.

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*From the Editor*

Notice anything different typographically in this issue? The large dropped initial **T** (Prague font) that begins many articles has been shifted so that its vertical stroke aligns with the text, the left horizontal stroke hanging to the left. I can easily make this permanent, and will do so unless there are objections. Other letters, such as **V** & **W**, should be similarly hung.

In addition, I finally noticed that the font contains italic text figures: *1234567890* (in addition to the lining figures *1234567890*).

# Study group centreline

*Robert Lemire*

**T**HE 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. We have fallen a bit behind in reporting (the column was omitted from one issue of *Topics*) so, in an effort to catch up, highlights are provided for newsletters that have arrived in my mail box from mid-August 2004 through mid-March 2005.

*Newfoundland* In *Newfie Newsletter* #108, Carl Munden traces the history of the cancels used at offices in the area of Newfoundland known as Crabb(e)s: Crabb's Brook, Crabb's Head, Crabbs (Crabbes), Crabbes Station, Crabbes East, St David's, and St Fintan's. The introduction from Sammy Whaley's new book (*Newfoundland 1865–1879, the New York Printings*) is presented along with a summary (on a stamp-by-stamp basis) of the quantities of covers from his study.

Newsletter #109 reprints a 1991 article by CA Stillions describing a set of cinderellas, and provides new illustrations. Editor Bob Dyer also includes the first part of an article on post cards used in the 1890s by the St John's GPO to inform collectors of the stamps available. The second part (in the January/February newsletter) provides usage dates and ties the data to information previously published by Robert Pratt. Sammy Whaley shows a spectacular letter sheet bearing two copies of the 24¢ 1865 issue, probably paying the double rate for a quarter-pound package to Sydney (Cape Breton).

Issue #111 contains pictures (from CA Stillions) of an ad dealing with changes in postal rates. This ad confirms that the registration rate to the US was increased to 10¢ on 1 June 1926. In each issue of the newsletter, further pages of Colin Lewis' Newfoundland postal history exhibit and of Horace Harrison's Newfoundland postal stationery exhibit are presented.

*Map Stamp* Issue #17 of the map stamp newsletter contains illustrations of several patriotic cards and covers bearing copies of the map stamp (from John Anders). Bill Pekonen has provided some previously unreported dates for orb cancels on the map stamp. Articles and copies of correspondence from other publications are also included. In issue #18, Doug Lingard shows two lovely map covers with Bickerdike flag cancels—the first mailed to England on the first day of the 2¢ Empire rate; the second with an inverted barred flag cancel. Fred Fawn provided an illustration of (a portion of) a large 1907 registered cover to Germany with six copies of the map stamp (and 1¢ & 2¢ Edward-issue stamps).

*World War II* Gary Coates has taken over as editor of *War Times*, and the September and November 2004 issues and the February 2005 issue have been received. Charles LaBlonde is a self-described Switzerland specialist who has accumulated numerous WW II covers between Canada and Switzerland. Based on this material, he poses several interesting questions about the handling of Canadian commercial mail to Switzerland after the November 1942 takeover of previously unoccupied parts of France, and about the general process for forwarding mail to the Red Cross in Geneva. He also asks why some items did not undergo Nazi censorship (Brian Wolfenden forwarded an additional example which was shown in the November issue).

The question is also raised as to why Canadian covers to the Geneva Red Cross from late 1941 onward (but not earlier) generally received a COUPON-RÉPONSE handstamp. Barry Brown contributed a two-part article with information on (and many beautiful illustrations of) WW II War Savings Certificates. In the February 2005 issue, Gil Vatter describes and illustrates more picture post cards with censor markings, and Chris Miller (with the help of John Tyacke) provides some new information on censor cancels.

*Revenues* In the September issue of the Canadian Revenue Newsletter, Richard Fleet summarizes what is known about the counters and imprints on sheets of the Canadian second issue bill stamps. The question of why the \$3 value is the only high value to be printed with the imprints is addressed. Chris Ryan describes and illustrates more of the Ontario municipal garbage tags and bags. He also presents a discussion of Canada's short-lived (1923–26) excise tax on receipts for amounts of \$10 or more. Though it was supposed to be applied to many types of receipts, the tax was subject to widespread evasions, and often was simply ignored.

The December issue contains a discussion of Canada's excise tax on advances of money during 1920–27. This well-illustrated article shows the use of excise tax stamps and postage stamps with respect to overdrafts on bank accounts, demand notes and call-loans. The same issue has an update by David Hannay on a previous listing of excise tax meters.

*Queen Elizabeth II* Reprinted coils, reprinted booklets? New stamps for the Elizabethan collector are featured in the latest issues of the *Corgi Times*. The January–February issue provides a complete list of the 50(!) new flag booklets. Also, editor Robin Harris provides details on the latest twists on Picture Postage (©), customized postage stamps available from Canada Post. Léopold Beaudet shows how a piece of printer's waste, offered for sale on e-Bay, reveals interesting information concerning the printing of the 5¢ Narwhal (and other stamps printed by British American Bank Note Company) in 1968. Léopold also provides information and insights on several

offset impressions from the 1950s. Joseph Monteiro illustrates some recent imperforate errors. A fascinating picture, supplied by Canada Post, shows that the single copies of the 2004 Christmas stamps (as supplied in the quarterly packs and annual collection) were printed in the margins of the sheets used to print the booklet panes.

*Postal Stationery* In the September and November issues of *Postal Stationery Notes*, Chris Ellis continues his series on illustrated cards. He discusses the lovely cards issued by the *Farmer's Advocate and Home Magazine* and the *Bain Wagon Company*. The January 2005 issue features constant working-die varieties of the George V oval die envelopes. In the March 2005 issue, Mike Sagar provides a list of the spacer cards used in the revaluation of envelopes during 1964–79.

There is information on new printed dates on the current (undenominated) envelopes and PostCard Factory issues (including a list of cards with a new indicium). Earle Covert concludes his illustrated listing of the prestamped meteorological envelopes. There are updates on the list of Victorian and Edwardian money order cards, and John Grace continues his odds and ends series with illustrations of a number of interesting items, primarily post cards, old and new.

*Air Mail* The August 2004 issue of the Air Mail Study Group newsletter has been received. Thanks to John Johnson, documentation is shown that resolves a debate as to whether the 1 October 1928 airmail return flight from Montreal to Toronto was carried out by Canadian Airways or by Fairfield Aviation. Based on letters from Canadian Airways and the Post Office Department, it is clear that Canadian Airways carried the mail. Several questions are raised concerning details of the October 1928 first airmail flights Montreal–New York and return via Albany. The discussion of the New York–Montreal route (via Albany) was continued in the December 2004 issue, and includes maps, illustrations of covers and schedules.

Gord Mallet continues his series on signatures on first flight covers with an article on signature covers linked to Max Ward and Wardair. Bas Burrell has completed his successful tenure as editor by supplying an extensive index for the first twelve volumes of the newsletter (1992–2004).

*RPO cancels* In Volume 32, #6 of the study group newsletter, editor Ross Gray featured the RPOs established on the Grand Trunk Pacific Railway until its incorporation into the Canadian National Railways system. Examples are shown of cancels used on the Winnipeg–Rivers, Rivers–Biggar, Rivers–Wainwright, and other runs as the line pushed westward from Winnipeg. The END OF STEEL G.T.P. WEST cancels may have been markings for mobile offices that moved along with the construction crews as construction continued

westward. The E. OF T. & P.R.-R.P.O. markings apparently were used by an RPO that travelled between Prince Rupert and the end of the line as construction of the railway proceeded eastwards.

The September–October issue reported on a study of the cancellations used on the Ontario, Simcoe & Huron Railroad, (later known as the Northern Railroad) and the Northern & North Western Railway. These lines were absorbed by the Grand Trunk Railway in 1888. The November–December issue features cancels from the Hamilton & Lake Erie and Hamilton & North Western railways (which became part of the Northern & North Western Railway in 1881). The January–February 2005 issue highlights the Georgian Bay and Lake Erie line—part of the Grand Trunk system—and shows some newly-reported late nineteenth century markings from Bob Lane.

*British Columbia Postal History Research* In the July 2004 issue, Andrew Scott shows a series of unusual and damaged cancels from a series of POCON devices used at the small isolated village of Hartley Bay. A photocopy is shown of a post office document (dated 21 May 1888) authorizing four street letter boxes in Vancouver, and details are reported of major changes currently being made in the facer-cancelling machines in the Vancouver post office.

The October issue contains a short history of early post offices in the Vancouver area and a long list of recent BC philatelic pictorial cancels (even more were reported in the January 2005 issue). Canada Post has supplied a list of recent BC post office openings and closings (including information for Retail Postal Outlets). The January 2005 issue offers a discussion by Bill Pekonen on the transport of colonial mail in what became British Columbia and a short piece by Tracy Cooper on the Woden River office (1913–17).

*Re-entries* Ron Waldston has been very busy sorting through many thousands of copies of the peace issue definitives. Copies of the 10¢ value with doubling of the top-left vertical frame line have been found. He has also found copies of several different re-entries on the 20¢ value. Illustrations are provided in study group newsletters # 96–98. In newsletters # 97 & 98, Ron has also provided information about eight re-entries on the 1¢ stamps of the King Edward VII definitive issue.

*George VI* Issue # 3 of the *King George VI Post and Mail* features an illustrated article by Gary Steele in which he expands on the domestic Mufti era rates and usages presented in John Burnett's earlier article (the first of a series on postal history during the 1937–1942 period). Gary shows several scarce rates including triple registration fee for indemnity not to exceed \$75, and up to three ounces drop letter, special delivery. In issue # 4, John Burnett presents part II of his series, a discussion of the postage rates to the United States & Territories. Examples of surface and airmail rate covers

are illustrated, including a number of short-paid items, a nice special delivery surface mail cover, and US clipper covers to Honolulu (Hawaii) and Manila (Philippine Islands). Editor Stephen Prest also passes on information gleaned from early issues of *BNATopics*.

*Squared Circles* The July 2004 newsletter contains a list of 20 new reports, and provides colour illustrations of 40 different squared circle cancels on the Jubilee Issue. Jim Miller completes his descriptions of the Toronto three-ring orb cancels. The *Round-Up Annex* of December 2004 contains nine further new reports. Recent finds, as reported by Bill Pawluk, Bill Radcliffe and editor Jack Gordon, are illustrated.

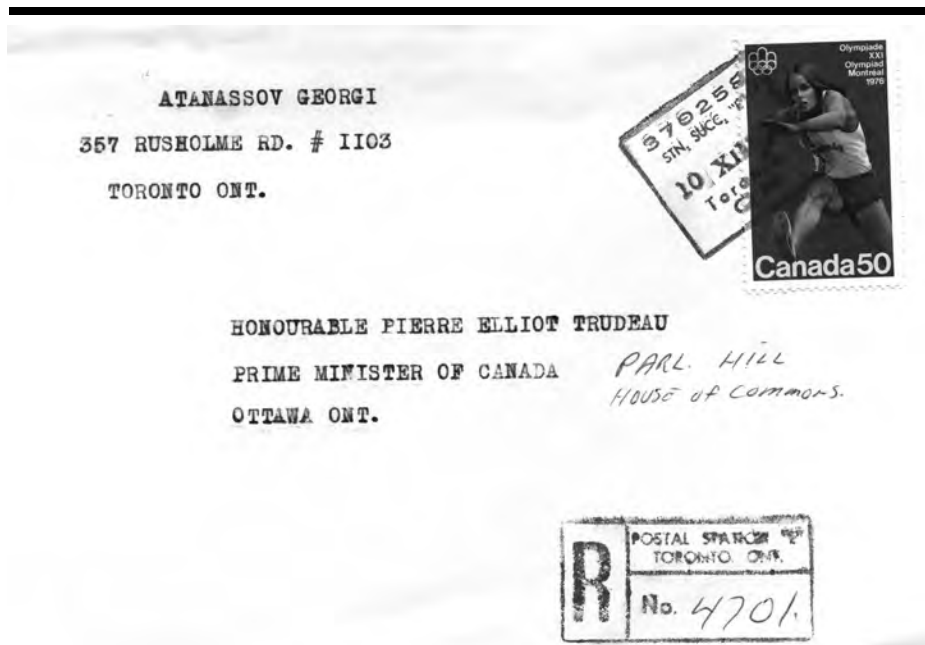
*Military Mail* In newsletter #166, George Sawatzki illustrates covers from the first rotation of Canadian troops serving with the Canadian contingent in the NATO mission in Afghanistan. A cover from Doug Sayles and a follow-up note from Robert Toombs indicate that regular free surface mail was flown to Canada from troops in Italy (and Egypt) beginning in early 1944. The November issue shows illustrated Christmas letter sheets for 1944 (First Battalion the Canadian Scottish Regiment) and 1945 (2/14 Field Regiment RCA, courtesy of Mike Street), and an illustrated card from members of the Sergeants' mess of #10 Canadian field ambulance" (late 1918, courtesy of Steve Luciuk). In newsletter #168, Dave Hanes shows some forces *POCON* cancels used in Bosnia. There are illustrations of a number of navy-related covers from Colin Pomfret, and reports of new markings from Doug Lingard and Doug Sayles. Kim Dodwell provides information regarding the movement of 1 Canadian Division in the early part of World War II.

*Perfins* The latest issue of the *BNA Perforator* contains Conrad Tremblay's extensive survey of stamps perforated by the Shawinigan Water & Power Co between 1923 and 1927. Three varieties of the perfin are discussed, and an attempt is made to identify the periods of use for each type.

*Large & small queens* In the January 2005 issue of the *Confederation*, chairman Ron Ribler presents some observations about early perfins on the small queens issue. He concludes that these perfins are much scarcer on the small queens than would be suggested by the perfin rarity factors. An article by John Hillson about several early registration covers (including discovery of a very rare perforation variety of the 5¢ registration stamp on cover) is reprinted from *Maple Leaves*.

*Fancy & miscellaneous cancels* As usual, editor David Lacelle presents some interesting items and discussion in the December newsletter. There is a short piece on the Toronto 2 fancy cork cancels in the context of their possible relationship to the Toronto two-ring 2 cancel. There is also a new crown wax seal listing, St Luce Station Que (June 1883).

*Centennials* The latest newsletter has several articles discussing minor booklet varieties. Mike Painter shows some examples of a 1¢ booklet stamp with small parts of the left-hand side of the design missing. He also shows two newly discovered constant-dot flaws, again on one of the 1¢ booklet stamps. Nick Fedorchuck documents a number of varieties found on one of the 25¢ booklets in relation to the sequence in which the booklets were positioned in the booklet machine. The listing of the Centennial definitives in the latest Unitrade catalogue is also reviewed.



#### Free registered to Prime Minister Trudeau (1975)

Love him or hate him, he makes the current crew of politicians look like #!#!@%. First class postage to a sitting member of Parliament was free; the registration fee had to be prepaid. Registration paid by 50¢ stamp showing someone running like a maniac.

The **front cover** shows a 1982 registered letter from Katmandu (Nepal) to Richmond (BC) with a deep red CARDED etiquette. This means that after several attempts at delivery, a card was left at the residence, with a note to pick the item up at the local post office. I have not seen such a sticker before—usually, the carded notation is either written in or handstamped. The colour of the etiquette matches that of the redelivery fee notice.

# Study groups & officers

*Admirals* Andy Ellwood, Unit B, Starr Centre, 10 Doris Avenue Gloucester ON K1T 3W8 (andy\_ellwood@email.msn.com)

*Air mail* Basil S Burrell, 857 Pembridge Dr, Lake Forest IL 60045-4202 (bsburrell@hotmail.com)

*BC postal history* Bill Topping, 7430 Angus Drive, Vancouver, BC V6P 5K2

*BNA Perfins* Steven Koning, RR#1, 1401 Hwy 62, Bloomfield ON K0K 1G0 (koning@sympatico.ca)

*Canadian post cards* Colin Campbell, #303-1260 Raymer Avenue, Kelowna BC V1W 3S8

*Centennial definitives* Leonard Kruczynski, 19 Petersfield Place, Winnipeg MB R3T 3V5 (lkruczy@ms.umanitoba.ca)

*Elizabethan* Robin Harris, 770 Inkster Blvd, Winnipeg MB R2W 0L5 (corgi@adminware.ca)

*Fancy cancels & miscellaneous markings* Dave Lacelle, PO Box 233, Merville BC V0R 2M0 (lacelle@mars.ark.com)

*Flag cancels* John G Robertson, 10 Pergola Rd, Rexdale ON M9W 5K5 (cjrobertson@rogers.com)

*George VI* Gary Steele, 6 Braemont Court, Lower Sackville NS B4E 3A1 (gary.steele@ns.sympatico.ca)

*Large & small queens* Roy Sass (Ed), Box 31054, Walnut Creek CA 94598 (roywcca@ccnet.com);

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*Precancels* Andy Ellwood, see *Admirals*

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*World War II* William Pekonen, #201-7300 Moffatt Road, Richmond BC V6Y 1X8

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New study groups proposed: *Canada pence & first cents issue*. Contact Doug Lingard (address below).

*Study Group Reporter* Robert Lemire, PO Box 1870, Deep River ON K0J 1P0

*Vice-President, Study Groups* Doug Lingard, 2425 Blackstone Cr, Ottawa ON K1B 4H3 (lingardd@istar.ca)



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Home Page: <http://www.bnaps.org>

Kids site: <http://www.bnaps.org/stamp4kids>

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*Webmaster* Robert K Lane, address above (v-p Regional Groups)

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Subscriptions: For members of the Society, \$12.50—included in membership fees; members automatically receive the journal. Non-members: \$20.00. For information contact the Secretary, address above.

Changes of address: These should be sent to the Secretary.

Missed, damaged, . . . , copies: Contact the Circulation Manager, Wayne Smith (address above).

*Manuscripts* can be submitted to the Editor in these formats: (1) electronic, preferably with paper copy, or (2) typewritten (double-spaced) or neatly handwritten. Acceptable electronic formats include MacIntosh- or IBM (compatible)-formatted diskettes, or CDs. Illustrations **must not** be sent in *Word* or *WordImperfect* files! Text files should be *ascii* (i.e., text with no formatting) or .rtf (rich text format). Letters or articles may be submitted by e-mail (low loss jpg is the preferred format for illustrations sent as attachments). Illustrations must be sent as separate files from text files. If in doubt, consult the Editor or the website.

For electronic text, please leave a blank line between paragraphs. Names should be written with initials (or full given names) *first*, and without periods (as in, I P Freely, not Freely, I.P.). Preferred format for dates is day month year, as in 18 September 1752. Avoid use of all-caps, footnotes, or underscoring unless absolutely, positively NECESSARY.

**Literature for review:** Send to Literature Reviews, c/o David Handelman, Editor

✍ Please note that unless prior agreement is obtained from the Editor, literature for review **must** be sent to the Editor, who will select an arms-length reviewer.

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

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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