

2006 • second quarter

# BNA

# Topics



Whole number 507

Volume 63 Number 2



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*The Society for Canadian Philately*

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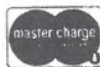
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# BNA pics

Volume 63 Number 2 Whole Number 507

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Prepared in Microsoft Word (text, images, and layout) and Adobe Acrobat (printing file)

The front cover shows tags from mail bags sent to and from Canadian forces serving in Bosnia.

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... continued on last page ...

# Editorial

*Mike Street, Interim Co-Editor*

What a difference 25 years make!!! When I prepared the July–August 1981 issue of *BNA Topics*, my very first as Editor, everything was done with a typewriter (remember them?) or good old pen(cil)s and paper. The printer set things up on a modern, for 1981, IBM Selectric typesetting machine (actually a souped-up typewriter), and then everything was pasted into a hard copy mock-up from which the printing plates were made. Eight years later, when it came time for the May–June 1989 issue, my last (I thought) as Editor, things were a bit different, as my trusty home computer was used to prepare some of the files. Nevertheless, we still needed a hard copy mock-up and plates.

Fast forward to March 2006. While vacationing in Hawaii I check email (email?) at a local coffee—no alcohol—bar. One from Robert Lemire titled ‘URGENT. Please Call’. Find a phone that allows you to connect to Bell Canada without having to mortgage the house. Robert simply doesn’t say ‘urgent’ unless flames are licking at his feet, and they were: Henk was ill, *Topics* was two+ months overdue. Time to call in the reserves. Wait—we ARE the reserves! Now what?

The next six weeks were a blur. With significant help from my sister Lorraine, a freelance editor recently returned to university, we set to work. I’m at the west end of Hamilton. Robert is in Deep River, 550 km away by road. Lorraine is in Wolfville, NS, almost at the east end of the country. The printer is in Ottawa, somewhere in the middle of all of us. No matter. Emails came and went; files ditto. Articles. Advertisements. Additions. Change this. Fix that. Fonts. Oooops! Photos. Revisions. Tables. Only on paper? Scan and OCR it! Touch-ups needed. Why is that *Topics* file in a BNAPS exhibit book directory? The whole ball of wax.

We managed to get *Topics* 2006 First Quarter to the printer on May 3rd. Amazing—not one piece of paper changed hands. No typesetting or hard copy mock-up—everything done on desktop computers. The huge master file sent over the Internet. May 4th—a lovely day for birding—the hawks and eagles were flying. A phone call from the printer – problems! Too late. They’re closed. Friday May 5th—Oh, that’s how you do it! Nope. Yup. Nope. YUP! A master file six times bigger than the one sent two days earlier goes out at the click of a mouse button. The printer acknowledges receipt in good working order. Where’s that bottle of wine? What do you mean go easy? Oh, right, we’re driving to ORAPEX at 5:00 tomorrow morning. OK, one glass.

And so it went. A new Editor will take over in the fall but life, er *Topics*, must go on; so we are doing another two issues. People have been great about contributing material, but any kind of magazine has a giant appetite. Please help keep YOUR journal interesting. Electronic, typewritten, even handwritten—please keep the articles and notes and letters coming. Contact Robert Lemire by mail at: P.O. Box 1870, Deep River, ON K0J 1P0, Canada, by phone at: 613-584-1574, or by email at: rlemire000@sympatico.ca. Thanks everyone.

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## Readers write

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

From Bruce Holmes, re interesting variations of covers shown in a previous issue. WHILE reading 'Stamp centenaries during the reign of George VI' by John Wynns in *BNA Topics* (Vol. 62, No.4, October–December 2005) I realized that I had two of the three covers illustrated. On checking, I was pleasantly surprised to find that my covers are somewhat different from his. A rubber hand stamp was applied to my version of the Wynns article's Figure 1. It reads: "OFFICIAL AUCTION CACHET/ CANADIAN/ STAMP COLLECTORS'/ FUND/ For/ BRITAIN'S WAR VICTIMS/ TORONTO NOVEMBER, 1-9-4-1", with one digit of the year in each corner, and 1942/FINAL SESSION/ Feb./21 diagonally.

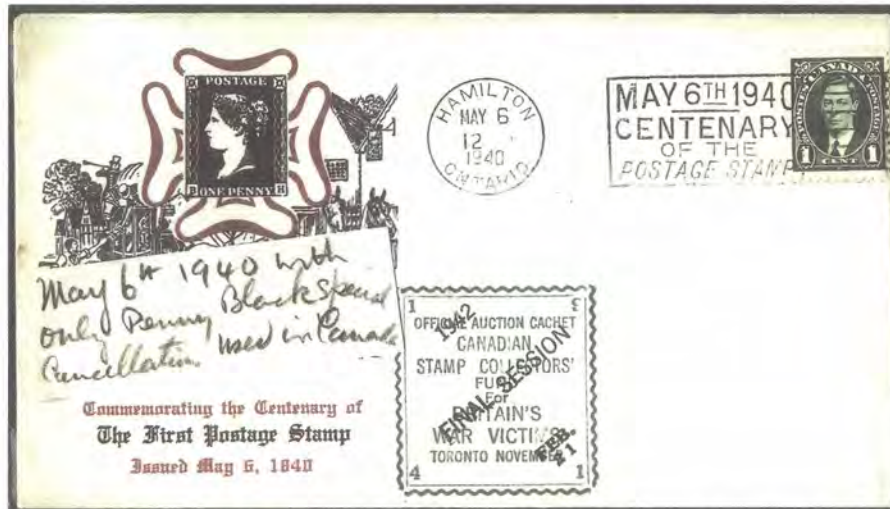


Figure 1. 1940 Postage Stamp Centenary commemorative envelope with auction handstamp.

The cover also has a thin slip of paper just barely attached. It appears the handwritten penciled note was used to identify the cover in the auction mentioned. The second cover, of which I have two, is addressed lightly in pencil to a Nova Scotia address. I believe the cover was purchased at CAPEX, and the address applied before the envelope went through the cancelling machine. The difference between it and Figure 2 in the Wynns article is that printed across the bottom, to the right of the cachet, is TRANS-CANADA AIRLINES/SPECIAL FIRST DAY COVER FOR CBC STAMP CLUB MEMBERS. Text below this identifies Trans-Canada Air Lines' routes at the time, shown in the TCA logo printed on the reverse.

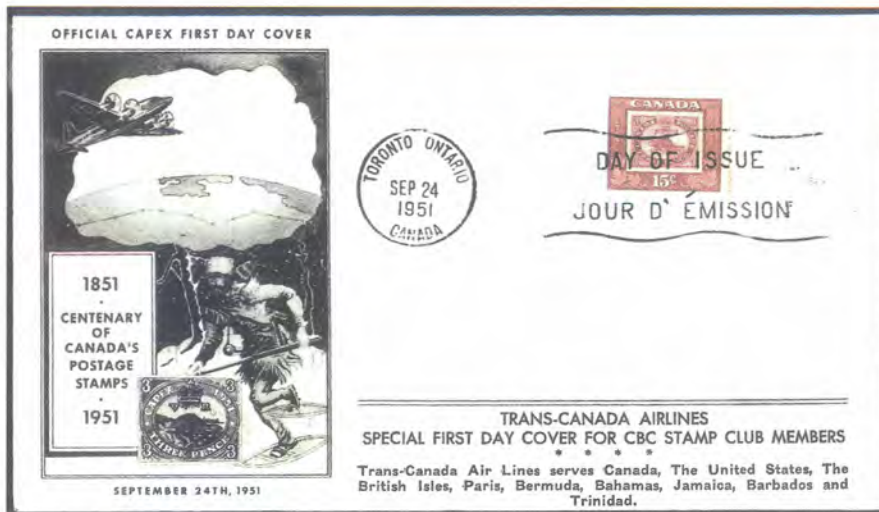


Figure 2. FDC of 1951 Canada 15-cent value commemorating the 1851 issue of the 3-penny beaver stamp on Trans-Canada Airlines version of CAPEX envelope.

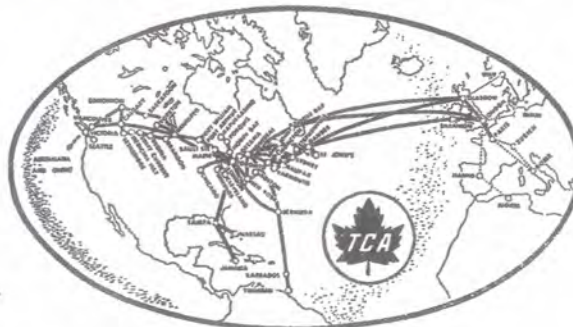


Figure 3. TCA route map logo on reverse of Figure 2.

In 1951, the Canadian Broadcasting Corporation (CBC) stamp club had many members, and the CAPEX international exhibition in Toronto was a major event.

*From* Bob Lane (Edmonton, AB) on his Review of the RR-28 WEST OF WINNIPEG RPO hammers in *BNA Topics* 2006, #1:

THERE is an error in my article, on page 57. It is entirely my own error, a typo that I should have caught. In the punctuation summary, the fifth line down should read:

RR-28b-V,VI,VIII,IX,X C.P.Ry WEST OF WINNIPEG / C. (instead of B.)

Readers might also note that RR-30 actually has a shorter "OF". However, that is not a punctuation variety and is discussed in JPHSC, No. 125.



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and King Edward Era

George B. Arfken  
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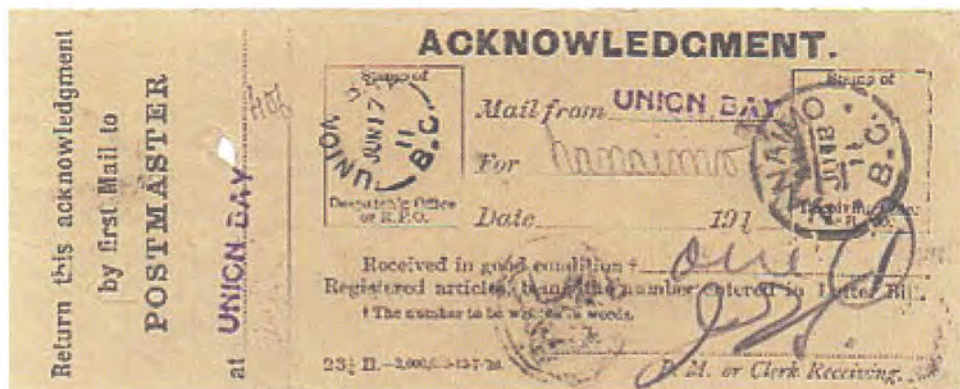
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BNA Topics, Volume 63, Number 2, April–June 2006

From Cecil Coutts (Abbotsford, BC) on the second state of the Nanaimo Squared Circle

MOFFATT & HANSEN'S *The Squared Circle Postmarks of Canada* (BNAPS, 1981) references the second state—the cut-down broken circle version—of the Nanaimo Squared Circle cancelling device. At the time of printing, no dates in 1911 had been reported. Much time has passed since 1981, but in the event that 1911 still remains unreported, we can now put that year to rest with the example shown here.



[Editor's note: Jack Gordon's *The Squared Circle Cancellations of Canada* (5th Edition) (BNAPS, 2001) does indicate that at least one Nanaimo Squared Circle second state with a 1911 date has been found. Yours is such a neat example, however, that we are sure readers will enjoy seeing it here.]

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For more information or membership forms, contact the Secretary, Stéphane Cloutier, 367 Lévis Ave, Ottawa ON K1L 6G6 Canada, e-mail: [cloutier1967@sympatico.ca](mailto:cloutier1967@sympatico.ca)

# The Canadian Forces Postal Service in Bosnia

*Hugo Deshaye*

## Preface

**T**HIS article was written at a quiet time of night during my military service in Bosnia in 2001 and published in French in the journal of the Société d'Histoire Postale du Québec [1]. In *BNA Topics* [2], BNAPS member Len Belle enquired about military 'baggage labels' used by Canadian forces in the former Yugoslavia. My response in the next issue [3] stimulated a number of readers, and I received a number of positive e-mails. I would like to thank Jacques Poitras, Michael Rixon and Mike Street for encouraging me to revise the article for *BNA Topics*.

## The Canadian Forces Postal Service (CFPS) [4, 5, 6]



Figure 1. Canadian Forces Postal Service

was expanded again with the outbreak of WWII. The period 1939–1946 saw Canadians serving all over the globe, and the CPC grew proportionally, with units not only in Great Britain and eventually continental Europe, but also in Iceland, Jamaica and as far away as Hong Kong and India. By the end of WWII, more than 5000 people worked in more than 170 postal units. Demobilized in 1946, the CPC

The first formal mail service for Canadian military personnel was established in 1885, during the Northwest (Riel) Rebellion. Almost fifteen years later, a detachment of employees of the Canada Post Office volunteered to provide postal services during the South African (Boer) War. The development of the Canadian Militia in the early 1900s led to the development of Field Post Offices serving summer camps and, in 1911, the formation of the Canadian Postal Corps (CPC). World War I saw a greatly expanded CPC look after the needs of servicemen and women through Military Post Offices (MPOs) in England, France, Belgium and, of course, at bases in Canada.

After WWI, the size of the Corps was reduced to suit the number of people then in the military, but it

---

Keywords & phrases: military mail, Canadian Forces Postal Service, Bosnia

was re-formed for the Korean War of 1950–53, and continued as Canadian units began serving as part of the complement of the North Atlantic Treaty Organization (NATO). Canada's participation in United Nations Peacekeeping operations in the Middle East and Congo meant that the need for postal units continued. During its fiftieth anniversary in 1961, the CPC was honoured by the Queen, whose permission to use the term 'Royal' resulted in the creation of the Royal Canadian Postal Corps (RCPC).

With the integration of the Canadian armed forces in the late 1960s the RCPC became part of the Administration Branch and was no longer a separate unit. Once again, however, Canadian commitments overseas created a need and, in 1987, the Canadian Forces Postal Service/Service postal des forces canadiennes (CFPS-SPFC) was formed. It has since served in many of the world's hot spots and continues today as part of the Logistics Branch.

Military personnel of the CFPS operate Canadian Forces Post Offices (CFPOs) for Canadian forces overseas, offering a complete complement of postal services just like a post office back home. The Belleville, Ontario CFPO address, probably the one best known to collectors and non-military correspondents, is actually a drop box. All mail addressed to CFPO Belleville is picked up from Canada Post by members of the Canadian Forces Postal Unit (CFPU) and then processed at their base in Trenton, about 18km away.

## Stabilization Force (SFOR) [7]

From January 1996 to December 2005 the NATO-led Stabilization Force (SFOR) in Bosnia-Herzegovina endeavoured to help the local people carry out their daily lives in safety by enforcing peace agreements and deterring hostilities. Canada's contribution was a battle group, made up of an infantry battalion and a number of attached sub-units. Their principal activities were patrolling the assigned area of responsibility, control of weapons, and supporting the efforts of the United Nations High Commissioner for Refugees (UNHCR) and the International Police Task Force (IPTF).



Figure 2. SFOR logo

Canadian troops also helped greatly to improve the standard of living of the local population through community projects, and by distributing goods donated by the people of Canada. In December 2005, NATO changed the scope and name of the operation. As of May 2006, 21 Canadians are still serving in Bosnia.

## Collection of mail from Canada for SFOR personnel

The bulk of the mail destined for soldiers in Bosnia was collected by the Military Family Resource Centres (MFRC), community organizations located on most military bases in Canada to serve the unit(s) based there. The aim of the MFRC is to support families during difficult times and to provide, among other services, collection and wrapping of mail. Letters and parcels gathered and routed by a military organization are mailed for free, regardless of weight or quantity. Military families without access to a centre of this type send their parcels at ordinary rates to CFPO 5112 in Belleville, Ontario. They are forwarded, without additional charge, from there.

## Mail transport within Canada

Every Wednesday, the post offices at the Courcellette, Quebec and Belleville, Ontario bases coordinated with the military transport service to send the mail to CFB Trenton. After a customs check, bagging, and labelling, Trenton CFPS personnel filled out the dispatch documents and sent everything to the ‘traffic technicians’. The mail bags were loaded aboard Hercules CC-130 aircraft of 429 or 436 Squadrons destined for the Balkans, more precisely for Camp Pleso de Zagreb. At the discretion of Trenton officials, the mailbags were often sent to Toronto for transport by civil aircraft to Germany, Austria, or directly to Croatia.

## Mail transport in Europe

Once in Croatia, mail bags from Hercules or civil aircraft were routed to Pleso de Zagreb and then redirected to the nearby base at Velika Kladusa. After a quick sort by the clerks at Velika Kladusa, bags were sent to CFPO 5112 at Zgon, which was responsible for postal service for all the other bases in Bosnia, and which organized shuttles between the bases. Mail was forwarded by the first available vehicle; the schedule was largely determined by military operations, not by a regular schedule.

## Mail distribution to the troops

There was no mailman at the different unit locations. The mail was distributed to us by off-duty or volunteer members—my daily duty was to hand out the mail to my colleagues. I often needed a dolly to carry the parcels, which were far more common than letters. (Since the Internet was far faster, and in some ways more reliable, why bother sending letters?) Since families of soldiers could send parcels for free, I was often snowed under by them. Since I brought parcels, my colleagues referred to me as Santa.

There were frequent delays in receiving the mail. I can remember receiving catalogues for Longley and Robert A Lee auctions two weeks after they had taken place—as they say in the television ads, “That’s life!”

## Mail bag tags

Mail bag tags were employed exactly as if they were letters, i.e., they indicated where a bag came from and where it was going. The colours of the tags distinguished their uses. White tags were used by the carrier at the destination. Green tags were used for large sacks that contained mail bags; these were usually seen around Christmas because the number of parcels increased greatly and there was risk of loss or damage. A red tag indicated to the postmaster that the bag contained paperwork and registered letters. Yellow tags were used for outgoing mail destined for home via

Toronto. Beige tags contained unofficial internal mail and newspapers.

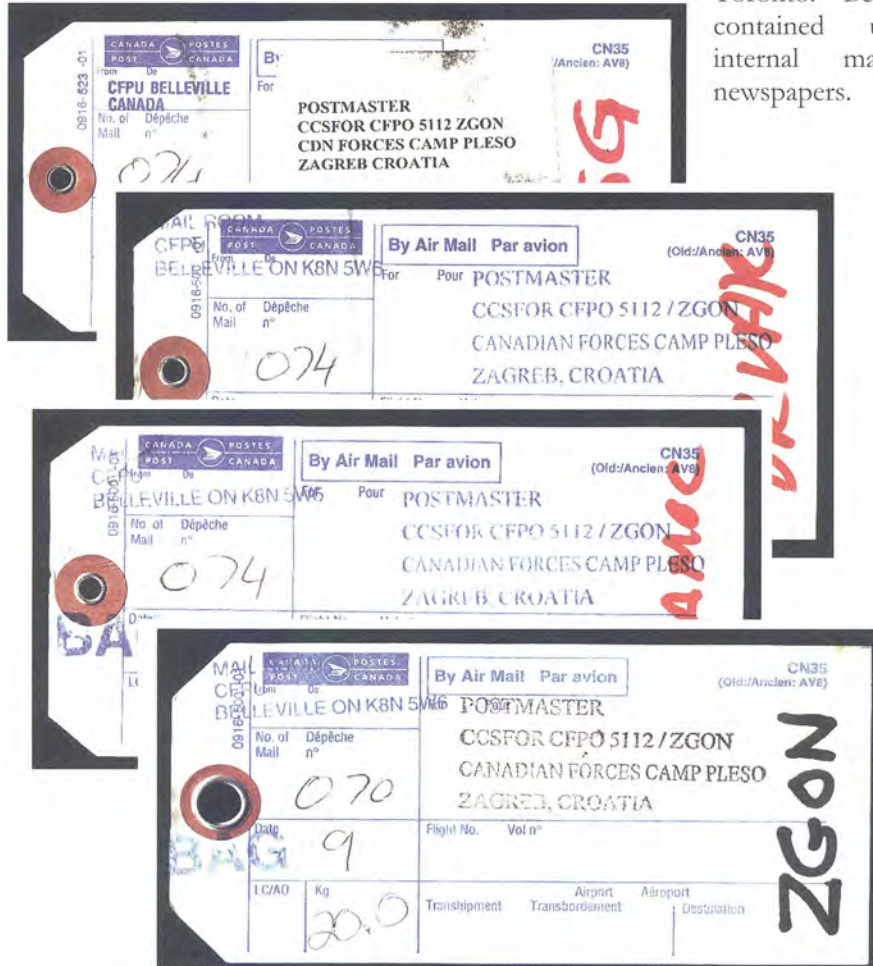
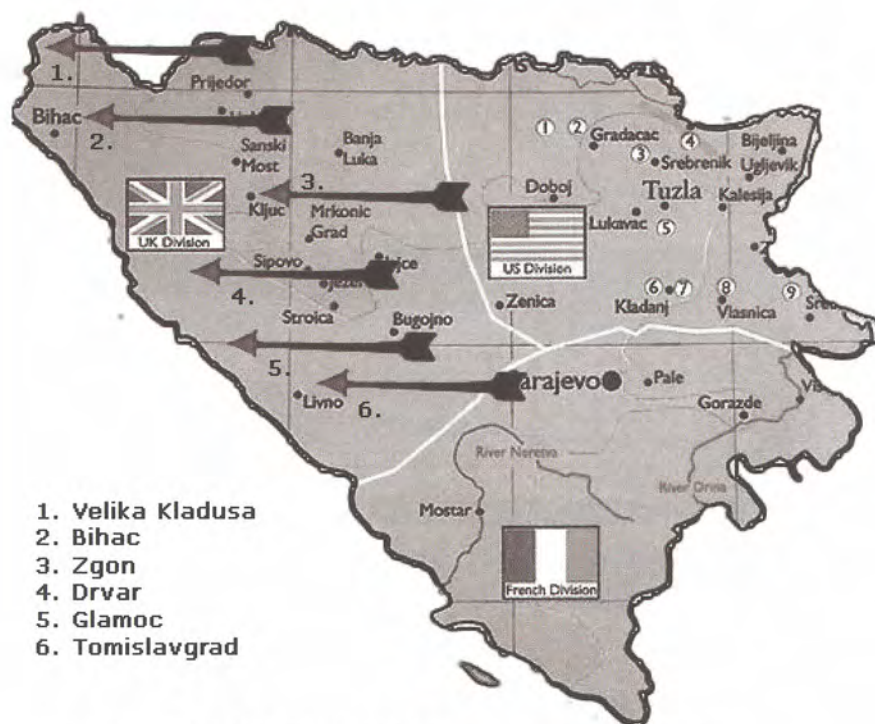


Figure 3. Mail bag tags from Canada, marked for forwarding to SFOR Units.



1. Velika Kladusa
2. Bihac
3. Zgon
4. Drvar
5. Glamoc
6. Tomislavgrad

Figure 4. Map of SFOR area with Canadian bases marked by arrows.

		Airline <b>AUSTRIAN AIRLINES</b>	
ED 2025 KM 072 235/040 National Defense / Défense nationale SAC <b>PO5112</b>			
From-To Commandant Base Des Forces Canadiennes Valcoartier Battalion 189 (CMT) Valcoartier QC 008 189	To-A Postmaster CCFOR CFFO 5112 Zgon Canadian Forces Post Office Zagreb	No/Non Priority/Priorité 01 2002086	Air Mail No. <b>257-61005781</b>
Weight 42.000 Length 19.051 Cube/Volume 4.000 Cu H .111	Weight-Height 0 2	Destination <b>ZAG</b>	Total No. Pieces <b>37</b>
From <b>YYZ</b>		Via <b>VIE</b>	
Lot # E109564, E109565,			

Figure 5. Baggage tag for SFOR mail carried by non-military aircraft.

The figure displays four distinct Canadian postal tags, each with specific fields for sender information, recipient details, and shipping instructions.

**Red Tag (Registered Mail):** Features a red header and includes fields for 'From' (CFPO BELLEVILLE CANADA), 'No. of Mail' (062), 'Date', and 'BAG # 29'. The recipient address is 'POSTMASTER, CCSFOR CFPO 5112 ZGON, CANADIAN FORCES CAMP PLESO, ZAGREB, CROATIA'. It is marked 'By Air Mail - Par avion'.

**Green Tag (Other Mail Bags):** Features a green header and includes fields for 'From' (CFPO 5112 ZGON), 'No. of Mail' (027), 'Date', and 'Bag 23'. The recipient address is 'POSTMASTER, CCSFOR CFPO 5112 ZGON, CANADIAN FORCES CAMP PLESO, ZAGREB, CROATIA'. It is marked 'By Air Mail - Par avion'.

**Tan Tag (Administrative Mail):** Features a tan header and includes a large handwritten 'FWD GOSPEAK'. It has a circular postmark from 'CFPO - BPFC' dated '2002-08-28' with '5112'. It is marked 'Lettermail Poste-lettres' with number '3130932'.

**Yellow Tag (Mail for Canada):** Features a yellow header and includes fields for 'From' (CFPO 5112 BELLEVILLE ON K8N 5W8), 'No. of Mail', 'Date', 'Bag No.', 'Sac n°', 'Flight No.', 'Vol n°', 'No. of parcels', 'Nbre de colis', and 'Kg'. The destination is 'TORONTO CANADA'. It is marked 'By Air Mail - Par avion' and 'CP64 (Old./Ancien: CP24)'.

Figure 6. Tags for SFOR bags enclosing registered mail (red), other mail bags (green), administrative mail (tan), and mail for Canada (yellow).



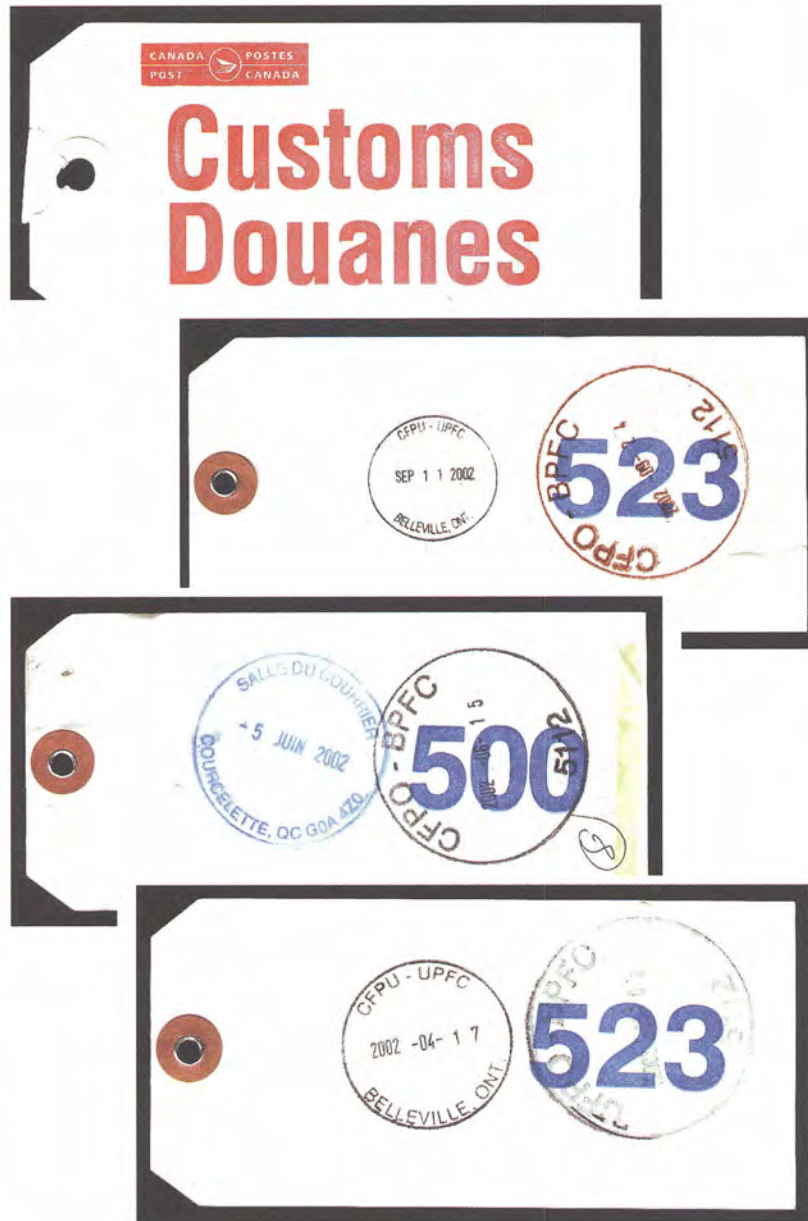


Figure 7. A Customs tag, and three tags showing dispatch postmarks of the Belleville, ON and Courcellette, QC mail units and CFPO 5112 (Zgon) receivers. The smaller Belleville postmark is not common.



Figure 8. Mailbags arriving at Velika Kladusa from Canada.



Figure 9. Mailbags waiting at Velika Kladusa for shipment to Canada.



Figure 10. Postal clerk sorting mail at Zgon.



Figure 11. Postmaster at Zgon sorting mailbags for Dravr

Accompanying this article are illustrations of some of the tags used on mail to/from Bosnia; postmarks of various postal units involved; and some photographs of CFPS personnel as they processed mail in Bosnia. The author would be interested in questions or additional information. Please contact me through the Editor of *BNA Topics*.

## References

- [1] *La route postale de Québec à Zgon*, Bulletin d'histoire postale et de marcophilie, La Société d'histoire postale du Québec; ISSN 1193-8110. No. 83, First Quarter (2003).
- [2] Readers Speak, *BNA Topics*, Vol. 61, No. 4, Whole No. 501, Fourth Quarter, pp. 69-70 (2004).
- [3] Readers Speak, *BNA Topics*, Vol. 62, No. 1, Whole No. 502, First Quarter, p. 71, (2005).
- [4] *Canada Postal Guide*, Canada Post Corporation, Internet version 2006-05-01: <http://www.canadapost.ca/tools/pg/manual/e12-e.asp>.
- [5] Stéphanie Ouellet, Creation of the Canadian Postal Corps, located under the year 1911 in *A Chronology of Canadian Postal History*, Canadian Museum of Civilization website: <http://www.civilization.ca/cpm/chrono/chsmene.html>.
- [6] *A Handbook on the Canadian Forces Logistics Branch*, Vol. 6, Postal Clerk, Ch. 2, History Of The Postal Occupation, from the website of the Canadian Forces Logistics Branch: [http://www.dnd.ca/admmat/logbranch/handbook/Volume6/chap2\\_e.htm](http://www.dnd.ca/admmat/logbranch/handbook/Volume6/chap2_e.htm).
- [7] *Edmonton's Military Community Makes a Difference in Bosnia*, Canada Department of National Defence website, 2 April 2003: [http://www.forces.gc.ca/site/Newsroom/view\\_news\\_e.asp?id=1035](http://www.forces.gc.ca/site/Newsroom/view_news_e.asp?id=1035).

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This is a perfect opportunity to get together with old friends, make new ones, see and learn what other members collect by attending the various study group meetings and, most importantly, look through thousands of covers, stamps, cancels and post cards of BNA material.

Come and join us to perhaps add that elusive item you are missing and, of course, to see, feel and taste Northern Ontario hospitality. We know that you will not be disappointed.

Highlights of Events

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- Study group meetings—Friday p.m. to Sunday p.m.
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# Canadian railway post offices on the Père Marquette Railway

*Ross Gray*

THE study of railway post office cancellations is closely linked with the history of the railways over which the RPOs operated. This article examines the postmarks used on the Père Marquette Railway and its various predecessors in southwestern Ontario, from 1884 until 1947.

## Père Marquette Railway history

The Père Marquette Railroad was formed in 1900 by a merger of the Chicago & West Michigan, the Flint & Père Marquette, and the Detroit, Grand Rapids & Western railroads. In January, 1903, it acquired the Lake Erie & Detroit River Railway, including its lease of the London & Port Stanley Railway. Included in the acquisition was the Erie & Huron Railway, which had been purchased by the L.E. & D.R. Ry., in 1898.

In 1914, Père Marquette's lease of the London & Port Stanley Railway ended; however, it apparently continued to have running rights to London over that line. In 1917, after a foreclosure sale, the company name changed to the Père Marquette Railway.

In 1929, the Chesapeake & Ohio Railroad acquired controlling interest of the Père Marquette Railway and, in 1947, it was merged with that company.

## Erie & Huron Railway

In October, 1883, the Erie & Huron Railway was opened for traffic between Eriean, on Lake Erie, and Wallaceburg. By October, 1886, the line had been extended northward from Wallaceburg, to Sarnia, on the St Clair River, near Lake Huron.

The first postmark used on the line, Ludlow RR-87, was proof struck on January 2, 1884, and erroneously named the railway as the Huron & Erie Railway. In spite of the error, the cancellation was used from 1884 until 1887 and is known with either an AM time indicium or blank.

The cover shown on the next page originated at ALVINSTON, ONT, MR 30, 87, where it was transferred to a westbound train on the Canada Southern Railway, St Clair Branch (St Thomas–Courtright) and arrived at COURTRIGHT, ONT, MR 30, 87. There it was transferred to a northbound Erie & Huron Railway train and arrived in SARNIA, ONT., CANADA, MR 31, 87.

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Keywords & phrases: RPO, southwestern Ontario, Père Marquette

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## Blenheim & Sarnia—first period

The second postmark used on the Erie & Huron Railway, Ludlow O-25, was proof struck on June 9, 1887. This example, on a post card from Port Lambton to Chatham, is the earliest-recorded date. It remained in use until October 7, 1903, with a N or S direction indicator.



The next cancellation used on the run between Blenheim and Sarnia, after the Erie & Huron Railway amalgamated with the Lake Erie & Detroit River Railway in 1898, Ludlow O-24, is reported from 1902 until 1914, with N, NO or S direction indicators. There is no proof strike on record for this hammer, but a second, similar

hammer was proof struck on August 19, 1910. The first hammer was badly worn by that time, and the second had replaced it by September, 1910.

The run was revived in 1921, using postmark Ludlow O-26.

The Sombra receiving backstamp on the Courtright hotel cover is dated the same day. The Belleville receiving backstamp, on the Dominion Express post card from Wallaceburg, is dated the following day.



## Lake Erie & Detroit River River Railway

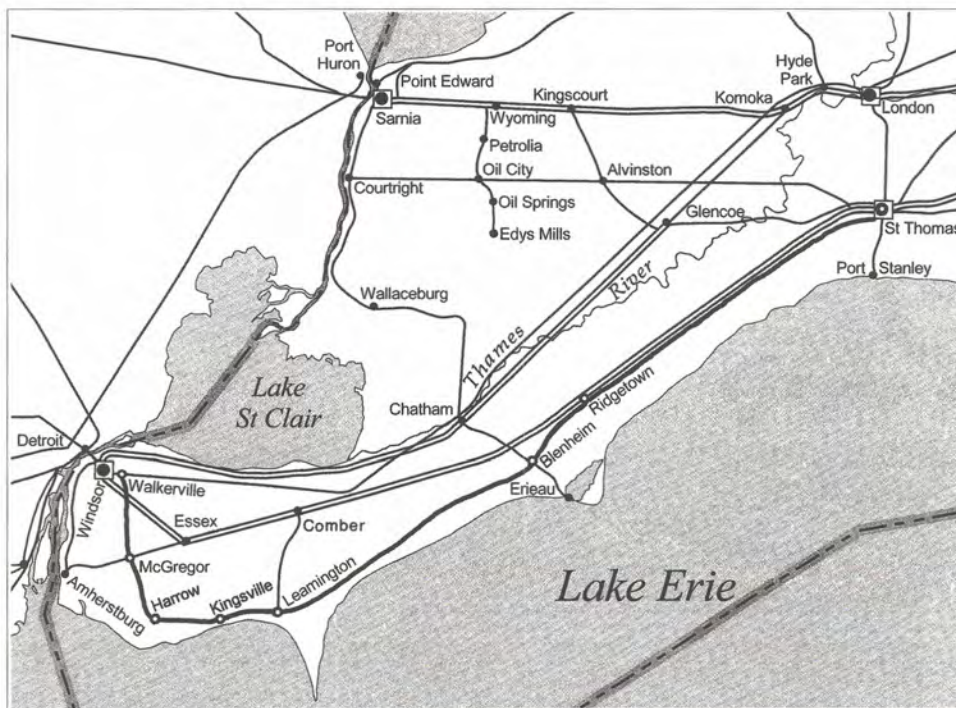
The Lake Erie, Essex & Detroit River Railway was completed between Walkerville and Leamington in 1889 and reorganised as the Lake Erie & Detroit River Railway in 1891. In 1893, the line was extended eastward, to Blenheim and Ridgetown. In 1898, the L.E. & D.R. Ry. purchased the Erie & Huron Railway and, in 1901, completed the final eastward extension, from Ridgetown to St Thomas.

The railway had leased the London & Port Stanley Railway, providing access to both London and Port Stanley from St Thomas. In January, 1903, the Lake Erie & Detroit River Railway, including the acquired Erie & Huron Railway, was leased to the Père Marquette Railroad.



## Walkerville & Leamington

The first postmark used on the Lake Erie & Detroit River Railway, Ludlow O-424, is known from 1892 until 1897. Initially, a hammer proof struck on June 2, 1890, was used with NORTH and SOUTH direction indicia; later, a second hammer, whose proof date is unknown, was used with E or W indicia. Ludlow also lists a N indicium, hammer unknown. The author would appreciate readers reporting dates and indicia for these rare postmarks.



O-424 Hammer 1





O-424 Hammer 2

## Walkerville-Ridgetown

In 1897, the Walkerville & Leamington run was replaced with the Walkerville & Ridgetown run. The extended service used Ludlow O-425, in 1897 and 1898, with either E or W direction indicia. There is no proof strike known.

The post card originated at Kingsville. There is no Toronto receiving mark.



O-425



The second cancellation for the run, with the two terminal names reversed, Ludlow O-301, was used from August 2, 1898, until October 21, 1901, with either E or W direction indicia. No proof strike is recorded.

The post card originated at Kingsville. The Harrow arrival stamp confirms same-day delivery.



O-301



## London & Walkerville

In 1905, a new run was initiated between London and Walkerville. It operated over the London & Port Stanley Railway, between London and St Thomas, and over the Père Marquette Railroad, between St Thomas and Walkerville, via Ridgetown, Blenheim and Leamington. This service appears to have been interrupted in 1912, with a second period starting in 1921 and ending in 1931.

No proof strike is on record for either of the two hammers of listing Ludlow O-161. Hammer 1 was used from 1905 until 1912, with either E or W direction indicators, and Hammer 2 was only used in 1929, with either train number indicator 1 or 4.

A new postmark, Ludlow O-162, was proof struck on July 6, 1921. Hammer 1 in the proof records does not appear to have been used, while a very similar hammer, probably proof struck at the same time, was used from 1921 until 1931, with train number indicators 1 or 4.



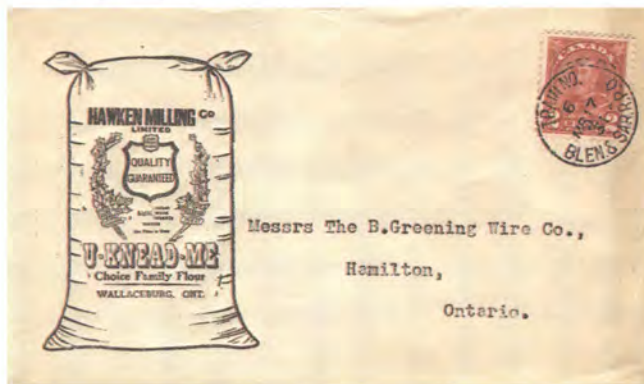
## London, Blenheim & Sarnia

A hammer for a new run between London and Sarnia, Ludlow O-140, was proof struck on January 27, 1915. Operation was over the London and Port Stanley Railway, between London and St Thomas, and over the Père Marquette Railroad/Railway, between St Thomas and Sarnia, via Blenheim. This service lasted from 1915 until 1921 and used E or W direction indicators. The intermediate terminal name, Blenheim, was used to differentiate this run from the London & Sarnia RPO, which was operating over the Grand Trunk Railway during the same time.



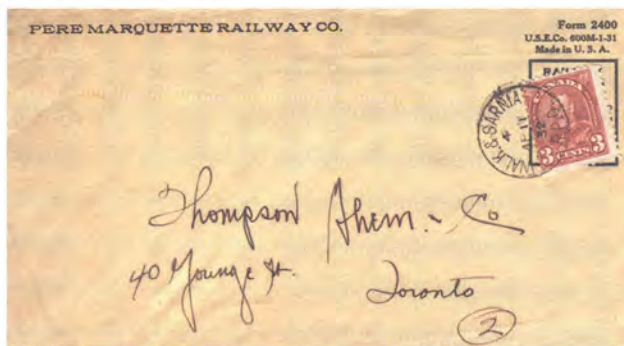
## Blenheim & Sarnia – second period

A hammer was proof struck for a shorter run between Blenheim and Sarnia on July 6, 1921, and is listed as Ludlow O-26. This was a revival of the route which had previously operated from 1902 until 1914. AM and PM time indicators were used from 1921 until 1928, followed by train number indicators 6 and 7 until 1931. Train numbers 12 and 33 are listed in the catalogue, but have not been seen by the author, who requests reports of examples.



## Walkerville & Sarnia

In 1932, a Walkerville–Blenheim–Sarnia run was initiated. There is no proof strike known for the cancellation, Ludlow O-425A, which was used from 1931 until 1934, with train number indicia 1, 4, 6, 7, 17, 18 and 19.



## Chatham & Walkerville— second and third periods

No proof strike is known for the longest-lived cancellation used on the Père Marquette Railroad/Railway, which is catalogued as Ludlow O-61. It served the revival of the Chatham–Blenheim–Walkerville run from 1915 until June 1947, ending with the Chesapeake & Ohio Railroad merger. Direction indicators E and W were used until 1921, followed by train number indicators 16, 17, 18 and 19, between 1934 and 1947.

There appears to have been an interruption of service between 1921 and 1934. The author would be interested if readers have seen any interim dates or examples of train numbers 8 and 9, which are catalogued, but for which the period of use is unknown.

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## SUMMARY CHART

Run	Ludlow	ERD	LRD	Indicia
Blenheim-Sarnia	RR-87	1884	1887	AM,blank
	O-25	1887/12/20	1903	N,S
	O-24 Hmr I	1902	1910	N,NO,S
	O-24 Hmr II	1910/08/31	1914/04/17	N,S
Second Period	O-26	1921/07/15	1931/06/09	AM,PM,6,7,12?,33?
Walkerville-Leamington	O-424 Hmr I	1892	1897?	NORTH,SOUTH
	O-424 Hmr II	1892?	1897?	E,W
Walkerville-Ridgetown	O-425	1897/11/16	1898/07/02	E,W
	O-301	1898/08/02	1901/10/21	E,W
Ridgetown-Sarnia	O-302	1898/09/11	1901/09/19	N,S
Walkerville-Chatham	O-60	1898/10/12	1904/11/07	E,W
	Second Period	O-61	1915	E,W
	Third Period	O-61	1934/07/06	1947/06/06
Walkerville-London	O-161 Hmr I	1905/08/03	1912/12/13	E,W
	Second Period	O-162 Hmr I	no reports	no reports
	O-162 Hmr II	1921/08/15	1931/07/15	1,4
	O-161 Hmr II	1929/01/16	1929/09/05	1,4
London-Sarnia	O-140	1915/03/01	1921	E,W
Walkerville-Sarnia	O-425A	1931/12/19	1934	1,4,6,7,16,17,18,19

## References

- [1] Lewis M Ludlow, *Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks*, Ludlow, Tokyo, Japan, 1982.
- [2] Lionel F Gillam, *A History of Canadian RPOs*, S. Cockburn and Son Ltd., Ossett, Yorkshire, 1967; Reprinted, American Philatelic Society Inc., State College Pa., 1979.
- [3] Robert Hughes, Ontario Railway History page (Internet web page); <http://home.primus.ca/~robkath/index.htm>.

PÈRE MARQUETTE RAILWAY PUBLIC TIMETABLE—  
SEPTEMBER 18, 1927

ERIEAU, BLENHEIM, CHATHAM AND SARNIA					NORTHBOUND—READ DOWN				SOUTHBOUND—READ UP			
23 Mixed	11	9	7	Mls	TABLE 35				6	10	12	22 Mixed
AM	PM	AM	PM		(Eastern Time)				AM	AM	PM	AM
.....	† 5.45	† 9.40	.....	0	Lv. ....	Erieau .....	Ar. ....	† 9.30	† 5.30	.....	.....	.....
.....	f 5.55	f 9.50	.....	3	Lv. ....	Shrewsbury .....	Lv. ....	f 9.22	f 5.20	.....	.....	.....
.....	† 6.13	10.05	.....	8	Ar. ....	Blenheim 34. ....	Lv. ....	† 9.07	5.00	.....	.....	.....
† 5.30	PM	10.25	† 6.50	8	Lv. ....	Blenheim 34. ....	Ar. † 9.45	AM	4.55	† 12.01	.....	.....
5.40	.....	10.33	6.53	12	.....	Fargo .....	Lv. 9.37	.....	4.48	11.45	.....	.....
f 5.53	.....	f 10.41	f 7.06	16	.....	Richardson .....	f 9.29	.....	f 4.39	† 11.23	.....	.....
6.45	.....	† 10.47	7.25	20	.....	Chatham .....	9.22	.....	† 4.32	11.15	.....	.....
f 7.10	.....	AM	f 7.36	25	.....	Darrell .....	f 8.46	.....	PM	† 10.35	.....	.....
f 7.30	.....	.....	f 7.40	27	.....	Eberts .....	f 8.42	.....	.....	† 10.25	.....	.....
f 7.50	.....	.....	f 7.46	30	.....	Ennett .....	f 8.35	.....	.....	† 10.12	.....	.....
8.30	.....	.....	7.54	33	.....	Dresden .....	8.30	.....	.....	9.50	.....	.....
8.50	.....	.....	8.04	37	.....	Tupperville .....	8.18	.....	.....	9.20	.....	.....
9.55	.....	.....	8.15	43	.....	Wallaceburg .....	8.06	.....	.....	9.00	.....	.....
† 10.20	.....	.....	f 8.25	49	.....	Whitebread .....	f 7.55	.....	.....	f 8.25	.....	.....
10.35	.....	.....	8.31	52	.....	Port Lambton .....	7.50	.....	.....	8.15	.....	.....
10.50	.....	.....	8.41	56	.....	Sombra .....	7.43	.....	.....	8.00	.....	.....
† 11.03	.....	.....	f 8.50	60	.....	Watson .....	f 7.37	.....	.....	f 7.35	.....	.....
† 11.20	.....	.....	f 8.57	63	.....	M. C. Junction .....	f 7.32	.....	.....	f 7.25	.....	.....
11.40	.....	.....	9.00	64	.....	Courtright .....	7.28	.....	.....	7.15	.....	.....
† 11.50	.....	.....	f 9.03	65	.....	Mooretown .....	f 7.23	.....	.....	f 6.55	.....	.....
† 12.01	.....	.....	f 9.10	68	.....	Corunna .....	f 7.15	.....	.....	f 6.45	.....	.....
.....	.....	.....	f ..	70	Lv. ....	Wawanosh .....	f ..	.....	.....	.....	.....	.....
† 12.15	.....	.....	† 9.20	73	Ar. ....	Sarnia .....	Lv. † 7.05	.....	.....	† 6.30	.....	.....
PM	.....	.....	PM		(Eastern Time)				AM	.....	PM	.....

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SEPTEMBER 18, 1927

EASTBOUND—READ DOWN				WESTBOUND—READ UP			
	20 Mixed	4	Mls	TABLE 34 (Eastern Time)		1	21 Mixed
	AM	PM				PM	PM
.....	† 6.00	† 4.00	0	Lv Walkerville-Ford City Ar	† 12.45	† 11.00	.....
.....	.....	.....	3	..... Walkerville Jct . . . . . Lv	.....	.....	.....
.....	f 6.20	f 4.12	6	..... Pelton . . . . .	f 12.34	f 10.30	.....
.....	f 6.23	f 4.17	8	..... Oldcastle . . . . .	f 12.30	f 10.25	.....
.....	f 6.28	f 4.22	11	..... Paquette . . . . .	f 12.24	f 10.15	.....
.....	6.35	4.27	13	..... McGregor . . . . .	12.19	10.10	.....
.....	f 6.39	f 4.31	15	..... New Canaan . . . . .	f 12.14	f 10.05	.....
.....	f 6.46	f 4.36	18	..... Marshfield . . . . .	f 12.07	f 9.55	.....
.....	7.05	4.42	21	..... Harrow . . . . .	12.02	9.45	.....
.....	f 7.15	f 4.53	26	..... Arner . . . . .	f 11.53	f 9.15	.....
.....	7.35	5.02	30	..... Kingsville . . . . .	11.45	9.00	.....
.....	7.42	5.08	34	..... Ruthven . . . . .	11.37	8.30	.....
.....	8.15	5.21	38	..... Leamington . . . . .	11.27	8.10	.....
.....	.....	f . .	41	..... Piggott Siding . . . . .	f . .	.....	.....
.....	8.35	5.35	46	..... Wheatley . . . . .	11.14	7.30	.....
.....	f 8.45	f 5.44	51	..... Renwick . . . . .	f 11.05	f 6.55	.....
.....	9.01	5.49	53	..... Coatsworth . . . . .	10.59	6.45	.....
.....	f 9.12	f 6.01	58	..... Glenwood . . . . .	f 10.50	f 6.25	.....
.....	9.35	6.09	61	..... Merlin . . . . .	10.43	6.09	.....
.....	f 9.45	f 6.18	65	..... Ouvry . . . . .	f 10.36	f 5.30	.....
.....	f 9.50	f 6.24	66	..... Sandison . . . . .	f 10.31	f 5.20	.....
.....	f 10.01	f 6.33	71	Lv . . . . . Cedar Springs . . . . .	f 10.20	f 5.10	.....
.....	10.15	6.40	75	Ar . . . . . Blenheim 35 . . . . . Lv	10.15	6.00	.....
.....	11.00	6.52	75	Lv . . . . . Blenheim 35 . . . . . Ar	9.00	4.30	.....
.....	f 11.10	f 7.02	78	..... Wilkie . . . . . Lv	f 8.54	f 4.20	.....
.....	11.55	7.13	84	..... Ridgetown . . . . .	8.43	4.10	.....
.....	12.15	7.26	90	..... Highgate . . . . .	8.24	3.30	.....
.....	12.20	7.31	92	..... Muirkirk . . . . .	8.16	3.20	.....
.....	.....	f . .	94	..... Taylor . . . . .	f . .	.....	.....
.....	12.38	7.43	98	..... Rodney . . . . .	8.07	3.05	.....
.....	12.50	7.53	102	..... West Lorne . . . . .	7.58	2.50	.....
.....	1.20	8.06	109	..... Dutton . . . . .	7.45	2.15	.....
.....	f 1.50	f 8.17	115	..... Iona . . . . .	f 7.33	f 1.50	.....
.....	2.05	8.24	119	..... Shedden . . . . .	7.25	1.35	.....
.....	f 2.15	f 8.34	123	Lv . . . . . Middlemarch . . . . .	f 7.17	f 1.18	.....
.....	† 2.30	8.45	127	Ar . . . . . St. Thomas . . . . . Lv	7.10	† 1.00	.....
.....	.....	† 8.55	128	Ar St. Thomas (Talbot St.) Lv	† 7.00	.....	.....
.....	.....	† 9.55	.....	Ar London (L.&P.S.Ry.) Lv	† 6.00	12.20	.....
.....	PM	PM	.....	(Eastern Time)	AM	PM	.....

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## Prince Edward Island two pence rose issues—new information on varieties in positions 54 & 55

*Kenneth A Kershaw*

**D**URING my recent studies [1] of the Two Pence issues of Prince Edward Island it became clear that not all stamp sheets contain the striking 'TWC' variety in position 54, and that there is a previously unnoted variety in position 55.



Figure 1. The imperforate plate proof block of 25 stamps, Sc 1, Dull Rose, positions 11-15 through 51-55 (Vincent Graves Greene Foundation certificate #13756). Positions 54 (second from the right) and 55 (far right) are on the bottom row.

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Keywords & phrases: Prince Edward Island, varieties



Figure 2. Enlarged view of positions 54 and 55 in Figure 1, showing the unbroken 'O' of 'TWO' as well as the other varieties discussed.



Figure 3. Enlarged view of positions 54 and 55 of Sc 5, showing the broken 'O' of 'TWO'—the 'TWC' variety—and the other varieties discussed.

In particular, the TWC variety is absent in a recently obtained plate proof block of Sc 1 (Figure 1). The stamps from positions 54 and 55 of this impressive block are shown enlarged in Figure 2, where it can be clearly seen that the stamp in position 54 does **not have** the distinctive TWC variety. Note, however, that the very small and equally definitive mark outside the centre of the position 54 RH frame line *is* present. Figure 3 shows the TWC variety in a pair of Sc 5 stamps. Prominent varieties in the adjacent position 55 impressions—a broken frame line and oval, non-constant irregular marks and a new variety—are discussed below.

I have been unable to examine position 54 in any perforated example of Sc 1 to confirm when the variety appeared—potentially it could have been as late as the second printing of Sc 5—but certainly it is missing in at least this one proof sheet of Sc 1. I would be very interested in seeing any examples of position 54 on the Sc 1 Two Pence stamp. A number of dealers contacted concur that the TWC variety is sometimes missing. They tell me that before making a purchase they examine this position carefully to make sure the TWC variety *is* present. I also have a full sheet of Sc 5 lacking this variety.



In contrast, the adjacent stamp, position #55, has an equally impressive variety that seems to be constant in all sheets of Sc 1 and Sc 5—to the right of the large break in the centre of the LH stamp frame the outer oval frame line is distorted, initially being fused with the centre oval frame, then deflected left to fuse with the outer LH frame. This is shown more clearly in Figure 4, along with two irregular (not constant) flaws between position 55's broken frame and the small constant flaw outside position 54's RH frame.

Figure 4. Enlarged view of position 55 showing the broken frame line and distorted outer oval, as well as the two non-constant flaws mentioned.



My recent studies, in addition to confirming the inconsistency in the TWC variety, have turned up a further variety in position 55. In the LH spandrel above the 'W' of 'TWO' there is an enlarged distortion of one of the decorative dots, illustrated more clearly in Figure 5. From my extensive examination of seven full sheets as well as innumerable large and small blocks, it is clear that the distorted dot in position 55 is indeed constant. It is perhaps even more striking than the TWC variety. To the best of my knowledge this variety has not been described before.

Additional details, along with positional descriptions of all the varieties in these two issues, are to be published shortly.

Figure 5. The enlarged distortion of one of the decorative dots above the 'W' of 'TWO' in position 55.

## References

- [1] Kenneth A Kershaw, *Plating Studies on Prince Edward Island Stamps, I. The Two Penny Issue - Scott #1 and #5*. In press, British North America Philatelic Society, 2006.

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# Time marks on the Brandon squared circle

Robert K. Lane



Figure 1. (l) Brandon squared circle strike, dated AU 11 97, showing a 1 time mark; (r) Brandon squared circle strike, dated AU 2 98, showing a smudged 3 time mark. The year was confirmed from the date inside the letter card.

THE squared circle postmark for Brandon, Manitoba was proofed on August 21, 1893, and the earliest-reported dates are from the same month. This hammer was used until early in 1900. Moffatt and Hansen [MH] mention that the last-reported date at the time of their publication was February 8, 1900 with a time mark of 18. Other than that, reports of definite time marks for this hammer have been very few. They also mention that there was a clear example of a “1” in a postmark dated January 23, 1896, and a smudged “3” reported from July 2, 1898.

In my 200 examples of Brandon squared circles, I have never seen a time mark on this strike until recently. The first of two new acquisitions is a “1”, dated August 11, 1897 (Figure 1 (left)) that has now been confirmed by Jack Gordon. The second is a smudged “3”, dated August 2, 1898 (Figure 1 (right)). These are both supplemental to, and consistent with, the previous reports and should serve to encourage further exploration of the subject.

Another interesting aspect to the Brandon squared circle is that apparently there are no known examples of it being used on registered mail from Brandon. I have an example of a Brandon registered cover within the squared circle time period, but the Brandon cancel is a CDS. Readers are asked to check other examples to help determine if the Brandon squared circle was ever used on registered mail.

## References

- [MH] W G Moffatt and Glenn Hansen, *The Squared Circle Postmarks of Canada*. British North America Philatelic Society, 1981.

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Keywords and phrases: Brandon, squared circle, time mark





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<i>Canadian Military Postal Markings</i> , 2 vol. Softbound set, Bailey & Toop	\$99.50
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<i>Pretty In Pink (1898 Two Cent Numeral Issue)</i> , by Peter Spencer	\$74.00

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## Study group centreline

*Robert Lemire*

THE purpose of this column is to bring to the attention of BNAPS members some of the fascinating specialist work being done within each BNAPS study group. Highlights are provided for newsletters that have arrived in my mail box from mid-March 2006 through mid-May 2006.

*British Columbia postal history* Two issues of the newsletter have been received. Editor Bill Topping notes that the “R/ORIGINAL NUMBER” registration markings were introduced at a limited number of post offices in 1902, but that the handstamps were not commonly used until the mid-1920s to mid-1930s. However, there seems to be no readily available information on reasons for the long transition. Bill also mentions that the boxed “R” registration handstamps were not used after spring 1990, and shows impressions of several devices issued to postal franchise offices in that period, after they were no longer required. Recent date stamps are illustrated, as are the jet-spray printer markings from Victoria used in the last year. Bill provides a primer for reading the information encoded in markings that are applied to present-day letter mail, and shows that these can reveal much more than simply the cancellation date and time. The list of Canada Post Pacific Division post office openings and closings for 2005 is also provided.

*Military mail* In newsletter 174, Colin Pomfret discusses a stampless folded letter posted by Allan MacNab in 1839, at the time he was Lt. Col. and Officer in command of the 4<sup>th</sup> Gore Regiment. MacNab became Prime Minister in 1854. Colin also shows some lovely covers (1917–1918) related to the Royal Flying Corps. Bob Toombs provided an illustration of a 1940 cover sent from Ceylon to a member of the Royal Regiment of Canada; eventually the cover was forwarded to the addressee, to Iceland and then to the United Kingdom. John Rogers submitted illustrations of three covers (mid-1980s) connected with personnel who were part of Canada’s contribution to the UN Supervisory Organization in Palestine/Israel and its Disengagement Observer Force (UNTSO/UNDOF), CFPO 5002. Also, Willem Put responded to Steve Luciuk’s questions concerning covers mailed from CFPO 32 (Kobe Japan in 1953 and 1954). He reports a single cover (not a stampless cover), sent to a collector, but mailed on a different date—March 2, 1954. It also bears a 24 FEB. 1954 handstamp of the Supply Officer, H.M.C.S. Haida.

*Revenues* In the March 2006 *Canadian Revenue Newsletter* issue, Peter de Groot presents the first part of what is intended to be a series of articles describing statutes of Newfoundland “that required the use of stamps to collect fees and charges

payable to the Crown.” A list is provided of the “instruments” (documents, certificates, licenses, *etc.*) to which stamps were to be applied, according to the Stamp Act of 1898 and subsequent consolidated or revised statutes. Chris Ryan illustrates the numbered metal plates that were used to demonstrate payment of Winnipeg’s motor vehicle tax. The tax was payable yearly from 1932 through 1942. There is also a discussion of “garbage-tag” revenue stamps used in St Albert, Alberta from 1996 to the present.

*Newfoundland* In the May/June newsletter, Bob Dyer discusses prices recently realized at auction for two of the scarcest Newfoundland stamps—US\$29,093 for an “extremely fine” copy of the one shilling of 1860, and US\$36,850 for a copy of the 60 ¢ De Pinedo airmail. Pete Motson shows a picture of a Newfoundland post card used as a flight cover for a Zeppelin polar flight. More pages from Carl Munden’s abandoned outposts exhibit are presented (covers from Rencontre West, Petites, Sandy Point, Lomond Bonne Bay). In this issue, the page from Colin Lewis’ Newfoundland postal history exhibit shows double and triple letter-rate covers from the 1870s.

*Air Mail* Volume 13, #3 of the *Pilot’s Log* features a number of interesting airmail covers. Aside from the 1951 postage due cover to France illustrated on the front page, there is a nice series of items sent to the Caribbean and West Indies. There is a 15 ¢ (½ oz) 1933 cover to Trinidad, a 35 ¢ (½ oz) 1935 cover to the Bahamas, a 25 ¢ (½ oz) 1936 cover to Trinidad, a 1938 60 ¢ cover to Trinidad (1½ oz, 6 × 10 ¢/¼ oz), and a 40 ¢ cover to British Guiana (1 oz, 4 × 10 ¢/¼ oz). There also is a CAPO 51 World War II cover (Kiska Island in the Aleutians), handled through the US postal system. David Brown sent information concerning the first flight in Canada by a woman (Alys McKey Bryant), and a cover celebrating the 25<sup>th</sup> anniversary of her flight is illustrated.

*Fancy and Miscellaneous Cancels* The April 2006 newsletter contains reports on fancy cancels from Garfield Porch, Brian Hargreaves, Bill Wegman, Gerry Carr, and Gus Quattrocchi. Editor David Lacelle describes a “rate factor” system he plans to use for cancels in the second edition of his “Fancy Cancel Book”. He also requests specific information on unlisted early fancy cancels on stamps earlier than the Large Queens, and on fancy cancels from NWT the Yukon, Newfoundland or other pre-confederation areas. A number of additional “pointed hand ‘return to’ ” markings are reported by Wally Gutzman.

*RPO Cancels* In Volume 34, #2, Bob Lane presents an update on the C.P.Ry. West of Winnipeg postmarks. Among the updates, he notes that one previously listed hammer was actually just a damaged state of another listed hammer. There is a

discussion of markings used by RPOs on the eastern section of the Canada Atlantic Railway, both before and after the purchase of the lines by Grand Trunk in 1905. Hammers are illustrated for RPO use on the Northern Alberta Railway—initially between Edmonton and Spirit River, but later extended to Dimsdale, Wembley, Hythe and Dawson Creek. A three-page update for Brian Stalker's book *Travelling Post Office Postmarks of Newfoundland & Labrador* was enclosed with the newsletter.

The January–February issue of the newsletter focussed on the many postmarks used by RPOs between Toronto and Owen Sound, and between Toronto and Teeswater. In 1883, operation of the original line, the Toronto, Grey & Bruce Railway, was assumed by Canadian Pacific Railway. Markings used from 1875 to 1958 are illustrated.

*1898 Map Stamp* In the winter issue, Ken Kershaw and editor Orville Osborne present somewhat different views on the whether the “Four-Platen Power Press” was used to print the black portions of the Map Stamp. Ken also presents reasons why he does not believe that electrotyping was used to lay out the red plates. Instead he suggests that a series of templates were prepared and carefully attached to the bottom of each position on the plate. Printed features are identified that could be from segments of templates accidentally raised to the same level as parts of the plate used to print some of the islands.

*Large and Small Queens* In the April 2006 issue of *Confederation*, John Hillson contends that the 5 ¢ re-entry on the 6 ¢ Small Queen is best explained by over-rocking of a multi-denominational transfer roller. He hypothesizes that all six standard size Small Queen designs may have been squeezed on to a single roller. Glenn Archer, describes re-entries on the 6 ¢ Large Queen, plate 1, and identifies the location of a previously “unlocated” re-entry.

*Queen Elizabeth II* In the March-April 2006 issue of *Corgi Times*, Joseph Monteiro notes that the Canadian Bank Note 49 ¢ flag booklet has been found imperforate on both the “coated” and Fasson” papers. He also reports on a number of misperforated pieces (several from the 1950s) that have recently been offered at auction. From his exhibit, William Gard shows several interesting usages of the National Parks definitives on cover. Robin Harris reports new printings on the current flower definitives. He also shows a copy of the new “Fay Wray” post card used to the US with an invitation to visit the Canada Post booth at the World Philatelic Exhibition (Washington, D.C., May 27th to June 3rd).

*Postal Stationery* The April 2006 issue of *Postal Stationery Notes* contains the latest instalment of Chris Ellis' series on illustrated cards, this time featuring cards used by the “Standard Publishing Company—The Canadian Baptist, Toronto, Ontario”.

Chris presents a short history of the firm and shows several of these very scarce cards on copies of Webb's P18. André Giguère has made nine additions to the list of hidden numbers on the 1994–2000 envelopes. Rick Parama is carrying out a plating study of the sepia CPR view cards, and reports a new setting variety on card CPR74G (Scroll issue, "View of Giant's Steps"). Pierre Gauthier reports a new private precancel type for Webb's P61d (the card, as shown in the newsletter, was used by Dionne & Dionne, Westmount). There is yet a further update from Robert Lemire on the postage-prepaid Postcard Factory® cards.

*Perfins* In the latest issue of the *BNA Perforator*, Conrad Tremblay summarizes what is known about the Southern Pacific Railroad Company perfins used on Canadian stamps. Perfins from this US company were primarily used on US stamps. A new pattern (US perfin pattern L 158, "LVC/SCo") from the Lehigh Valley Coal Sales Co. (Syracuse NY) was recently found on the Canadian 3 ¢ Arch Issue stamp, Scott 167. Mike Dicketts offered feedback on a previous note by Conrad concerning a CPR perfin block of nine of the \$5 excise-tax stamp.

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## New book releases from BNAPS

**T**HE BNAPS Book Department released three new books in May 2006.

1. *Japanese Internment In Canada 1941–1946 — A Postal History*; Ken Ellison, 2006. Spiral Bound, 86 pages, 8.5 x 11 — BNAPS Exhibit Series #39. ISBN: 0-919854-78-8 (Colour), 0-919854-79-6 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.391 (Colour Version) — \$C70.00; B4h923.39 (Black & White Version) — \$C29.95. (See cover image in Ian Kimmerly advertisement.)

In December of 1941, when Japan attacked Pearl Harbor in Hawaii, and Manila in the Philippines, 22,000 persons of Japanese origin were living on Canada's West Coast. Within a few months, all of them, whether Canadian born, naturalized citizen or new immigrant, had been stripped of all civil rights and removed from the Coastal Defense Zone to at least 100 miles inland. Here they were interned in camps or allowed to go to farms in the interior of British Columbia or the rest of Canada.

During this period, no person of Japanese origin committed, or was accused of committing, a single act of espionage or sabotage, yet their farms, homes, stores and fishing boats were confiscated, and they were banned from the British Columbia coastal area.

Mail from these internees was deposited at local post offices, where it was segregated and sent directly to the censor, usually in Vancouver but sometimes in Ottawa. Censorship of mails began in Vancouver on September 8, 1939, when the war with Germany began, and was stepped up on Japan's entry two years later. Censorship ended with the cessation of hostilities with Japan on August 16, 1945.

*Japanese Internment In Canada 1941–1946 — A Postal History*, a study of an offshoot of Canadian military postal history of World War II, tells the postal and censoring story through a selection of mail from Japanese internees during their period of incarceration in various Canadian locations, and includes other related items. The author has been developing the exhibit for several years; most recently, at BNAPEX 2005 in Edmonton, it was awarded a vermeil medal.

Ken Ellison is the author/exhibitor of three recent BNAPS books—*British Columbia Agricultural Exhibitions* (2003), *British Columbia Hotel Covers, 1880 to 1920* (2004) and *Force 'C'—The Canadian Army's Hong Kong Story 1941–1945* (revised in colour, 2005). He has also written or co-edited several local histories, including *Price Ellison—History Of An Okanagan Pioneer Family* (1988), *Valley Of Dreams, an Illustrated History of Vernon, BC* (1992), *Irrigation Is King!* (the story of water/irrigation in Oyama, BC (2000) and *A Family Album* (an Ellison family pictorial history (2001)).

2. *Mining—British Columbia's Heritage*, Peter Jacobi, 2006. BNAPS Exhibit Series #11 (Revised). Spiral Bound, 226 pages, 8.5 x 11 — ISBN: 0-919854-81-8 (B&W). ISBN: 0-919854-80-X (Colour). Published by the British North America Philatelic Society (BNAPS). Black and white — Stock # B4h923.11 Retail Price: \$C47.95; Colour — Stock # B4h923.111 Retail Price: \$C140.00 (See cover image in Ian Kimmerly advertisement.)

Peter Jacobi's national level Gold award winning exhibit '*Mining—British Columbia's Heritage*' was originally printed as the 11<sup>th</sup> volume in the BNAPS Exhibit Series. It has now been completely revised using scanned colour images, with more than 60 pages of new material added.

The exhibit shows, in a philatelic setting, the socio-economic impact of the mining & smelting industry on the early development of the province of British Columbia. The exhibit is organized with separate sections on the Mines, the Smelters, the Financial Side of Mining and a look at the continuation of the industry into the 21<sup>st</sup> century.

A metallurgical engineer, Peter began a career in the mining industry with summer jobs in Flin Flon and Thompson, Manitoba. After graduation, he worked in the Dominican Republic and Saskatchewan, before joining Cominco Ltd., where assignments took him to Pine Point, Northwest Territories, Kimberly and Trail, British Columbia, and then to Vancouver. Now retired, Pete lives with his wife, a retired teacher, in the White Rock area of Surrey, B.C. The Jacobis spend a large part of each summer at their cabin in Montana. Pete took over as the Secretary of BNAPS after Alex Unwin's untimely death in February 2000. He also served as Chairman of VANPEX from 2001 to 2004.

After assembling reasonable collections of the stamps of both Germany and Canada, Pete credits Bill Robinson for getting him hooked on covers, postmarks



and postal history at a local stamp show in Castlegar in 1984. His mining background and newfound love of postal history made creating 'Mining—British Columbia's Heritage' a natural choice.

3. *Plating the More Distinctive Reentries in the Half Cent Maple Leaf Stamp II. Plating Criteria and Detailed Descriptions of the Third and Fourth Printings*, Ken Kershaw, 2006. Spiral Bound, 224 pages, 8.5 x 11 — ISBN: 0-919854-82-6 (B&W only). Published by the British North America Philatelic Society (BNAPS). Stock # B4h020.0 Retail Price: \$C41.95 (see below for ordering information) (See cover image in Ian Kimmerly advertisement.)

Ken Kershaw's *Plating the More Distinctive Reentries in the Half Cent Maple Leaf Stamp II. Plating Criteria and Detailed Descriptions of the Third and Fourth Printings* is the latest BNAPS handbook. Volume I (January 2006) treated the first and second printings. In Volume II, the author describes his very surprising conclusion about the third printing, and then illustrates key findings from both the third and fourth printings using today's technology to the utmost. Both volumes on the Half Cent Maple Leaf stamp follow closely on Ken Kershaw's previous major effort (with Roger Boisclair), the four-book series *The Canadian Christmas Map Stamp of 1898, A Definitive Plating Study*.

Ken Kershaw was born in England and became fascinated by plants at an early age. He graduated from Manchester University with a BSc degree in Botany in 1952. After military service, he went on to a PhD, working on patterns in vegetation, and was appointed lecturer in Plant Ecology at Imperial College London in 1957. He was seconded to Ahmadu Bello University in northern Nigeria for two years. On his return to Imperial College he became involved with lichen ecology, particularly in alpine and arctic areas, in addition to his work on computer modeling and data analysis. He obtained his DSc in 1965 and was appointed Professor at McMaster University, Hamilton, in 1969. His research was then devoted heavily to the ecology of the Canadian low arctic and northern boreal forest areas, and in 1982 he was elected a fellow of the Royal Society of Canada. He is the author of several university texts. Ken's passion for wild plants has been transferred to Canadian philately. He sees his plating work simply as the "taxonomy of bits of paper", and after a lifetime of plant taxonomy finds it a fairly straightforward and fascinating hobby.

All BNAPS books are available from: Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6, Canada. Phone: (613) 235-9119. Internet orders can be placed at [www.iankimmerly.com/books/](http://www.iankimmerly.com/books/)

The price given above is the retail price in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. For payment by cheque or money order, add 10% in Canada, 15% to the US, 20% overseas (overpayments exceeding 25 cents will be refunded in mint postage stamps). GST is payable for Canadian orders. No Provincial Sales Tax applies.

# Bathurst District postmarks: samples of generic postmarks for Upper and Lower Canada

R F (Hank) Narbonne, OTB

**A**LTHOUGH the postmarks shown below were used in the Bathurst District of eastern Ontario, they are generic to all of Upper and Lower Canada.

It would be much easier if collectors had a specific designation for a particular cancel. Rather than saying “I need a large double broken circle with serified lettering, issued around 1840 for Bytown”, the collector could simply state “I need a Bytown cancellation, 1839 Type”. Eight types are shown here.

**P E R T H**

Straight Line (1820-1829)

*White Lake  
22 June 1848*

Manuscript  
(used when awaiting a hammer)

**L A N A R I E**  
Dec  
45

1829 Type

**B I T O W N**  
29  
Aug  
U.S.

Double Circle 1  
(italic lettering,  
manufactured locally from 1820)

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Keywords & phrases: postmarks, cancellations, Upper and Lower Canada, Bathurst District



Double Circle 2  
(Roman lettering from ~1833)



1839 Type  
(large, serifs)



1845 Type  
(small, sans serifs)



1847 Type (C.W.)

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# For a penny or two... #1

Victor Willson, OTB

FROM 1989 until 1996 *BNA Topics* published a series of short articles by Allan Steinhart on Canadian post card uses. The cards had all come from Allan's collection, which was captured in Jim Hennok's Series of Postal History Collections /3, *The Postal History of the Post Card in Canada 1871–1911*, by Allan Steinhart. The 16 articles published over seven years were among the motivators for me to start collecting post card usages when some of Allan's cards became available before and after his death in 1996. Also, in the late 1980s Ed Richardson began a collection of P4 cards to as many countries as he could find, a collection which I always admired. I am pleased to say that my collection now far outstrips his. The series which begins here is both a tribute to Allan and a continuation of his articles on the topic.

## Earliest-recorded use of the government post card

The first article in the series listed June 7, 1871, as the earliest-recorded date of use of P1 (Webb's *Catalogue* number), which was apparently officially issued on June 1. A few years ago, a card showing a June 8, 1871, date was sold on eBay. A little over a year ago, Bow City auction listed the card shown below. It is a notice dated 3rd June, 1871, issued by "The Protestant Institution for Deaf Mutes" that:

"The First Annual Public Examination of the Pupils of this Institution, will take place on the Evening of Tuesday, the 13th Inst., in the Mechanics' Hall."

Given that the card was made available June 1st, the cards used for this announcement must have been sent to the printer right away. The card was mailed to Lyman's Clare & Co., (Montreal), dated MONTREAL/PM/JU 5/71/CE with a Montreal duplex cancel. Since there was no written message on the card, it can also be construed as paying the printed matter rate of 1 ¢ per oz, in effect until 1873. It could not have paid the drop letter rate in Montreal, which since the 1850s had included an additional charge for delivery of mail, 1d and then 2 ¢ per item. That fee was reduced to 1 ¢ additional when letter rates were reduced on April 1, 1868. Montreal received free delivery at 2 ¢ per letter on October 1, 1874, according to Howes' *Canadian Postage Stamps and Stationery*, 1911.

Earliest-recorded for anything is always a tentative designation, and with about 20 years between Allan's report of his earliest-recorded date and this one, perhaps an earlier dater will be found in the future.

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Keywords & phrases: post card; earliest-recorded date; Webb's P1

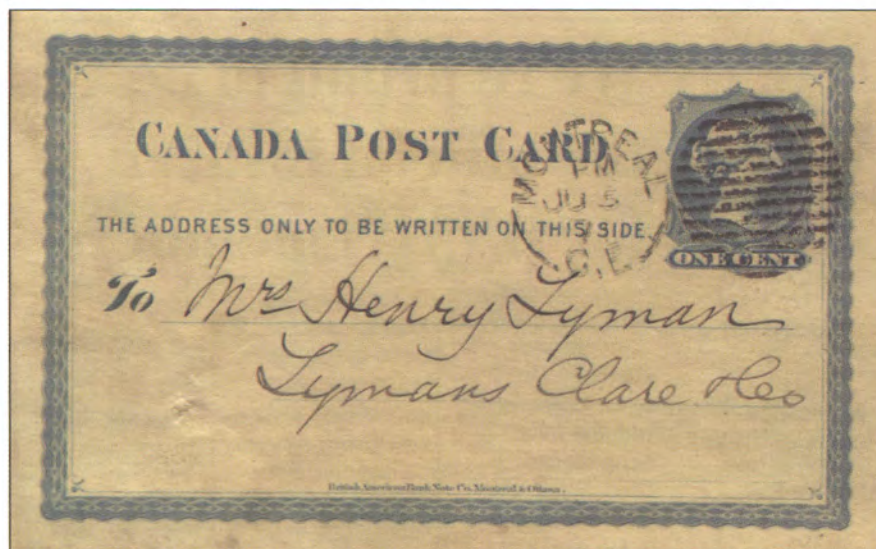
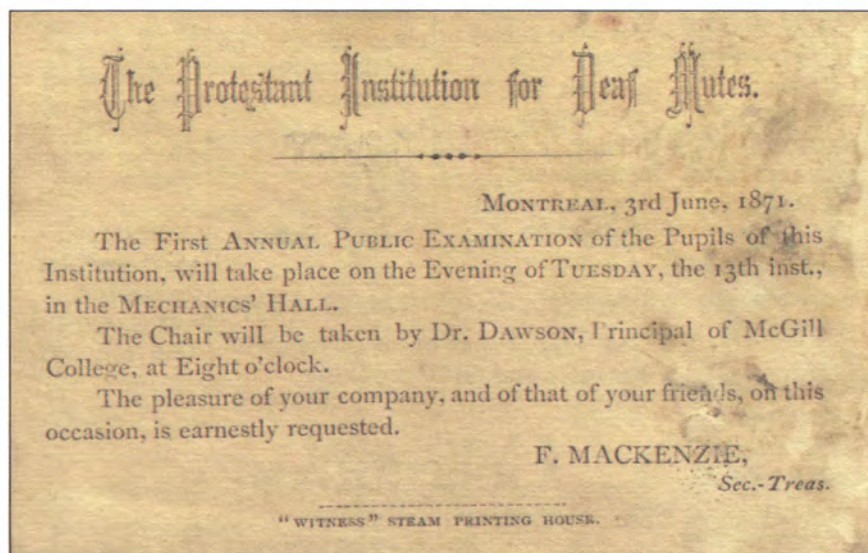


Figure 1. Webb's P1, postmarked June 5, 1871, front and back.



## References

Allan Steinhart, *The Postal History of the Post Card in Canada 1871–1911*, Jim A. Hennok Ltd, 1986.

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## Cover stories (7)

Mike Street

The seventh column in a series concerning unusual, rare or otherwise interesting postal history. This time we deal with **overseas parcels**.

Thanks very much to Gary Steele of Halifax for turning up the parcel piece in Figure 1. The roller cancellation appears to be a Vancouver mark containing the number '22', but it is too faint to allow reading of the date or to obtain full identification of the roller. The presence of the 4 ¢ 'Matthew' stamps (Sc 282) means that the parcel was sent on or after 1 April 1949, the date of Newfoundland's entry into Confederation. The label (the words 'GIFT FOOD PARCEL' are obscured by the stamps) clearly states the general contents of the package to which these stamps were affixed. The pair of 20 ¢ Peace Issue Harvester (Sc 271) would have been enough to pay the 40 ¢ rate for a parcel weighing over one pound but less than two. The rate for a parcel weighing over two pounds but less than three was 55 ¢, and insurance was 12 cents for a value of up to \$50, so the actual amount of postage used is not easily explained.

The 'Observations' section on p. 123 of the *Postal Guide* (1) states, "The yellow sticker No. 61 to be affixed to special gift parcels must not be used under any circumstances on packets prepaid at the letter rate", so there is no doubt that this was sent as a regular parcel. It is possible that the postmaster pro-rated the postage on a two-pound, seven- or eight-ounce package, but if so this is not covered in the *Postal Guide*. If anyone has other information on rates for these parcels I would like to hear from them.



Figure 1. Portion of wrapper from gift food parcel to United Kingdom.

Keywords & phrases: parcel post, international, customs

The late Allan Steinhart's writing—and price to match—is on the envelopes containing the parcel items in Figures 2 and 3. The package paid for, by the piece, in Figure 2 may have also been a 'Gift Food Parcel'. The roller cancellation is from Montreal N.D. de Grace, and the date appears to be 19 NOV, but the year is unreadable. The two \$1 Abegweit Train Ferry (Sc273) and single 50 ¢ Lumbering (Sc 272) paid the \$2.50 rate for a parcel over 15 pounds up to 20 pounds sent to Great Britain.

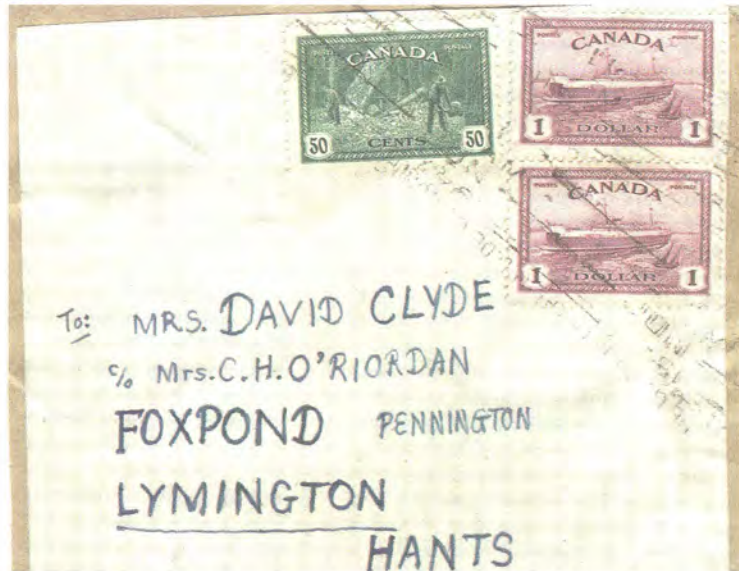


Figure 2. Part of wrapper from heavy parcel to United Kingdom.

The words 'Gift Coffee' on the label in Figure 3 clearly state the contents, and the MONTREAL/QUEBEC Post Office ('P' and 'O' at the sides) meter impression dated APR-3'51 tells us the date of mailing. The rate for a parcel to Finland weighing up to one pound was 70 cents, paid by the pair of 50 ¢ Lumbering and the 20-cent meter.

Figures 4 & 5 show the front and back of what appears to be a money packet tag similar to the one shown in Cover Stories (5) [*BNA Topics* 2005Q2], except that this one was mailed 15 July 1949, from the 'United Kingdom Payments Office' in Ottawa to the Ministry of Food in London, England. The domestic and USA rate for money packets, seven cents for the first ounce and five cents for each subsequent ounce or fraction thereafter, plus the 10-cent registration fee, also applied to those going overseas.

The \$4.15 in postage paid by the eight 50 ¢ Lumbering, single 10 ¢ Great Bear Lake (Sc 269) and single 5 ¢ GVI War Issue (Sc 255) stamps tells us that the packet





Figure 3. Part of wrapper from 'gift coffee' parcel to Finland.



Figure 4. Postage side of money packet tag to England.

weighed between 79 and 80 ounces, and was overpaid by three cents [ $1 \times .07 + 79 \times .05 + .10 = \$4.12$ ]. As pointed out in Cover Stories (5) and a follow-up Letter to the Editor [BNA Topics 2005Q4], it was generally not possible to register parcels. There were very few exceptions to this rule, but registration of money packets was one of



Figure 5. Address side of money packet tag to England.

them. The pre-printed wording on the address side suggests that the tag itself was printed in Canada.



Figure 6. Reverse of 'Razor parts' packet tag to France.

The last item in this installment is the parcel tag shown in Figures 6 & 7. It was mailed at Montreal's Station H, with the stamps cancelled by its H-1roller and duplex devices on 28 January 1948. The notation on the 'DOUANE' (Customs) form indicates that the contents were 'pièce pour rasoir' or 'parts for razor'. The pair of 20 ¢ Harvester and single 50¢ Lumbering together paid the 90-cent parcel rate for

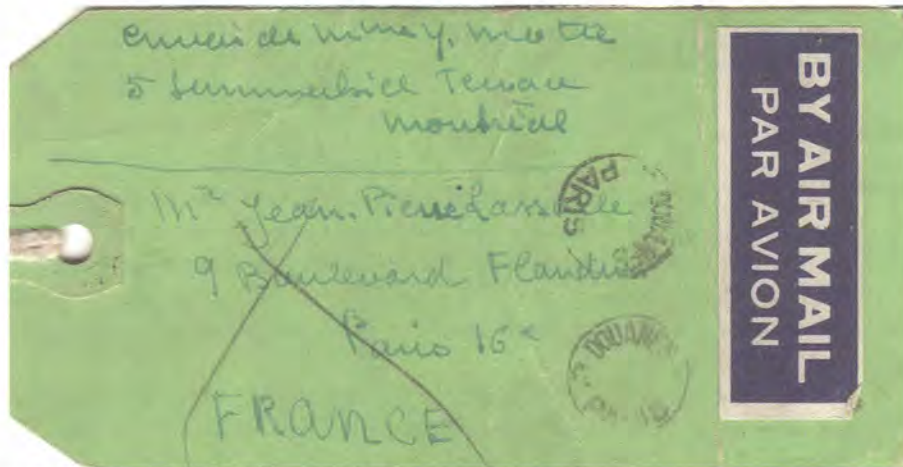


Figure 7. Address side of 'Razor parts' packet tag to France.

a parcel weighing over four pounds and up to five pounds, sent via the direct route, *i.e.*, not via England. The small 'DOUANE/PARIS' marks on the address side confirm that the package made it to the 'City of Light'. At more than four pounds, there must have been a lot of parts!

## 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 email <mikestreet@hwc.org>. Please do not send covers or illustrations until requested.

## References

- [1] Canada *Official Postal Guide* 1947 (Reprint), King's Printer, Ottawa, January 1949.

### Corrections:

It is unfortunately necessary to correct three items of misinformation in Cover Stories 6 [*BNA Topics* 2005Q4]: (1) On page 59, an editorial error resulted in the wrong rate schedule being stated for the cover in figures 1 & 2. Instead of "In 1938 first class cost 2 ¢ plus 1 ¢.", the correct submitted text was "...first class mail, which in 1938 cost three cents for the first ounce and two cents for each additional ounce." (2) In the following sentence, the author erred when he wrote "An envelope weighing over eight but less than nine ounces would have cost 17 cents." This should have been "... over seven but less than eight ounces ...." (3) Similarly, the text for figure 3 on page 60 should have read "the Canada *Official Postal Guide* (1) confirms that the rate for a parcel over three pounds but not over four pounds was 56 cents." Our apologies to readers for these mistakes.

## New issues

*William J F Wilson*

**F**OLLOWING the 51 ¢ Queen Elizabeth definitive issued January 12, 2006, on April 21st, Her Majesty's 80th birthday, Canada Post released a souvenir sheet featuring two international rate definitives. In contrast to the press-and-stick booklet format of the 51 ¢ values, the \$1.49 stamps are gummed and perforated, and are also larger. Both show the same design, an attractive portrait of the Queen holding a bouquet.

Canada Post's superb Art Canada series continues with two paintings by Dorothy Knowles, 'The Field of Rapeseed' (1971) on the 51 ¢ and 'North Saskatchewan River' (1989) on the 89 ¢. Dorothy Knowles was born and raised in Saskatchewan and trained as an artist at the University of Saskatchewan, the Banff School of Art, and in England. The two stamps in this issue are excellent examples of her passion for the vast prairie landscape.

The two stamps on the souvenir sheet are partially se-tenant horizontally, overlapping along their vertical sides. This is particularly interesting because the upper portion of the 89 ¢ is perforation 12.9, but on the shared lower portion it is the same as the 51¢, perforation 12.5. Thus the 89 ¢ shows two distinct perforation gauges along the right side, and this is repeated on the left side of the stamp.

There is also a perforation variation in the 51 ¢ stamp. The stamps on the regular pane are the same width as those on the souvenir sheet, but on the pane there are 30 teeth horizontally, compared to 29 on the souvenir sheet. The resulting perforation gauges are 13.2 and 12.7, respectively.

Canada Post also issued two new 51 ¢ domestic rate commemoratives in April. On the 20th, the Canadian Labour Congress' fiftieth anniversary was marked by a stamp featuring hands of different colours holding a globe showing the map of North America with Canada highlighted. The hundredth anniversary of Canadian publishing house McClelland and Stewart was marked on the 26th. This stamp, in a light steel blue, except for the word 'Canada', shows an open book and McClelland & Stewart's charioteer logo. 'Canada' is printed in light gray.

The information in the accompanying table is from the Canada Post website: <http://www.canadapost.ca/personal/collecting/default-e.asp?stamp=stamps> and from philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvedge differs from that published by Canada Post, the selvedge is taken as correct. Size, perforations, and number of teeth are my own measurements, and are given as (HORIZONTAL) x (VERTICAL).

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Keywords & phrases: new issues

Table 1. 2006 Commemorative Stamps to April 26

Stamp	Balloons	Dorothy Knowles	Canadian Labour Congress	Queen Elizabeth	McClelland & Stewart
Value	51¢	51¢, 89¢	51¢	\$1.49	51¢
Issued	03 Apr	07 Apr	20 Apr	21 Apr	26 Apr
Printer	L-M	L-M	CBN	CBN	L-M
Pane	6	SH: 16 SS: 2 partially se-tenant	16	2	8
Paper	C	C	C	C	C
Process	7CL	9CL	7CL	7CL	2CL
Qty (10 <sup>6</sup> )	10	SH: 3 SS: 0.3	3	contin-uous	3
Tag	G4S	G4S	G4S	G4S	G4S
Gum	P-S	PVA	PVA	PVA	P-S
Size, mm	36*x 28	51¢: 45.5 x 32 89¢: 43 x 52	30 x 40.5	40 x 31.8	25 x 38
Perf	simulated	51¢ SH: 13.2 x 12.5 51¢ SS: 12.7 x 12.5 89¢: 13.0 x 12.9/12.5**	13.3 x 13.3	12.5 x 13.2	Simulated
Teeth	N/A	51¢ SH: 30 x 20 51¢ SS: 29 x 20 89¢: 28 x 33**	20 x 27	25 x 21	N/A

\* The width may vary depending on how the booklet was trimmed.

\*\* See text.



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## Newfoundland cover Rosetta Stone for 1896 re-issues

*N R (Bob) Dyer*

LAST year, *BNA Topics* published my article, 'Newfoundland's GPO Post Cards 1895-1898', in which I touched upon the 1896 re-issues, also called the "reprints" or "special printings" [1]. There is confusion in many standard catalogues about the colours of these stamps. Here are the five stamps actually issued:

- ½¢ Orange Newfoundland dog
- 1¢ Deep Brown Prince Edward
- 2¢ Green codfish
- 3¢ Deep Blue Queen Victoria
- 3¢ Violet-Brown Victoria.

These colours are from the current *Newfoundland Specialized Stamp Catalogue* [2]. Some catalogues describe the dog as "vermilion" or "orange-vermilion", and the last Victoria as "chocolate brown", but they are describing the same stamps. The dispute is whether a 1 ¢ "deep green" or "yellow-green" Edward was in the mix, and it wasn't. Nevertheless, most catalogues place it within the 1896 re-issues, including NSSC and UNITRADE.



Figure 1. 1897 cover with the 1896 re-issues.

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Keywords & phrases: Newfoundland 1896 re-issues, Tessier

*BNA Topics*, Volume 63, Number 2, April–June 2006

The overfranked cover in Figure 1 includes the five re-issues sent to famous collector P.J. Tessier on August 10, 1897. Attorney Tessier was the subject of a lot of philatelic mail, and occasionally had some bad (philatelic) press about it; however, Herman Focke described him as “one of Newfoundland’s greatest collectors and specialists” in *Mekeel’s* in 1926 [3].

This cover allows one to examine well-preserved Newfoundland stamps of these basic designs to determine whether they are from the 1896 printing or from earlier ones. This cover may be unique in that regard, and I consider it a philatelic treasure. Collector and dealer mail is often looked down upon by elitists, but if not for this correspondence, some issues would be almost impossible to find. An example is used copies of the 1889 Newfoundland surcharged post card (NSSC #PC 5 or UNITRADE #UX5). Five of the six known examples were sent by stamp dealer Nils Ohman, the sixth by sometime dealer and G.P.O. Chief Clerk, George LeMessurier, Jr.

The following chronology should illuminate the ins and outs of the re-issues and the last printing of a green Edward stamp. It is drawn from publications of Robert Pratt and from G.P.O. post cards I have seen [4, 5].

- March 26, 1895 -** Postmaster James Oliphant Frasier orders 100,000 stamps from the British American Bank Note Company, 20,000 each “1/2 cent red, 1 cent brown, 2 cent green, 3 cent blue and 3 cent brown”. *Later, at the Postal Inquiry in 1900, Frasier proclaimed that he did not remember ordering the stamps or why only 20,000 of each were requested!*
- July 1, 1895 -** The stamps are invoiced. Frasier had a chance to examine them earlier, felt that they were “inferior”, but paid for them anyway.
- January, 1896 -** The new set of five is offered at “selected” G.P.O. windows to “special customers”. Dealer Nils Ohman bought a “goodly amount”.
- April 1, 1896 -** On the back of a G.P.O. card Frasier offers the “reprints - 1/2 Red, 1ct Brown, 2ct Green, 3ct Blue & 3ct Brown”.
- August 11, 1896 -** Frasier makes the same offer on another G.P.O. card.
- May 4, 1897 -** Frasier reports “No re-prints (re-issues of 1896). Cabot memorial issue will soon be issued”.
- June 24, 1897 -** Cabot set released and all previous stamps withdrawn.
- August 10, 1897 -** Tessier cover sent with all the re-issues.
- September, 1897 -** 1 ¢ values of Cabot set almost gone, need for more 1 ¢ arises. Stamps of a different design ordered.
- October 19, 1897 -** Stamps surcharged “ONE CENT” placed on sale to fill vacuum.

- November 18, 1897** - Colonial Secretary Robinson panics as new stamps had not arrived and orders 150,000 ½ ¢ black dog stamps, 100,000 1 ¢ green Edwards, and 100,000 2 ¢ orange codfish.
- December 4, 1897** - 400,000 new 1 ¢ red Queen Victoria stamps and a like number of 2 ¢ orange Prince Edward stamps arrive in St. John's.
- January, 1898** - The Nov. 18th order arrives—probably in late December, 1897, or January, 1898.
- January 14, 1898** - New G.P.O. card appears announcing “Former Issue” (pre-Cabot) back on sale including ½ ¢, 1 ¢, 2 ¢ & 3 ¢ values, but colours not provided.
- February, 1898** - Robinson tells Frasier to “immediately withdraw” the G.P.O. cards, because the “reputation of the Colony is suffering from speculation in stamps and silver...”
- June, 1898** - A green version of the Victoria stamp is issued, per U.P.U. requirements.
- November 6, 1899** - Robinson orders destruction of the remainders in the Post Office.
- November 7, 1899** - Frasier complies and orders all “obsolete stamps” to be destroyed, January 2, 1900.
- November 8, 1899** - Above order is modified to point out that “the restrictions on the sale of the stamp issued prior to 1897” would be removed. *This suggests that the pre-Cabot stamps may have been held back since Robinson's February, 1898 order to Frasier to stop hawking them.*
- March, 1900** - The *London Philatelist* issued data on the obsolete stamps available on November 30, 1899 and/or available on January 4th when the remainders were finally destroyed. At the end of November, 64,000 “**1 ¢ pale yellow green**” stamps were still around but all were gone by January 4, 1900. *These 64,000 were likely the Edward stamps ordered in November 1897, and certainly not the 1 ¢ green Victoria stamps issued in June 1898 as the destruction order spared the contemporary Royal Family issue.*

This rather long history indicates not only that there were no 1 ¢ green Edwards in the 1896 re-issues but that the last order of the green version appeared in late December, 1897 or January, 1898. They were certainly redundant at the time, given the 400,000 red Victoria stamps that had arrived in early December. That helps explain why 64,000 of the 100,000 order were still around in late 1899. It also explains why few survive on covers after 1897.



The varying shades of the 1 ¢ green Edward printed from 1888–1898 are a considerable challenge. I have just purchased a collection of green Edward covers which may help me distinguish them, although the earliest cover I have is only from 1892. I am looking for earlier copies. Please help if you can. I also have two complete sheets of 100 of different shades.

Early indications are that Scott #45 is considerably lighter than #44. The 1901 cover in Figure 2 bears a Scott #45 with five copies of brown Scott #43. It has a 2003 A.P.S. certificate. This cover is franked at the proper 6 ¢ inland registration rate. Note the light shade of the stamp—is it “yellow green”?



Figure 2. 1901 cover with Scott #45 and #43.

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# Postally used post bands & wrappers of Canada & Newfoundland: a survey and analysis

*Professor John K. Curtis*

CANADIAN postal stationery specifies a difference between post bands and newspaper wrappers for the mailing of printed matter and newspapers. Gummed post bands were introduced in 1875 and were in continuous use up to the mid-1960s. They were sold by post offices over-the-counter to the public for the mailing of any printed matter, including newspapers. By 1907, however, demand had grown from newspaper publishers for a special wrapper to be used for mailing second class matter to the United States (see Bond [1]). This special wrapper was sold in bulk quantities to publishers and was issued until 1953. Henceforward there was a simultaneous use of post bands and wrappers for 46 years (1907-1953). Wrappers, unlike post bands, have a two-line instruction or admonition printed on them to caution users against postal abuse.

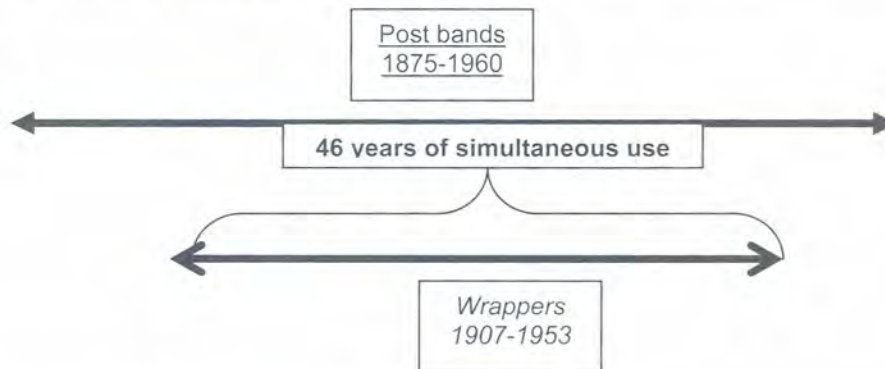


Illustration 1. Timeline of post bands and wrappers

The concept of an admonition added to a wrapper first made its appearance in Great Britain in 1875 when the letter rate was eight times the newspaper rate (1d per ½ oz, compared with ½d per 2 oz). There would have been a strong temptation for senders to include a letter or other non-conforming communication within the confines of a newspaper. Two postal checks were available to ensure that this did not occur, but as the volume of newspaper mail increased to an annual level of 156 million, physical inspection became uneconomic and impractical.

Keywords & phrases: wrappers, post bands, eBay

In September 1875, a warning instruction was printed on GB newspaper wrappers sold by the Post Office, stating: "This Wrapper must be used only for Newspapers, or for printed papers which may be sent under the Book Post; otherwise the packet will be charged with Postage". Over the years, these instructions have varied somewhat, and 60 different instructions and varieties have been identified as having been used by many postal authorities (Courtis 2006). Canada's upper case warning instruction introduced on surcharged wrappers on 11 July 1907 is substantially different from that of any other postal authority:

THIS WRAPPER TO BE USED ONLY BY PUBLISHERS AND FOR THE SOLE PURPOSE OF MAILING SECOND CLASS MATTER TO THE UNITED STATES.

The purpose of this paper is to analyze 96 Canadian postally used newspaper postal bands and wrappers. These comprise scans of all post office issues of postal bands and wrappers that have been listed on the Internet site eBay® between February 2003 and November 2005. This survey can be compared directly with an analysis of wrappers from postal authorities in Africa, Caribbean countries, Brazil, and New Zealand (Courtis [2-6]).

Canadian postal bands and wrappers (for convenience the nomenclature "wrappers" is used as a generic term from this point in the present article) account for about 2% of a larger database of 4975 scans of used worldwide wrappers issued by postal authorities. This database has been collected from the Internet by the author and saved to a library of computer files. It has been arranged by country and sorted by Higgins and Gage (H&G) *Catalogue of Postal Stationery of the World* [7] catalogue number. Only postally used wrappers bearing an indicium appear in the database, which was compiled according to some operational rules. Only single scans were collected; groups of wrappers included in a single listing were omitted (however, I cannot remember a single case where this occurred for Canadian wrappers), as were cut-squares.

The analysis first considers the frequency of appearance per wrapper type issued and then calculates approximations of relative scarcity. Frequency of appearance can be used as a crude proxy for relative scarcity. A demographic and postal history analysis of information on the wrappers follows. Finally, some interesting examples of wrappers featuring private printing are noted and illustrated.

## Survival rate guides

The number of philatelic Internet sites continues to increase, and eBay is an important part of the overall Internet market. The extent to which the eBay database of used worldwide wrappers can be considered statistically accurate or representative of extant wrappers is unclear. Newspaper wrappers are also sold on other sites and through traditional bourses, retail outlets, and auctions. Moreover, dealers and collectors may hold extensive quantities of used wrappers. However, until a more authoritative database is available, the 4975 wrapper scans assembled by the author are used to proxy what is available on the international market.

Although this is a small sample, the 96 wrappers analysed here can be viewed as a tentative guide to their relative scarcity. The reliability of these estimates will depend on the accuracy of this proxy. Any sample with small frequencies of appearance must be treated with caution. If dealers possess inventories of used wrappers, or if the more elusive and expensive wrappers are being sold more directly to collectors, then these estimates would need to be modified accordingly. Indeed, it is generally accepted that Canadian postal stationery is less widely collected worldwide than stationery for many other countries. Not only is most still bought and sold within the Canadian market, but better items are handled by dealers with selected customers in mind. Table 1 summarizes the frequency of appearance of the 26 different wrapper types that have appeared during the collection window of 34 months.

Estimating postal stationery survival rates is complex and controversial because there is normally little or no published information about the quantities issued. Howes [8] does provide some quantities of issues prior to 1910, but determining the net quantities per issue is unreliable. Table 1 includes a column headed "Proportions" with two numbers each calculated to four decimal places. These proportions represent a first approximation at survival rates against known quantities that have appeared during the period studied. To facilitate collectors' interpretation of the rates computed below, both H&G (1974) and Webb's (2000) catalogue numbers [9] are used.

The intended meaning of the two numbers is illustrated with E33. The first number is the proportion of that issue relative to the sub-population of 96 Canadian postal authority post bands and wrappers. In other words, the 20 postally used copies of E33 represent 0.2083 or almost twenty per 100 of Canadian post bands and wrappers that have appeared for sale on eBay. The second number is smaller, and represents the proportion of Canadian E33 that has appeared relative to the worldwide population of 4975 wrappers, namely 0.004 or approximately four per 1000. A comparison of these two proportions across each of the 26 wrapper types can be used to gauge the relative scarcity of each issue. If the word "common" were an apt descriptor, only the one type would be eligible, namely E33. If the word "scarce" were appropriate, then 16 types would probably qualify with only one or two appearances. The reader is cautioned again, however, that statistics arising from small samples should be viewed tentatively until more information becomes available.

A similar but much shorter table could be prepared for Newfoundland. Only seven used wrappers have appeared on eBay during the 34 month period: one each of E1 and E2, one each of E2a and E3a (both on tan paper) and three of E3. The E1 and E2 appear to have been philatelically inspired. Three wrappers were addressed to the same recipient in Leipzig, Germany; one was addressed to Austria; and one to a local address, (E3), apparently a genuine non-philatelic usage. Anecdotaly, more mint wrappers appear on this Internet site than used examples. Given the caveats about small samples, all used copies would appear to be scarce, but collectors should be careful to avoid paying an unnecessary premium for those that appear to be philatelically inspired.

Table 1. Distribution of Types

Catalogue Numbers		Number appearing on eBay market	Relative Proportions	
H&G 1974	Webb's 2000		of 96	of 4975
E4†	W2†	1	0.0104	0.0002
E5†	W3†	7	0.0737	0.0014
E6†	W4	9	0.0134	0.0018
E7†	W5†	2	0.0208	0.0004
E8†	W6	5	0.0521	0.0010
E9†	W7/7c	3	0.0313	0.0006
E10	W7a/7b	3	0.0313	0.0006
E13	W10	1	0.0104	0.0002
E14	W11	1	0.0104	0.0002
E16	W12	1	0.0104	0.0002
E17	W12b/12d/12e	5	0.0521	0.0010
E18† or E20*	W13/13b	2	0.0208	0.0004
E19 or E21*	W13d/13e/13f	3	0.0313	0.0006
E26†	W16/16b	1	0.0104	0.0002
E27†	W16a/16c	2	0.0208	0.0004
E28†	W17/17b	3	0.0313	0.0006
E31	W19	2	0.0208	0.0004
E33/(KE1/2‡)	W20/DW20	20	0.2083	0.0040
E34†	W20d/20e	3	0.0313	0.0006
E35	W21	1	0.0104	0.0002
E37	W22	3	0.0313	0.0006
E38	W23	1	0.0104	0.0002
E38a	W23a	2	0.0208	0.0004
E41	W25	2	0.0208	0.0004
E41a	W25a	2	0.0208	0.0004
privately added printing		11	0.1149	0.0022
<b>Total</b>		<b>96</b>		

† Including paper sub-varieties, which often could not be distinguished from the scans.

\* Die identification is either impossible or unreliable from scans alone.

‡ There is a typographical error in the catalogue. Both KE1 and KE2 are 1 ¢ wrappers.

## Demographic & postal history analysis

Wrappers addressed to a location within Canada, *i.e.*, domestic usage, accounted for 63%, the majority posted within and to an Ontario address. The remaining 37% were addressed to a location outside Canada with, as would be expected, about half addressed to the USA. Others were sent to Great Britain, Italy, Switzerland, Germany, Belgium and Brazil. Wrappers addressed to a named individual accounted for 83%, while others were sent to a variety of companies and institutions. The use of address labels was noted on 10 wrappers. Eleven wrappers were uprated with additional adhesive(s). One wrapper bears a US 1 ¢ postage due adhesive.

There were 18 specifically designated wrappers with the admonition. Of the 14 with readable addresses, 11 were sent to the USA: New York City, Rochester, Niagara Falls, Chicago, Pennsylvania, Massachusetts and California. The three that violated the designated USA specified destination were British Columbia, Germany and Brazil (the latter uprated 1 ¢).

Webb's *Catalogue* claims that post bands and wrappers were rarely postmarked, but were usually cancelled, often with a cork or roller cancel. Webb's draws attention to a lack of dated postmarks which, when they exist, "are worth double the used prices". This is not especially unique to Canada, however, and Queensland and Tasmania are other notable examples. An analysis of postmarks revealed that 15 wrappers showed readable dated postmarks, while only five revealed no postmarking. A more detailed analysis showed that nine categories of postmarking are present. Their frequencies are shown in Table 2. One other feature is that eight of these wrappers are perfined OHMS (H&G KE1/2).

As can be seen from Table 2, roller cancellations dominate the category of postmarking and have appeared on more than half of the sample. A close inspection of some of these roller cancels would reveal their date of cancellation. Single circular date stamps have appeared on ten wrappers, occurring throughout almost the entire period of the E2-E30 issues, with quite a few sharp and clear strikes. There were seven wrappers with killer or cork cancels, often an ugly smudge with indistinguishable features. There have been seven precancelled wrappers (see Figure 1) and six oval parcel cancels in black or purple. Duplex cancels consisted of a cds at the left and a barred obliterator to the right. Slogan cancels appeared on three wrappers and include a first day use "Don't Miss//Fall Stamp Show// Oct 28 68 and a philatelically inspired airmail usage 40 years after its E4 issue date: By Air// from// Ottawa to Belle Isle// Of Shortest Route// To Europe. Two squared circle cancels are likely to be philatelically inspired with their SON cancels. These (and one clear cds) were addressed to Mr. Henry Heckler, Granville St., Halifax, N.S.

Table 2. Cancellation Categories &amp; Frequencies

Categories	#
Roller	51
Single cds	10
Cork/killer obliterator	7
Precancelled	7
Oval Parcel (e.g., Toronto, Montreal)	6
Duplex (cds + barred obliterator)	5
No cancel apparent	5
Slogan	3
Square circle (philatelically-inspired?)	2
<b>Nine categories, total</b>	<b>96</b>

## Private supplemental printing

Wrappers bearing indicia were sometimes sent to a private printer to add advertising or other information. These privately printed additions to post office wrappers are popular with collectors because such items are of interest within the area of economic history, are relatively scarce, and hold appeal as exhibit pieces. Of the 96 wrappers, 11 were of this type, covering three companies: The Barclay (Canada) Wholesaler, Dundee Mine, and Western U(niversity) Gazette. There are seven examples of the Barclay wrapper. Examples of other companies undoubtedly exist, but they have not yet come to light on the eBay site. These three types of wrappers are shown as Figures 1-3.



Figure 1. The Barclay (Canada) Wholesaler wrapper (shown at 67% original size).



Figure 2. Dundee Mine wrapper (shown at 67% original size).

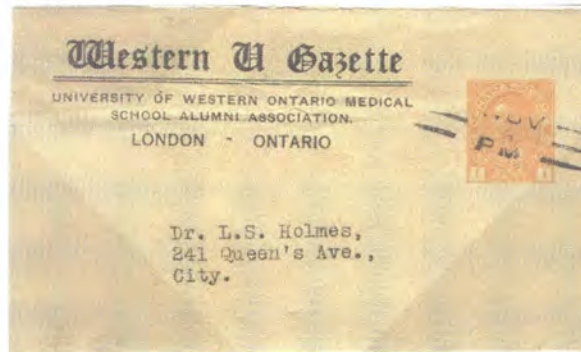


Figure 3. Western U Gazette wrapper (shown at 67% original size).

## Conclusion

The survey analysed 96 used Canadian wrappers sold on eBay between February 2003 and November 2005. Only one type, E33, is common, with 20 examples appearing of the 1 ¢ green King George VI, issued 1938. The next most “common” types are the Queen Victoria 1892 1 ¢ blue (E5), which appeared seven times, and the 1894 1 ¢ black on buff (E6), nine times. The Queen Victoria 1898 1 ¢ green (E8) and the King George postal band issue of 1912 (E17) have each appeared five times. Sixteen types have appeared only once or twice during the period studied and another five have appeared only three times.

Estimates of scarcity relative to the sub-population of Canada and to the overall databases were shown. The first estimate shows the proportion of appearance of a particular issue against all Canadian wrappers. The second estimate shows the proportion of appearance of a particular issue against the worldwide database. Nineteen of the 26 determinable types have appeared in the overall database with a frequency of between one and three times per 5000 worldwide.

There are 15 postal authorities with higher quantities of wrappers appearing on the market than Canada. The actual count is dynamic (changing weekly), but the relative order of frequency of appearance is: Great Britain, Argentina, USA,



Switzerland, Austria, Denmark, Cape of Good Hope, Russia, Trinidad, Victoria, Brazil, Germany, Mexico, South Australia, and Australia. Collectively, these 15 postal authorities account for about 60% of all listed wrappers.

About 63% of wrappers were addressed to a domestic destination. Analysis revealed also that 83% were addressed to a named individual. Address labels were used in ten cases and eleven were uprated. Nine cancellation types have been used, OHMS perfins have appeared on eight wrappers, and one wrapper was assessed postage due.

The postal stationery area of postal bands and wrappers reveals a rich philatelic diversity. Putting together a collection of postally used postal bands and wrappers for Canada and Newfoundland remains a challenging task, especially as perhaps as many as 20 types (including varieties) have not yet appeared on the eBay site.

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*My sincere thanks to Robert Lemire and Allan Gory for their constructive advice on an earlier draft. The author can be contacted via email at: acapajc@cityu.edu.hk.*

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



# The Hamilton, Ontario victory slogan cancel

*Gil Vatter*

**D**URING the dark days of World War II, the Allied Nations looked for ways to improve the morale of both their armed forces as well as the people on the home front. A lasting symbol, which appeared early in the war, was provided by British Prime Minister Winston Churchill.

It was Churchill's custom, during his public appearances, to combine a cheery smile with a look of steely resolve, while lifting two fingers of his right hand to form the letter 'V'. The V-for-Victory symbol became an icon among the Allies, showing support for the war effort and underscoring their resolve to defeat the Axis forces.

The International Morse Code sign for the letter V had long been designated as three dots and a dash (···—). This ultimately led to an association with Beethoven's Symphony Number Five which featured a "dit, dit, dit, dah" musical introduction in its first movement. The Fifth Symphony became the unofficial war anthem of the Allied Nations. It reinforced the Morse V in the V-for-Victory sign and was used consistently as a propaganda tool until the surrender of the Axis countries in 1945.

In the spring of 1941, the Canadian Post Office authorized 20 post offices across Canada to use a new slogan die later that year. The die was simple and straightforward: 'V···—' in a rectangle roughly 3/4" x 3 3/16". It was to be used with the regular hubs of the cancelling machines at the different post offices. First appearing in August 1941, the slogan continued in use through 1942 and was finally withdrawn on or about March 1, 1943, a span of 19 months. Some post offices used the slogan only in one year, and some in both years. Ten post offices used the slogan for all 19 months. Examples are not difficult to find from most of the 20 post offices. However, covers from Brandon, Manitoba; Campbellford, Ontario; and Moose Jaw, Saskatchewan, are very rare.

The Victory slogan cancel was used in Hamilton, Ontario in 1941, 1942 and 1943. Damage to the first die while in use required the preparation of a second die. Both dies appeared in 1941. As will be seen, the second die also suffered a break before it was discontinued in 1943. First dies were also damaged in London, Ontario and Saskatoon, Saskatchewan, but the replacement dies remained in good condition for the remaining life of the slogan cancel. As far as I know, all the other post offices used only one die.

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Keywords & phrases: Slogan cancels, Hamilton, World War II



Figure 1. Earliest-recorded date of Hamilton Die One—August 8, 1941.

The earliest-recorded date (ERD) for use of the Victory slogan in Hamilton is August 8, 1941. Figure 1 shows a perfect slogan box on a Die One cancel cut from an August 8, 1941 cover. Use continued, but on October 15, 1941, Die One was damaged in the lower left hand corner and in the upper right hand corner of the slogan box. Figure 2 shows the damaged die on a cover from the Hamilton Automobile Club, dated October 17, 1941. Use of the damaged Die One was discontinued in Hamilton on or about November 7, 1941. Figure 3 illustrates the condition of Die One on its last day of use.



Figure 2. Die One, damaged—October 17, 1941.

The new die, Die Two, was introduced on or about December 17, 1941, just in time to be used on Christmas mail originating from Hamilton (Figure 4—December 19, 1941). The V of Die Two is slightly thicker than the V of Die One. The last-recorded date (LRD) for Die Two in the year 1941 was December 26, 1941 (Figure 5). In 1942, the ERD was January 2, 1942 (Figure 6), and the LRD was December 31, 1942 (Figure 7).



Figure 3. Last-recorded date of damaged Die One–November 7, 1941.

Die Two was first used in 1943 on January 2, 1943 (Figure 8–January 4, 1943). However, on or about February 1, 1943, the upper right hand corner of Die Two was damaged. Figure 9–January 14, 1943 shows a sound die; Figure 10–February 2, 1943–reflects the damage to Die Two. Despite the damage to Die Two, a third die was never prepared. Die Two (even with the break) continued to be used in Hamilton until February 1943 (Figure 11–February 12, 1943).

#### Recap of Hamilton V-for-Victory Slogan Usage:

Die	ERD	LRD
Die One	August 8, 1941	October 14, 1941
Die One damaged	October 15, 1941*	November 7, 1941
Die Two	December 17, 1941	December 29, 1941*
Die Two–1942	January 2, 1942	December 31, 1942
Die Two–1943 undamaged	January 2, 1943*	January 14, 1943
Die Two–1943 damaged	February 2, 1943	February 12, 1943*

\* dates reported by C. Coutts

#### Notes:

1. Retail value of most Victory slogan cancel covers and post cards is C\$5.00 in the Coutts catalogue. Covers from Campbellford, Ontario list for C\$30.00. Those from Brandon, Manitoba and Moose Jaw, Saskatchewan list for C\$50.00.
2. Slogan boxes, including replacement dies, appear to have been standard at all 20 post offices.
3. Hub changes in any post office are difficult to recognize and are not yet included in this study.
4. All ERDs and LRDs are subject to change as additional material is uncovered.

## References:

Cecil C Coutts, *Slogan Postmarks of Canada*, 2nd edition, 2002.



Figure 4. Die Two replacement for Die 1—December 19, 1941.



Figure 5. Late 1941 use of Die Two—December 26, 1941.

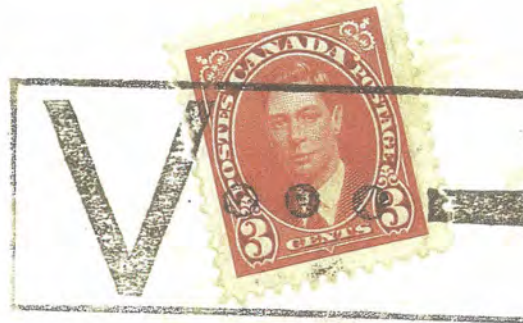


Figure 6. Earliest-recorded 1942 use of Die Two—January 2, 1942.



Figure 7. Last-recorded 1942 use of Die Two—December 31, 1942.



Figure 8. Early 1943 use of Die Two, still undamaged—January 4, 1943.



Figure 9. Latest-recorded use of undamaged Die Two—January 14, 1943.



Figure 10. Earliest-recorded use of damaged Die Two—February 2, 1943.

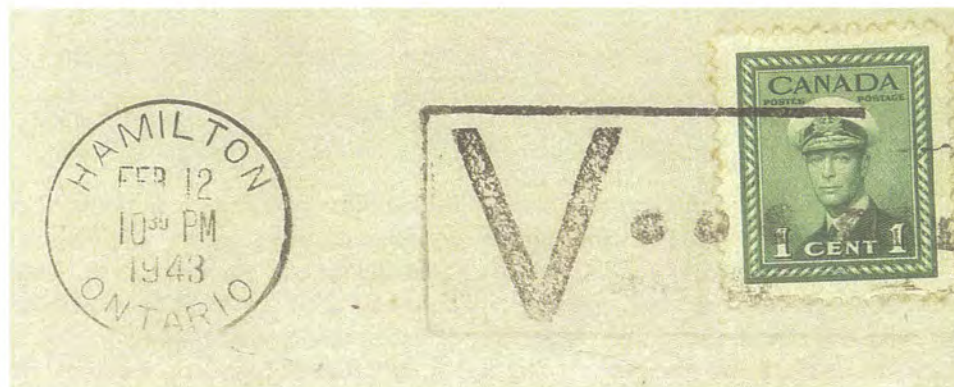


Figure 11. Second-last day of use of damaged Die Two—February 12, 1943.

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## Small Queen cover to General 'Chinese' Gordon expedition a gem

*John Burnett*



In April 1884, British General Charles 'Chinese' Gordon's army was besieged at Khartoum by forces of the Mahdi, an Islamic revolutionary opposed to Ottoman-influenced Egypt. Gordon advised the British government he could withstand a five-month siege. A relief column commanded by Field Marshal Lord Wolseley was sent to Cairo, 1750 miles from Khartoum, the capital of Sudan.

Wolseley had two choices: a desert march or rafts and barges up the Nile. He selected the water route and asked for the assistance of a particularly tenacious and efficient group of the Canadian Voyageurs, French and Indian boatmen who had helped him on the Red River march to put down the first Riel Rebellion in 1870. Sadly, Wolseley's expedition arrived to find Gordon dead and his forces defeated.

The cover above was sent from Quebec, November 21, 1884, to Surgeon Major Hubert Neilson, Canadian Voyageurs, Nile Expedition. The 5 ¢ Small Queen (Sc 38) paid the UPU rate to Egypt. As the Voyageurs were mostly illiterate, only seven covers to the expedition are known to date. A cornerstone of any Canadian military mail collection, this cover will enhance any Small Queen or duplex cancellation collection.

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Keywords & phrases: Nile voyageurs, small queens, military postal history



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(Continued from page 2)

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