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BNA

Tpics



Whole number 509

Volume 63 Number 4



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The Society for Canadian Philately

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BNA pics

Volume 63 Number 4 Whole Number 509

The Official Journal of the British North America Philatelic Society Ltd

Contents

Readers write	⊖ 3 ⊖	
The Advanced Posting Service	⊖ 7 ⊖	<i>P Charles Livermore</i>
Bathurst district postmarks: Designations corrected	⊖ 16 ⊖	
An unrecorded 'CASH' letter	⊖ 17 ⊖	<i>R F (Hank) Narbonne, OTB</i>
A spectacular 'officially sealed' cover yields new DLO marks	⊖ 18 ⊖	<i>CR McGuire</i>
Nine-pence (9d) covers to California	⊖ 21 ⊖	<i>George B Arfken and Charles G Firby</i>
Postal potpourri 11. Canada Post and Christmas	⊖ 27 ⊖	<i>Earle Covert</i>
New book releases from BNAPS	⊖ 34 ⊖	
The dangerous life of a railroad mail clerk	⊖ 38 ⊖	<i>Dale Speirs</i>
What's new? National Archives of Canada philatelic collections (29)	⊖ 46 ⊖	<i>Pascal Leblond</i>
Study group centreline	⊖ 48 ⊖	<i>Robert Lemire</i>
Vignettes of the Canadian West—the Grey Cup of 1954	⊖ 51 ⊖	<i>Bob Lane</i>
Cover stories (9)	⊖ 55 ⊖	<i>Mike Street</i>
For a penny or two...#3	⊖ 63 ⊖	<i>Victor Willson, OTB</i>
Canadian postage due "2" handstamps	⊖ 65 ⊖	<i>Richard Johnson</i>
1951 Definitive issue dates in question	⊖ 71 ⊖	<i>The Editor</i>
A rare internment camp dater	⊖ 72 ⊖	<i>C D Sayles</i>
New Issues	⊖ 73 ⊖	<i>William J F Wilson</i>
On the street where you live—	⊖ 76 ⊖	<i>David G Jones</i>
BNAPS Executives, Directors, & Study Groups	⊖ 79 ⊖	

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... continued on last page ...

BNA Topics, Volume 63, Number 4, October–December 2006

Readers write

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

From Ken Ellison, in response to Peter Jacobi's recent *Vignettes of the Old West* on the Kootenay region of British Columbia.

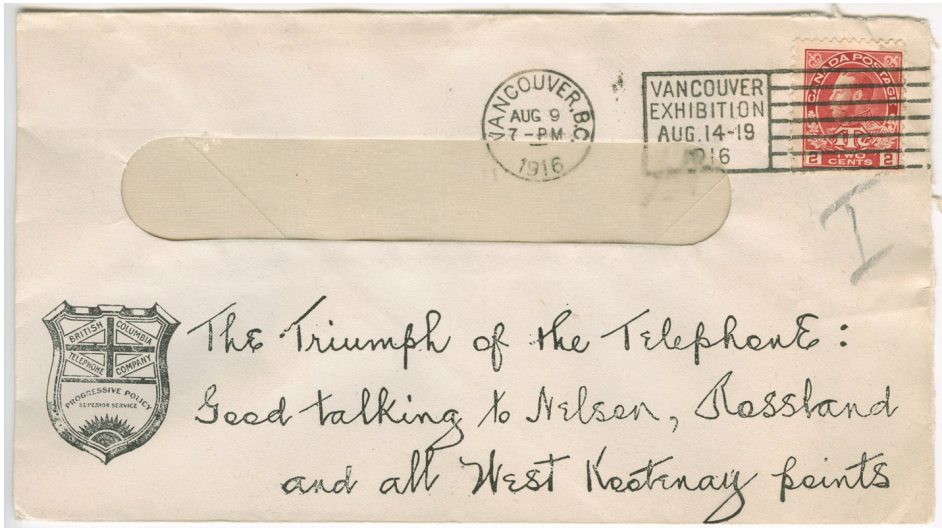


Figure 1. K. Ellison's B.C. Telephone cover, discussed below.

Illustrated is a 1916 cover from the British Columbia Telephone Company in Vancouver. Printed on the envelope, beside the Company 'Shield', is advertising concerning its "Superior Service" and, as they say, "Good Talking to ... all West Kootenay Points". A short history of telephones in British Columbia reveals the reason for the advertising.

The first telephones in B.C. were installed in 1878 on Vancouver Island, and shortly thereafter on the mainland. By 1900, there were 45 small 'local' companies operating. One of the most ambitious was the Vernon and Nelson Telephone Company, which had been incorporated in 1891 with a view to building a province-wide telephone service.

In 1904, after buying up some of the smaller companies, the Vernon and Nelson Telephone Company changed its name to the British Columbia Telephone Company, Limited. Since the original company operated mainly in the West Kootenay it was quite strong there, while in the Okanagan (Vernon) it had little

success. In fact, B.C. Tel was not to serve that area until 1966, when it acquired Okanagan Telephone.

As the message on the cover indicates, the West Kootenay region was very important to the British Columbia Telephone Company, because many of its early subscribers resided there.

Information for this note came from the *Okanagan Historical Journal*, #59:14, and from Telus.com.

From Charles Verge came this request for information on published checklists. I am interested in finding out more about the two publications illustrated in Figure 2, below. How many *Check Lists* were there; what was their print run; and were they all on the subject of the Admiral Issue? Any information on their author/compiler would also be useful.

His/her name was G. Drew-Smith, and the address given in the publication is 28 Wentworth Ave., Galt, ON. Booklet # 2 was published in October 1961 (First Edition), and booklet #3 (First Edition) was produced in July 1961. Were there other editions?

Please reply through the Editor of *BNA Topics*.

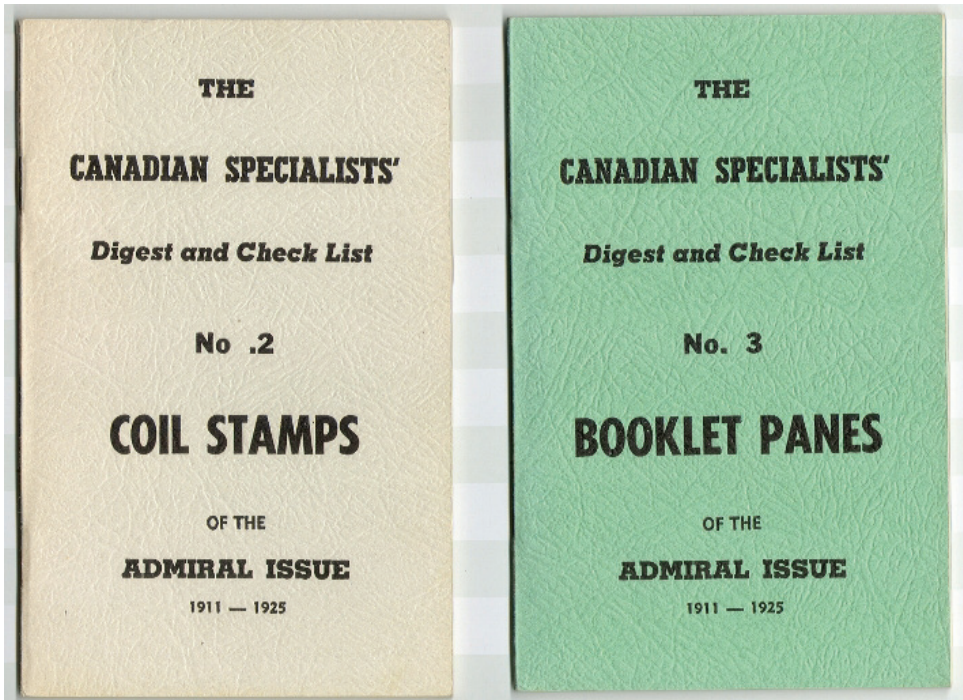


Figure 2. The covers of checklists produced by G. Drew-Smith.

From Richard Parama, an alternative interpretation of the Lestook Station cover illustrated by Gary Steele in the last *Topics*. (Q3 2006)

Gary illustrated a most interesting cover from Lestook Station, Saskatchewan to Ottawa, to illustrate a triple registration fee. I think the cover needs some more scrutiny for all the conclusions in the write-up accompanying the photo to be drawn. First, the two-day trip from Lestook Station to Ottawa is a stretch for surface mail, even if the train direction was eastward. It would be quite normal for any registered cover on the line between Saskatoon and Rivers to receive that RPO postmark, regardless of the airmail sticker. It needed to be carried to the nearest air facility first, and I believe that was Saskatoon during this time period. If the train direction was westward, a two-day delivery would have been virtually impossible.

A quick examination of the train number in the postmark could positively resolve this. Second, there appears to be a part of a postmark in the upper left of the cover and, further, it appears there is a stamp missing next to that spot. The illustration in *Topics* seems to show a cleaner area where the stamp may have been, including the outline of the perforations at the extreme left. The missing stamp probably made up the rest of the rate.

The question, then, is what was the numerical value of the missing stamp? If it were triple indemnity, single weight, then a four-cent adhesive would neatly fit the bill. But also, if it were double indemnity, triple weight airmail, a four-cent adhesive would also fit nicely. A single indemnity, six-fold weight cover would also fit with a four-cent adhesive, but that is a bit of a stretch. In any case, there did not seem to me any better explanation other than that a four-cent adhesive was missing. Any other possible combination seemed to point to a single definitive, but a definitive of that value was not available, at least not for first class mail.

I had a lot of fun attempting to figure this one out, and I challenge readers to try it themselves.



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You too can be a *Topics* author

The Editor

AN important part of the Editor's job is to encourage new authors. I know that many collectors with broad or expert knowledge are intimidated by the thought of writing articles. But the truth is, writing is like speechmaking—if you know your subject, both are relatively easy and even pleasurable. Even better, the ever-widening penetration of computer-based tools in our homes and offices makes writing much easier than it was even a few short years ago.

There is no lack of subjects. BNA philately is a very wide field with many specialties and sub-specialties. Best of all, many of these fields are fresh, and articles on them have yet to appear in *Topics*. New discoveries are made every year, not just in the material itself but also in records and archives. Think it over. What do you have or know that you could share with your fellow BNAPSers?

While I prefer your articles to be prepared on a computer and the illustrations to be scanned in colour, I am very flexible. For computer submissions, please submit files in Word if possible, although others, e.g., Word Perfect, are quite acceptable. Computer scans should be in full colour at 300 DPI (higher resolution is not needed), in .jpg format if at all possible. Legible handwriting is fine, as are typewritten texts. If you do not have a scanner, stores such as Staples will scan items and put the files on a disk for you at a reasonable price. If scanning is not an option, colour photocopiers are now widely available, and usually make excellent reproductions.

Good writing! I'd really like to hear from you, and so would your fellow BNAPSers.

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The Advanced Posting Service

P Charles Livermore

Introduction

ONE of the more intriguing services offered by the Post Office in the 20th century was the Advanced Posting Service (APS). From 1926 through 1945, from early December until about a week before Christmas, postal patrons in selected cities could bring their Christmas cards to designated post offices for early mailing. In return for this early posting, their Christmas cards would receive a “special cancel” and would be delivered on the last delivery day before Christmas. The special cancel turned out to be a machine cancel printed with red ink. Figure 1 illustrates the first known usage of the APS in Canada.



Figure 1. This is the earliest year known for the APS. This cover illustrates one of the known slogans used for the service. (Universal)

Reg Morris, in a forthcoming book (to be published by BNAPS), indicates that a similar service was introduced in the United Kingdom in 1902. He reports that a

Keywords & phrases: advanced posting service, Christmas cards

BNA Topics, Volume 63, Number 4, October–December 2006

postal inspector in Manchester “suggested that the labour intensive mail processing could be alleviated if local, seasonal cards could be handed to post offices in early December for guaranteed delivery on Christmas Day”.

While Canada didn’t embrace the ‘delivery on Christmas Day’ concept, the early posting concept took hold.

Machine cancellations

All cancellations seen for this service were from Perfect, Universal, or Pitney Bowes machines. The illustration captions indicate which machine produced the cancel shown.

TORONTO POST OFFICE

ADVANCE POSTING SERVICE FOR CHRISTMAS CARDS
FROM DECEMBER 1st TO 11 NOON DECEMBER 23rd

SPECIAL TORONTO CITY CHRISTMAS CARD RECEIVING WICKETS will be opened at the Post Offices listed below, to receive **ADVANCE MAILINGS** of GREETING CARDS for **GUARANTEED LOCAL DELIVERY** on **DECEMBER 23rd**

WE SUGGEST THAT YOU

(a) **ADDRESS YOUR CARDS NOW**
 (b) **HAVE POSTAGE AFFIXED NOW.**
 (c) Deliver them to the **NEAREST OFFICE SHOWN BELOW** to be **SPECIALLY Post Marked for Christmas** and **HELD** for Delivery on December 23rd.

This service is organized to facilitate YOUR CHRISTMAS MAIL DELIVERY and to avoid possible delays and disappointment.

Postal Terminal "A"	889 and Front Street—	Postal Station "D"	785 Queen Street
General Post Office	Adelaide Street East	"H"	147 Main Street
Postal Station "B"	121 Spadina Avenue	"J"	550 Broadview Avenue
"C"	1117 Queen Street West	"K"	2385 Yonge Street
"E"	205 Dundas Street West	"L"	1904 St. Clair Avenue West
"G"	181 Bloor Street West	"N"	How Toronto
"I"	875 Yonge Street		

REMEMBER— This service **ONLY APPLIES** to **GREETING CARDS** **ADDRESSED FOR DELIVERY IN TORONTO CITY** and is absolutely limited to Mail **HANDED IN** at one of the **POST OFFICES LISTED ON THIS NOTICE.**

AVOID THE LAST MINUTE RUSH—MAIL EARLY.

A. M. GIBSON
Acting Postmaster

200,000—20-11-33

Figure 2. A promotional flyer for the APS. Courtesy of R. Hazelwood.

APS regulations

Figure 2 illustrates a 1933 notice from Toronto, outlining features of the service and the regulations for its use. The number at the bottom of the notice—200,000—likely indicates the quantity of notices printed. The population of Toronto at the time was about 600,000. It is likely the notices were intended for distribution to householders to notify them of the service.

In addition to the distribution of the circular illustrated above, Toronto and Winnipeg are known to have used promotional slogan cancellations (Figure 2a) reminding postal patrons of the service. It is likely that other cities had promotional campaigns as well.



Figure 2a. Slogan cancels promoting the APS.

Postal rates

Christmas cards mailed as part of the APS were eligible for two postal rates:

- Drop letter rate: The drop letter rate involved the delivery of letters “posted for local delivery”. This rate was two cents for the first ounce until 1943, when it became three cents.

- Printed matter rate (one cent for the first two ounces). The third class rate was also designated by the Post Office as applying to Christmas cards. (See Figure 3.) This rate also required that postal officials have easy access to the contents of the envelope. This required that the envelopes remain unsealed or sealed in a manner that would not inhibit postal inspection.

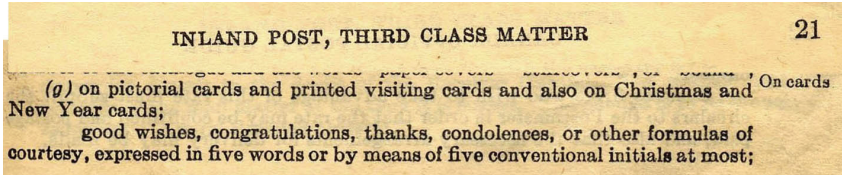


Figure 3. Facsimile of the Third Class mail regulations.

A third pseudo-rate we can call a convenience rate. “Convenience rate” is slang for a rate cover with too much postage on it. It is widely accepted that this happens when someone doesn’t have the exact combination of stamps needed to make up the correct rate, and chooses to overpay using stamps in hand rather than make a trip to the PO to buy the needed denomination of stamps—i.e., this is more convenient. (Figure 4) In this case, it is possible that the sender did not realize that West Kildonan was a part of the local delivery area for Winnipeg. Remarkably, this is the only example of a “convenience rate” I have for the APS.



Figure 4. A convenience rate with Perfect cancel.

Known and reported usages

Seven cities are reported to have established the APS. Their names are included in Table 1, along with the known/reported dates of the service. Other red cancels have been reported, but the cancellation dates and destinations disqualify them from being considered part of the APS (at least as far as the rules set forth in the Toronto announcement (Figure 2 above). The red Rs are reported, but not confirmed, by this author. ‘C’ indicates confirmed. Confirmed cancels can be seen on my web site at: <http://charleslivermore.com/red-cancels/aps.html>.

The gap through 1940 to 1948 in St. John NB leaves open the possibility that additional covers will be found, although it is possible the APS service was interrupted by World War II. There appears to have been a decline in its usage during that period. (Author’s note: I have been offered 1942, 1945, and 1946 St. John NB APS cancels. I will confirm them on my web page when I have seen them.)

Examples of these markings from Barrie ON and Montreal PQ appear to be the most elusive (of the cities). While Barrie usage is reported for four years [1], I have been unable to locate anyone who has one or who has ever seen one. Montreal usage I can only show with a photocopy. (Figure 5) Ed Richardson suggested that the service may have run in Hamilton ON, although he couldn’t confirm this [3].

	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
Barrie	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R	R	R	R	-	-	-	-
Halifax	-	-	-	-	-	-	C	R	R	R	C	R	C	C	C	C	C	C	-	-	-	-	-	-
London	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	-	-	-	-	-	-	-	-	-
Montreal	-	-	-	-	-	-	-	-	-	-	-	-	R	R	-	-	-	-	-	-	-	-	-	-
St. John NB	-	-	-	-	-	R	R	C	R	C	R	C	C	R	-	-	-	-	-	-	-	-	-	C
Toronto	-	-	-	-	-	-	C	C	C	C	C	C	C	C	C	C	-	-	-	-	-	-	-	-
Winnipeg	C	C	C	R	C	C	C	C	R	C	R	C	C	-	-	-	-	-	-	-	-	-	-	-
...	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49

Table 1. Known and reported usage of the Christmas APS.

Slogan cancellations

While most of the cancels used for the APS were of the wavy-line variety, several slogan cancels are known. Some slogans used relate directly to the service itself; others are shown here because they were used as the “special cancel”; otherwise, they had no relationship to the service.

In the first year of the service, Winnipeg used the “Buy a Dominion Government Annuity” slogan in red (Coutts) for the “special cancel” (see Figure 1).

In 1932, Winnipeg is shown to have used two slogans for the “special cancel”. (Figures 6 and 7)



Figure 6. Mail Early—Be Sure Your Gifts Arrive in Time. (Universal)

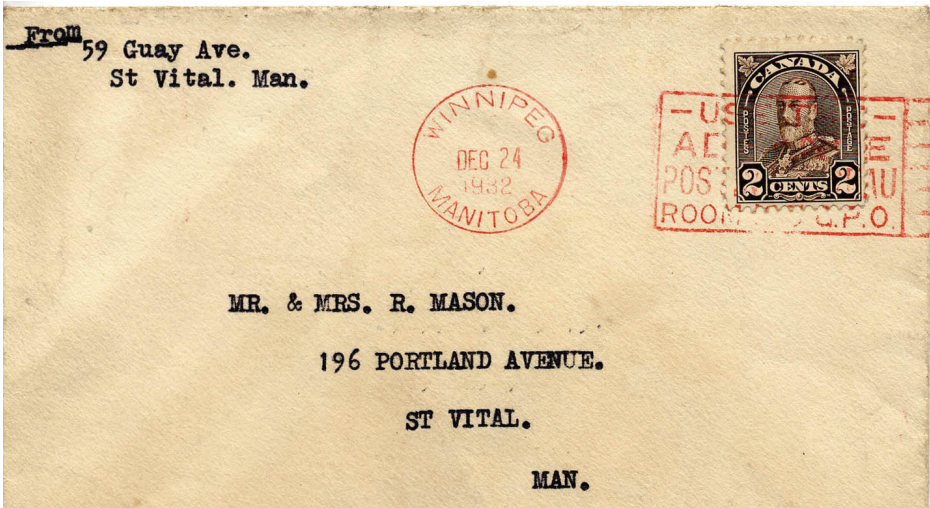


Figure 7. Use the Advanced Posting Bureau Room 110 GPO. (Universal)

Interestingly, Figures 6 and 7 both show cancels offering belated advice. By the time householders received their cards it was too late to heed the advice provided. Toronto’s slogan in 1935 also gave belated advice (Figure 8).



Figure 8. In 1935, Toronto used the promotional APS slogan.

In 1933, 1935, 1937, and 1941, it can be demonstrated that Toronto used two machines simultaneously for the APS. More than one machine may have been used in other years, but this can't be demonstrated at this point.



Figure 9. A lovely, illustrated cover bearing the slogan promoting the APS.

Lovely usages

APS covers themselves engender immediate interest on the part of most philatelists who know of and have seen them, but I have found a few that offer other interesting features. Figure 9 above is a lovely, illustrated cover from the Walker House Hotel in Toronto and is the only commercial usage I have seen.

Figure 10 is a Halifax cover with a 24 December 1943 blackout cancel in red. When I acquired this cover, I was very fortunate to find that I owned a cover sent to the same person at the same address in 1940. Instead of “City”, that cover specifies “Halifax” in the address, thus confirming that the blackout is indeed from Halifax.



Figure 10. Blackout cancel from Halifax. (Perfect)

Conclusion

Relatively little has been written about the “red cancels” and, unfortunately, I have no documentation about the service other than the Toronto notice shown in Figure 2. No major articles on the service have been indexed for *BNA Topics* or the *Journal of the Postal History Society of Canada*. One short article appears in *Maple Leaves* [2]. Roland Greenhill wrote possibly the most extensive article in 1977 [1].

Despite the fact that little has been written about them, there is a fair demand for these cancels. Just try to find them in dealers’ stock. And when found, they are

commanding higher prices than even a few years ago. Some of the rarer covers bring as much as \$50 and \$60 Canadian.

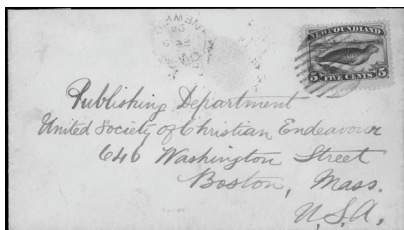
Anyone able to offer additional information about these cancels is urged to write to the author at: charleslivermore@hotmail.com

References

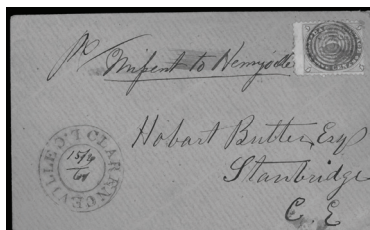
- [1] Roland Greenhill, The Canadian Red Christmas Cancellation, *Philatelist*, Vol. 44, No. 3, p. 66 (1977).
- [2] Belinda Ogden and RSB Greenhill. The Canadian Red Christmas Postmark., *Maple Leaves*, Vol. 10, No. 1, October, p. 6 (1963).
- [3] Edward A Richardson, Christmas Cancellations, *Collect Canada Covers*, American Philatelic Society: State College, PA, p. 34 (1978).



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Dec. 2 FULL	Jan 6 - FULL	Feb 2 - Available
Dec.16 FULL	Jan 20 - Available	Feb 16 - Available

Visit www.longleyauctions.com for more information.

Bathurst district postmarks: Designations corrected

The gremlins were busy this spring, transposing a number of the descriptions of postmarks in Hank Narbonne's article. Our sincere apologies for this lapse. To correct it, we are republishing the complete set of illustrations with the correct captions.

PERTH

Straight Line (1820–1829)

*White Lake
22 June 1868*

Manuscript
(used when awaiting a hammer)



1829 Type



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



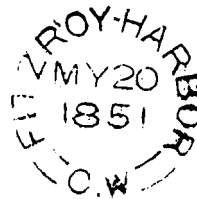
1839 Type
(large, serifs)



Double Circle 2
(Roman lettering from ~1833)



1845 Type
(small, sans serifs)



1847 Type (C.W.)

An unrecorded 'CASH' letter

R F (Hank) Narbonne, OTB

MANY years ago, at a Toronto Stampex, Harry Lussey was at my booth, discussing the 'CASH' letters with Graham Noble.

According to Graham and Harry, three different Upper Canada offices used this 'CASH' designator in lieu of 'MONEY' or 'MONEY LETTER': Perth, York (Toronto), and Kingston. Examples from Perth are the most abundant, with examples from Kingston classified as 'rare'.

I informed Harry that there was a fourth: Petite Nation, Lower Canada, with an 1829 postmark. Harry snorted in disbelief. I advised him that there was an example not four inches from his left hand. Within five minutes, Harry had disappeared with his newly acquired treasure.

Hallowell is the fifth office known, to this writer, to use the "CASH" designator. Hallowell became Picton in 1837.

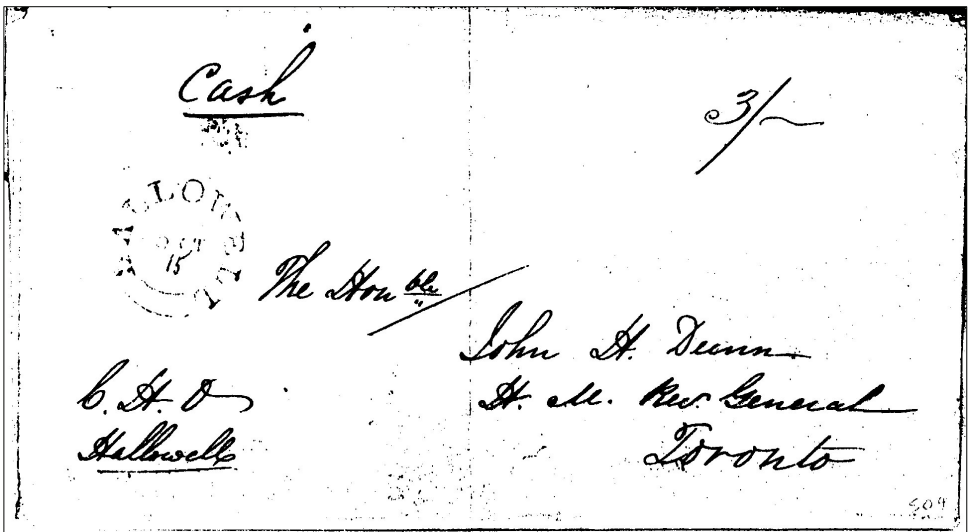


Figure 1. Hallowell, 15 October, 1834 (1829 Type: see previous page (at 83% of full size?).

Keywords & phrases: cancellations, Bathurst district, Upper Canada

A spectacular 'officially sealed' cover yields new DLO marks

C R McGuire

IN July 2006, Mike Street asked me to email a higher resolution scan of a cover being upgraded in the new edition of Tom Hillman's and Ritch Toop's *The Post Office in Canada: A Chronology of Facts, Feats, and Firsts from the French Regime to 1981*.



Figure 1. 1910 Montreal drop rate cover with Dead Letter Office 'Officially Sealed' stamp and previously unreported DLO markings.

Keywords & phrases: Dead Letter Office, Officially Sealed, *Réclamations*

The next day Mike phoned, asking excitedly if I realized what a special item the cover was. I replied, "Yes, it is one of the few covers known with a Canada Dead Letter Office (DLO) Queen Victoria 'Officially Sealed' stamp properly used and tied." His immediate response was, "You sound like the TV ad for *Antiques Roadshow!*" Then: "No, I mean the previously unreported DLO marks." Missing the plural, my reply, "You mean the three-line handstamp on the front?" brought a "Yes, but also the very faint circular mark in blue on the reverse and the Ottawa mark." We agreed that the story was worth an article in *Topics*. Mike's closing comment was this: "You know what's ironic? Last week we sent the new edition of Brian Plain's DLO book [1] to the printer. It's too late to get these marks in the book!"

The letter was mailed in Montreal and addressed to Madame A. Forand, 121 rue Dorchester est, En Ville (i.e., 'City'). Because it was a 'drop letter', going to an address in the city, the postage, reduced from two cents to one cent with carrier delivery on 8 August 1908, was correctly paid by the 1 ¢ Edward (Sc #89).

The manuscript endorsement immediately above the lady's name in the address is 'Not at 121 est Dorchester' and initials. Just above that line, and below the 'Officially Sealed' stamp, is a second, scratched-out endorsement, 'Not forward....' These tell us why the cover wound up in the Dead Letter Office, but the best way to tell the story of this cover is to go through the postmarks in chronological order. The numbers in circles on the illustration on the opposite page match the numbers in the list below.

1) Initial mailing: Montreal, Que./1910 International machine cancellation dated Aug 17/5³⁰PM.

2) Unable to deliver it, the letter carrier returned the letter to his post office, Montreal's Station 'C', where it received the Montreal/C CANADA C/ 2³⁰PM/AU 18/10 Duplex cancellation (Cloutier Type DPQ 561A) [2].

3) The letter was handled by a second person at Station 'C', who applied the small MONTREAL/CANADA circle date stamp on Au 19/10.

4) The next cancellation, the large circular BRANCH DEAD LETTER OFFICE/ AUG 20 1910/ MONTREAL, CANADA. (Plain #MON3a-a1) was added at the Dead Letter Office, where the letter was sent in accordance with postal regulations because it had no return address [3].

5) Two days later, after the letter had been opened and found to contain something of value, probably a banknote, the Canada Dead Letter Office 'Officially Sealed' stamp (SC #OX3, Figure 2) was attached, along with two pieces of selvage apparently taken from the same sheet as the stamp. The stamp

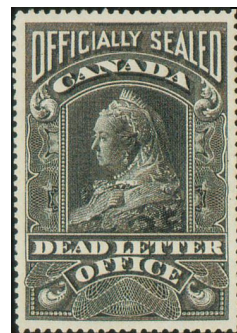


Figure 2. Officially Sealed Stamp #OX3.

was tied with two strikes of the oval BRANCH DEAD LETTER OFFICE / AUG 22 1910/ MONTREAL, CANADA device (Plain #MON2a-a1). A third strike of the same canceller was added on the lower back of the envelope for good measure.

6) According to Post Office Department regulations, if the sender of a Dead Letter could not be identified from the contents of an envelope, it was to be sent to the main DLO office in Ottawa. The large circular DEAD LETTER OFFICE/ AUG 24 1910/ OTTAWA, CANADA., not yet listed in Plain [1], confirms that this was done.

7) The faint blue cancellation partly under the previous two marks reads RECLAMATIONS/5/SEPT/10/???. Although today the French word *réclamations* is normally used in the sense of ‘making a complaint’, it is also used—occasionally now, but much more often in the early part of the twentieth century—in the sense of ‘recovery’. Even without the letters ‘DLO’, this previously unknown mark and its date tell us that, in the nine or ten days after the letter arrived in Ottawa, the DLO employees there were somehow able to figure out who the sender of the letter was and to return it to that person.

8) That the Ottawa DLO was unable to locate the addressee is confirmed by the three-line handstamp, RETOUR/ A L'ENVOYEUR/ RÉCLAMATIONS – Return/To Sender/Recoveries. Presumably, if the addressee had been found, this mark would not be present.

Since there are no other marks or endorsements, I think it is safe to say that the cover was returned to the sender in an appropriate, but unfortunately missing, DLO envelope, likely a form number ‘10 D. L. [a]’, commonly known to postal historians as an ‘ambulance envelope’.

If that DLO envelope could be found in another collection, it would be wonderful to reunite the two. For an example of an associated pair of original and ‘ambulance’ envelopes originating from the *Empress of Ireland* disaster in 1914, see the aforementioned Hillman and Toop book [4].

Acknowledgement

My sincere thanks go to Mike Street for spotting the fact that the DLO marks had not been previously reported and for working out the sequence of the cancellations.

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- [3] Brian C. Plain, *The Dead Letter Office in Canada 1830–2002—An Illustrated Postal History*, 2nd Edition. BNAPS, Ottawa, 2006, pp 26-27.
- [4] Thomas A. Hillman and E.R. Toop, *The Post Office in Canada: A Chronology of Facts, Feats, and Firsts from the French Regime to 1981*, 2nd Edition., BNAPS, Ottawa, 2006, p 73.

Nine-pence (9d) covers to California from Canada, New Brunswick, and Nova Scotia

George B Arfken and Charles G Firby

IN early 1851, when Canada, New Brunswick, and Nova Scotia took control of their local postal systems, the rate to the eastern United States was six pence (6d) per ½ oz. prepaid [1]. On 1 July 1851, U.S. domestic rates became three cents per ½ oz. for up to 3,000 miles, six cents per ½ oz. for over 3,000 miles. This “over 3,000 miles” was interpreted as meaning beyond the Rocky Mountains, more specifically, to California and Oregon. Accordingly, the rate to California from Canada, New Brunswick and Nova Scotia became 9d per ½ oz. (prepaid). The 3,000-mile distance differential was dropped on 1 July 1863. Pence-franked 9d covers to the West Coast from Canada and these Maritime provinces are rare.

Canada. Only one pence-franked cover from Canada (Ontario and Quebec) to the West Coast has been reported. This unique cover, shown in Figure 1, was posted in Three Rivers, L.C. on 5 FEB 1856. Franked with three 3d Beavers, the cover went to California via Montreal and Panama.



Figure 1. A mourning cover from Three Rivers, L.C., 5 February 1856 to Texas Hill, California. Courtesy of Warren S. Wilkinson.

Keywords & Phrases: rates, New Brunswick, Nova Scotia

BNA Topics, Volume 63, Number 4, October–December 2006

The rationale behind the 9d charge (rather than the 6d rate for letters to the eastern or mid-western U.S.) was the problem of transportation to and from the west coast with the Rocky Mountains in the way. Some mail went by the Butterfield stage route, going south of the Rockies along the U.S. southern border.

Most of the mail, U.S., Canadian, and British, went by the United States Mail Steamship Co. from New York to Aspinwall/Colon, Panama. There was a very difficult trail through the rain forest across the isthmus to Panama (city). A railroad across the isthmus was opened on 25 January 1855. From Panama, ships of the Pacific Mail Co. carried the mail to San Francisco [2].

The next cover, Figure 2, is a stampless cover. We include it here because it is very special, a very early double rate cover, paid 1/6 or 18 pence. All the reported pence-franked covers to California are single rate covers.



Figure 2. From Belleville, U.C., 26 September 1851 to San Diego, California. Paid 1/6, double rate, with two red PAID marks. Courtesy of Warren S. Wilkinson.

New Brunswick. Figure 3 shows a very early cover to San Francisco, dated 16 December 1851, probably related to the 1849 gold rush. The 9d postage was paid with a mustard yellow 6d and a dark red 3d. There is a faint NOT CALLED FOR hs. The “15” written below the stamps let postal clerks know that the equivalent of 15 cents had been paid [3].



Figure 3. From Chatham, N.B., to San Francisco, 16 December 1851. There is a ST JOHN DE 22 1851 transit stamp on the back. Courtesy of Warren S. Wilkinson.

Only one other New Brunswick cover to the West Coast has been reported. This cover, shown in Figure 4, was posted in Shediac, February 1856, and addressed to Ophir, Butte County, California. The front shows a red “Ophir & Sacramento”, while the back has a ST JOHN FE 22. The franking was an olive yellow 6d and a deep red 3d.



Figure 4. Posted in Shediac and addressed to Ophir, California. Forwarded to Sacramento and charged three cents (see writing on the red 3d and to the right) for forwarding within California. Courtesy of Warren S. Wilkinson.

Ophir's name indicates that it was a rich gold mining town [Ophir was a city named in the Old Testament (1 Kings 9:26 & ff.), an apparent source of gold during the time of King Solomon.]

Nova Scotia. Two pence covers to California have been reported, both mailed late in the pence period. Figure 5 shows an 1859 pence cover of a Methodist-Episcopal Church. The franking was a blue 3d and a dark green 6d. There is a red-encircled PAID 15 applied at the U.S. Exchange Office.



Figure 5. Posted on 14 September 1859, and addressed to the Methodist-Episcopal Church, Coloma County, California, California. Courtesy of Warren S. Wilkinson.

Figure 6 shows the second Nova Scotia pence cover to California. This cover was sold in Harmer's Frederick R. Mayer sale of 12 May 2004 for US\$8,625. Pence covers to California are rare, only these two from Nova Scotia have been recorded.

On the right is a faint red "PAID 15" enclosed in a circle; above it, in manuscript, "Paid 15 cts." The back features the words AMHERST JA 31 60 and an indistinct receiving mark. The franking was a dark green 6d and a pale blue 3d.

Gilroy is a town some 50 km southeast of San José. In 1860, it may well have been a gold-mining camp, receiving mail from San Francisco by private post. Like the cover in Figure 1, this one may have gone overland from New York to the West Coast. However, it probably went by ship to Aspinwall/Colon and across the isthmus to Panama (city) by rail. From Panama, a ship of the Pacific Mail Steamship Co. carried the cover to San Francisco.

The Atlantic port of Aspinwall / Colon was built by the shipping company and named Aspinwall after one of its leaders. As soon as the Panamanians were able to do so, they renamed the port Colon (for Columbus).



Figure 6. Posted in Amherst, N.S., 31 January 1860, and addressed to Gilroy, Santa Clara County, California. Courtesy of Warren S. Wilkinson.

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- [1] Clarence Mansell Jephcott, Vincent G Greene, and John HM Young, *The Postal History of Nova Scotia and New Brunswick, 1754-1867* (quoting the *Yarmouth Herald* of 5 July 1851). Sissons Publications, Toronto, 1964, p. 253.
- [2] Jane and Michael Moubray, *British Letter Mail to Overseas Destinations, 1840-1875*, The Royal Philatelic Society, London, 1992.
- [3] George B Arfken and Charles G Firby, *The Pence Covers of Nova Scotia and New Brunswick, 1851-1860*, Vincent G. Greene Philatelic Research Foundation, Toronto, 2006.

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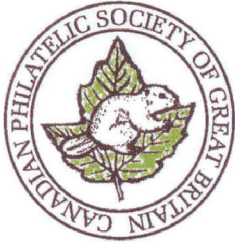
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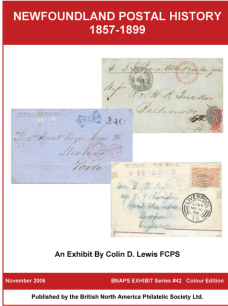
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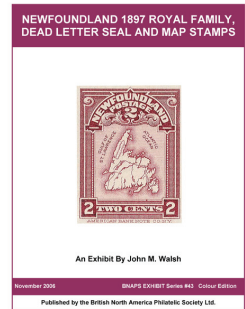
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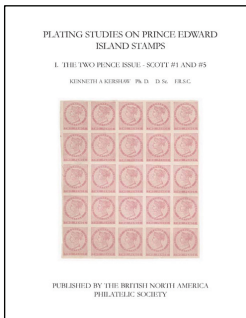
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BNA Topics, Volume 63, Number 4, October-December 2006

Postal potpourri

11. Canada Post and Christmas

Earle Covert A series focussing on items that can be purchased or found at post offices in Canada, with an occasional side-trip back in time as in this article.

CANADA Post has been involved in Christmas for a long time. In the 1920s and 1930s it was possible to arrange to have a card or letter arrive at someone's home in the last mail delivery before Christmas. Since 1982, on a national basis, Canada Post has encouraged children to write to Santa Claus.

Currently, well over one million replies from Santa Claus are sent each year through the volunteer work of Post Office employees and, in larger offices, non-employee volunteers. Many different letters and envelopes are used for Santa's replies. In some years, at least ten different letters have been used for replies—three in English and three in French for letters received before Christmas, and two in each official language for replies to letters received after Christmas. There are different versions of reply letters in case more than one child at the same address writes to Santa. For letters received from school classes there are even large reply posters in the two official languages!



Figure 1. Santa Claus reply envelope used in 2003.

Keywords & phrases: Post Office Christmas letters, envelopes & products

BNA Topics, Volume 63, Number 4, October–December 2006



Figure 2. Santa Claus English reply letter used in 2003.

Figures 1 and 2 show the 2003 envelope and English letter from Santa. The program has proven so popular that many letters come from outside Canada. All receive replies. The Post Office supplies a limited amount of letterhead with the illustrations found on the English and French letters—but no printing—to allow personalization of replies in languages other than English and French.

It is even possible to receive a reply in Braille! The illustrations on the letters and envelopes usually change each year. In some years there have also been posters and bookmarks to encourage kids to write to Santa (Figure 3).

Santa letters are only part of what Canada Post does at Christmas time. In 1991, the Antigonish Philatelic Agency mailed its Christmas promotional material to the collectors on its mailing list. The envelope (Figure 4) showed Santa with his sled over roof tops. Inside was a colourful discount coupon (Figure 5) from the Philatelic Agency, good for \$2 off an order placed before December 31, 1991. In addition, the coupon offered the book, *Images of Canada: A Nation In Postage Stamps* at a \$3 discount from the normal retail price of \$15.95.

Also in the envelope was a copy of the Winter 1991 issue of *Collections of Canada/Collections du Canada*—a Canada Post Corporation publication (Figure 6, left) which featured the 1991 Christmas stamps (Scott 1339 to 1342). Now called simply *Collections*, it is published three times a year and features current stamps and postal stationery, as well as an increasing number of products and an international corner for customers to order hard-to-get items from other countries. An ad inside the Winter 1991 *Collections* (Figure 6 right) offered a sweatshirt featuring the Christmas stamp (Scott 1339) on the front, in three adult sizes for \$29.95.



Figure 3. Bookmarks in French and English.



Figure 4. 1991 envelope from the Philatelic Agency in Antigonish.

Memo to:
 Customers, National Philatelic Centre
 From: Heather Jellis, Manager, NPC

Season's Greetings!
 Our Winter issue of *Collections of Canada* features a whole range of gift ideas for friends and family of all ages. From the 1991 edition of the *Souvenir Collection of the Postage Stamps of Canada* (page 8) to our *Santa Sweatshirt* (inside back cover), you'll be sure to find something for everyone on your gift list.

You can save money, too. We're offering our *Images of Canada: A Nation in Postage Stamps* softcover book at the special price of only **\$12.95*** (regularly \$15.95*). See page 18 for more details.

And remember, the National Philatelic Centre will accept your **Visa or MasterCard** orders by mail, fax or phone!

Here's wishing you and yours a very happy holiday season, now and into the New Year.

Heather J. Jellis

P.S. To make holiday gift-giving through the National Philatelic Centre even easier, here's a coupon worth **\$2.00 off your order** (before GST and PST) when you order **\$30.00 or more** by mail from the NPC. Take advantage today; this offer expires December 31, 1991.

*Canadian residents, please add applicable taxes.

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\$2.00 off for Seasonal Gift Giving

Must orders only
 Order value must be \$30.00 or more with this coupon
 This coupon is not valid for orders placed by phone
 National Philatelic Centre
 1000 University Ave.
 Winnipeg, NS R2G 2B8

Figure 5. Coupon enclosed in 1991 Canada Post Christmas mailing.

COLLECTIONS OF CANADA • DU CANADA

WINTER • HIVER • 1991

May not be exactly as shown. / Seau être de figures différentes.

Best of the Season, Santa Style!

These stylish sweatshirts feature a fully 1991 Santa stamp motif. Made in Canada of 80% cotton / polyester. Available in adult sizes (M, L, XL).

Sweatshirts 91822 \$29.95*

Order today by writing to the National Philatelic Centre, Antigonish, Nova Scotia B2G 2B8. Or call toll-free from Canada (1-800-565-4362), or from U.S.A. (1-800-565-1336). From other countries dial (902) 868-6550. Also available at selected postal outlets across Canada.

*Canadian residents, please add applicable taxes.

À la mode du Père Noël!

Ces élégants chandails arborent un timbre émis en 1991 à l'effigie du Père Noël. Fabriqués au Canada, ils sont faits de 80 % coton et de 20 % polyester. Offerts en tailles pour adultes (M, G, TG).

Chandails en molleton 91822 29,95 \$*

Commandez les vôtres dès aujourd'hui! Écrivez au Centre national de philatélie, Antigonish (Nouveau-Écosse), Canada B2G 2B8, ou composez, sans frais, du Canada à 1-800-565-4362, des États-Unis à 1-800-565-1336. Si vous téléphonez d'un autre pays, composez le (902) 868-6550. Ces articles sont également en vente à certains points de vente postaux du Canada.

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 CUP • PAPA NOÛL • MAMA • C'EST LA MÈRE • PAPA NOÛL**

Figure 6. Winter 1991 issue of *Collections of du Canada*, including an advertisement for a Christmas stamp sweatshirt.



Figure 7. Xpresspost Christmas labels (top, from 2003; bottom, from 2004). Both for use in Canada only.

Since 1991, Canada Post has offered numerous non-stamp, Christmas-themed items, including Christmas cards and gift labels, Xpresspost boxes and envelopes, and even Xpresspost labels (Figure 7). Some of the items formed part of contests.

You never know what you may find at your Post Office. Christmas is near—why not have a look?

Acknowledgement

Thanks to Mike Street for scans of the 1991 material used in this article.

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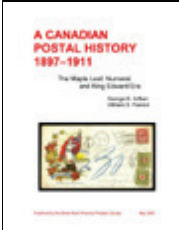
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<i>The Dead Letter Office In Canada 1830-2002, An Illustrated Postal History</i> , 2 nd ed., 2006, by Brian C. Plain. Colour (B&W \$35.95)	\$91.00
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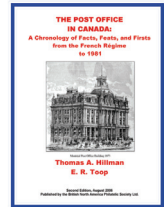
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The Post Office in Canada: A Chronology of Facts, Feats, and Firsts from the French Régime to 1981, Second edition; Thomas A. Hillman and E. R. Toop, 2006. Spiral Bound, 166pp, 8.5 x 11. Many colour illustrations. ISBN: 0-919854-90-7 Stock # B4h024.1 C\$55.95



The Post Office in Canada: A Chronology of Facts, Feats, and Firsts presents the reader with a series of small, varied and even eclectic encyclopaedia-format notes. Every entry has a full citation to the source of the information; a primary source, if possible, or a reputable secondary source. Much more than an annotated time line, this history of the Canadian Post Office Department's operation, from the French Régime in the 17th Century to 'privatization' in 1981, is a 'good read' and should be of interest to all collectors of the philately of Canada and the provinces before Confederation.

Tom Hillman retired after a thirty-year career at the Public Archives of Canada, later the National Archives of Canada, now Library and Archives Canada. As an archivist, he was responsible for the Records of the Post Office Department. One of his major tasks was to prepare a new inventory description for all of the Post Office textual records (Record Group 3) held by the Public Archives of Canada, which was published in 1985. Tom also oversaw the preparation of the electronic version of the postal history record cards, which provide data on the names of post offices and tenure dates of postmasters for all post offices in Canada from earliest times to the mid-1980s. His first BNAPS book, *The Post Office Department and the Parliamentary Record in Canada*, published in 1993, catalogued references to many aspects of Post Office operation found in records of parliamentary debates as well as the laws and regulations passed by Parliament.

After retiring from the Royal Canadian Air Force as a Major (Squadron Leader), the late E.R. 'Ritch' Toop worked from 1972 to 1985 as Special Projects Officer and then Philatelic Research Officer at the National Postal Museum. A regular participant at exhibitions and conventions, Ritch also wrote numerous articles on a wide variety of subjects and co-authored six authoritative handbooks concerning

Canada's military postal history, most notably, with W.J. Bailey, the two-volume *Canadian Military Postal Markings*, which was published in 1996.

Originally published in 2003 by Auxano Philatelic Services, the second edition of *The Post Office in Canada: A Chronology of Facts, Feats, and Firsts from the French Régime to 1981* is the latest BNAPS handbook. The second edition, which includes several corrections, has been prepared with improved images and a revised layout to permit printing of illustrations in colour, where required, at a lower cost than the first edition.



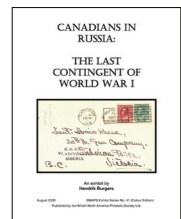
The BNAPS Catalogue of Canadian Military Mail Markings, Volume 3—From Victory in 1945 to Afghanistan; C. Douglas Sayles (Editor), 2006. Spiral bound, 314 pp. 8.5 x 11. ISBN 0-919854-91-5. Stock # B4h025.3. C\$47.95

The result of several years of hard work by Doug Sayles, Volume 3 of the new *BNAPS Catalogue of Canadian Military Mail Markings* is a complete reworking and updating of the previous catalogues published by the late W.J. Bailey and E.R. Toop (B&T). The reworking consists of a completely new numbering system built around keeping cancellations from individual military locations (by era or type) in a single group, in addition to ordering them by marking shape and size. Each new catalogue number is cross-referenced to a B&T number, if one existed, and in the Appendices there is a reverse cross-reference from B&T numbers to the new 'BNAPS' numbers.

The spiral binding and heavy paper used in the Sayles' catalogue are intended to allow collectors to use it to record and annotate their holdings and, with luck, find new and previously unreported items.

Because the military postal markings of the post-World War II era formed the smallest part of the B&T catalogues, Doug decided to start with them and to name this Volume 3. All cancellations, both those previously recorded and the more than 650 unknown to B&T, have been reproduced in excellent illustrations. Volumes 1 and 2, covering military activity in Canada from the 1800s through 1945, will be published in due course and will follow the style and format of Volume 3.

Canadians in Russia: the Last Contingent of World War I; Hendrik (Henk) Burgers, 2006. Spiral bound, 98pp. 8.5 x 11 - BNAPS Exhibit Series No. 41. ISBN 0-919854-93-1 (B&W), ISBN 0-919854-92-3 (Colour). Stock # B4h923.41 (B&W) C\$30.95; Stock # B4h923.411 (Colour) C\$74.00



When people think of the end of World War I they usually recall that the war ended on the 11th day of the 11th month of 1918. But it didn't!

Although the Armistice in Western Europe took effect on that day and at that time, it did not end the fighting in the east, in Russia, where the Bolshevik forces of Vladimir Lenin were still trying to take over the vast country. Canada was asked to send forces to assist the British Army units still active in Russia.

A few Canadians went to Russia early in 1918, but the majority were not sent until much later that year. The main tasks of the Canadian Expeditionary Force (Siberia) [CEF(S)] were to protect the Czechoslovak Legion from the Bolsheviks, and to guard the 700,000 tons of allied military supplies that had been stockpiled in Vladivostok.

The first units of the CEF(S) reached Vladivostok in October 1918 and their number eventually grew to include 3,800 officers and men (and one Nursing Sister). The last members of the Canadian units were repatriated from Siberia by 5 June 1919, and from Northern Russia (Murmansk) by 12 October 1919.

Henk Burgers' career with the Royal Canadian Engineers (RCE) and the post-1967 Canadian Military Engineers (CME) took him on assignments as far apart as Alert, NWT; Germany, with NATO forces; and Egypt, with the United Nations Emergency Force. Upon retirement from the military in 1984 he was able to resume his childhood philatelic hobby, with an added interest in military postal history, and became Editor of the *Newsletter* of the BNAPS Military Mail Study Group. While looking for material for his collection, Henk was fortunate to come across the Keene and Fennell military correspondences, which were previously unknown. Covers and postcards from these finds are being published here for the first time and form the major part of the volume.

Canadians in Russia: the Last Contingent of World War I is an important addition to the field of Canadian Military Postal History.

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The dangerous life of a railroad mail clerk

Dale Speirs

Introduction

CONSIDERING the hazardous nature of the employment, and the difficulties under which the work has to be performed, the Department has every reason to be satisfied with the manner in which railway mail service has been carried on. [23]

Although railway mail clerks were among the elite of postal workers, theirs was not an easy life. They had to do everything a regular postie did, but in a sorting room constantly shaking and rolling side to side, in danger of being injured or killed in a wreck. One writer of railroad fiction, a major literary genre in the 1890s, mentioned in passing that “... many of the western roads were new at that time, and railroading was not as safe as it is now”. [10]

Kidney problems were common: the workers had to stand all the time and their internal organs were continually jarred [9]. But it was the possibility of injury or death coming from wrecks, without warning, that played hardest on the nerves of a clerk. Imagine that you are standing at one end of your living room. Without warning, you are suddenly flung against the far wall by a giant invisible hand. That is what the initial impact was like to anyone in a mail car.

Imagine further that, as you lie crumpled and stunned against the wall, your neighbour’s house comes crashing into your living room, roaring and grinding its way towards you. That was what the secondary impact was like, as momentum drove the cars behind the mail car, smashing through it. Mail cars were usually just behind the engine and tender, so they would be crushed between the locomotive and the passenger cars.

It wasn’t just wrecks about which a mail clerk had to worry. A single false step, one moment of carelessness, and a clerk could fall out of the mail car and underneath the train, while catching or throwing out mail on the fly. In one case, in the 1880s on the Grand Trunk line east of Toronto, a clerk was in an unfamiliar mail car. He stepped out into what he thought was a passage. It was actually open space, and he was dashed to death against the trackside [9].

Sometimes the hazard to a railroad postie was his fellow clerk. In 1888, two mail clerks got into an altercation at Bangor, Maine. It quickly escalated into a knife fight [19]. One murdered the other.

Keywords & phrases: RPO, postal clerk

SYSTEM for FEBRUARY—FINANCIAL ADVERTISING SECTION

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JEWELRY STROWN ON TRACK

The locomotive derailed into the mail car and after the blast there had been extinguished, attention was given to the blazing baggage car. Trains held burned, with their contents charred, were scattered over the tracks as the walls crumbled, and the car and the contents were counted a complete loss. Everything which escaped the fire had been soaked by melting snow and the water from the locomotive's hose. Jewelry from burned packages of registered mail was strewn about the tracks.

Many thousands of dollars' worth of Christmas presents in the express car were either destroyed or scattered over the tracks. Diamond rings, watches and other jewelry were picked up by the police. A heavy guard was placed about the wreck.

It is too Late Now to Insure

what was lost in this wreck, but you can protect yourself against similar accidents in the future.

The illustration shows but one of the many ways your mail may be damaged or destroyed. In such cases regular U. S. Postoffice registration covers you only up to \$50 and then *only in case of total loss.*

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Figure 1. For some, wrecks were a useful sales tool.

If the clerk was lucky ...

The difference between a mild shaking-up and serious injury or death was a matter of chance. Consider an 1894 train wreck in northern Ontario. The westbound Canadian Pacific Railway train out of Toronto was travelling through a remote area of Ontario approaching Manitoba. On the afternoon of 9 June, it was about 180 kilometres west of Fort William, now part of the port city of Thunder Bay.

The train was travelling through bush fires, and visibility was obscured by smoke. It came around a sharp curve onto a bridge over the Mattawa River. The bridge was not especially high, about six metres. Some repair work had been done on it weeks before, and the crews had carelessly left scrap lumber piled around the trestle base. The fires spread to the piles, which in turn burned through the trestle. The weight of the train caused the burning bridge to collapse, and both fell into the river. The engine and first four cars went into the water [1 and 2].

The mail car landed on top of the baggage car and, in turn, the sleeper car smashed onto the mail car. An express messenger in the mail car and a passenger were killed. Mail clerk AC James had cuts and bruises, but managed to survive. At first it was thought that all the mails were lost, but rescue workers did recover some. The mails were those from Toronto and Montréal, dated 7 June. Twenty bags of mail, mostly newspapers, were recovered from the river. Two pouches from Ottawa were saved, as well as some of the express freight [3]. Everything was soaked, of course.

On 26 July 1883, in southern Manitoba, between the towns of Melbourne and Sidney, an eastbound passenger express jumped the tracks. The locomotive, and the mail and baggage vans behind it, left the track, while the passenger cars following them remained on the track. The derailment was caused by sand drifting across the rails from a hill upwind [17]. The locomotive rolled upside down on impact with the sand dune. The engineer was flung out and died instantly. The fireman was not so lucky; he was badly scalded and died a few hours later, after great agony. The mail car was badly damaged and caught fire. The rails were raised right out of the track-bed and spiked through the baggage van “with the speed of a bullet”, according to one account of the wreck [18].

Six people were in the mail car, and they all survived. The mail bags cushioned the impact for the occupants. In accounts of the wreck, two survivors were unnamed; the others were the mail clerk, identified only as Mr. Moore, his wife, and their two young children. This seems unusual, that a mail clerk would have his family riding with him in what was supposed to be a secured area. I leave it to some future research project to determine if families were officially allowed in mail cars. It may have been that clerks being reassigned to a different city were permitted this as a perk, or it may have been an unofficial practice not authorized by management. The entire Moore family could certainly have been wiped out in the wreck.

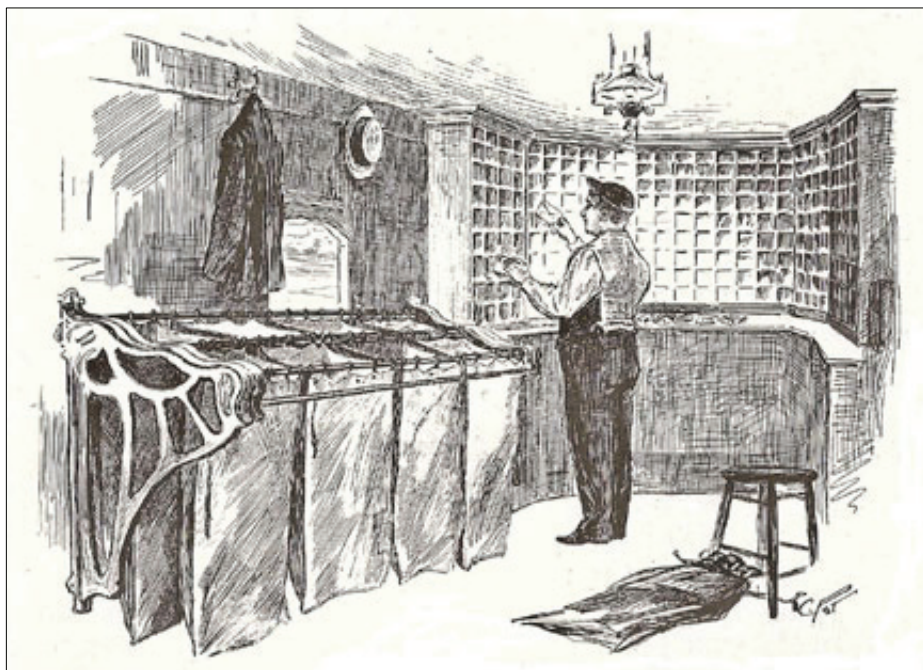


Figure 2. A railway mail clerk, at work in a typical mail car.

In an 1897 wreck, one postal clerk died and another survived. The accident happened on 14 October, on the Canadian Pacific railway track siding at Stittsville, Ontario, southwest of Ottawa. The train cars were by that time heated by steam from the engine, not by stoves in each car. Without the piles of kindling and the stove formerly found in each mail and passenger car, there was no fire [13 to 15]. As usual, the mail car was just behind the engine tender, and was telescoped by the passenger cars behind. On the train out of Toronto were two mail clerks. It appears that random chance determined who lived and who died.

Both clerks were sleeping in their bunks, having finished sorting the mails. On impact, they were both thrown through the door onto the trackside. One was unharmed, but the other, Robert Peden, who had been sleeping in the upper bunk, was mortally injured. He sustained severe head injuries and died of them as he was being rescued. Peden, a 27-year veteran, was senior clerk on the Ottawa line. He had never been in a wreck before, and was survived by his wife and three children.

Some Were Not So Lucky ...

It was 9 February 1904, in the early hours of a sub-zero morning. The westbound CPR express train was approaching the Sand Point siding, just past Arnprior,

Ontario, where it was to switch over and wait for the eastbound express to pass. But the engine windows were frosted over, and the engineer missed the switch. The trains collided, head on, at full speed.

The watch of a fireman killed in the crash stopped at 04h53. Thirteen people died; 21 were injured. Both trains stayed on the track. The lead cars telescoped into one another; all of the casualties were in these cars. Passengers sleeping in the rear cars were unharmed, but those in the forward cars were killed when the rearmost cars crushed through them [6 and 7].

AP Black was the mail clerk in the eastbound train. He escaped with minor injuries. His westbound counterpart was not so fortunate. Edwin Beach was sorting the mails, and that was his last memory before he woke up, pinned deep inside the wreckage, with the express messenger jammed underneath him.

It took rescuers five hours to remove the heavy debris of the telescoped cars and reach him. In the -20° weather, Beach couldn't move and lay there motionless as the cold seeped into him. He told a reporter about the real horror: "*Thompson, the express man, was lying underneath me and I could feel his heart beating against mine. After a while his heart stopped beating and I knew that he was dead. At the end of five hours I was released but my right foot was frozen.*" [8]

Beach seemed to lead a charmed life as a survivor of train wrecks. Six years later, in January 1910, he was on a northern Ontario train that fell through a bridge into the Spanish River, killing 49 people. The mail car barely made it to safety when the rest of the train cars following plunged underneath the ice [11, 12].

Runaways

Runaway trains were not unknown. For example, WT Cox was a clerk on the Vancouver to Calgary run. In the late 1880s, he was in a mail car in an unnamed mountain pass, probably either the Rogers or the Kicking Horse pass. His car was being pushed up a four-to-100 grade (rising four metres vertically for every 100 metres horizontally). Because of all the pushing and jerking trying to get through the snow, the link broke and the mail car became a runaway. His account of that incident is as follows [9].

"Away down the hill we went at a terrific rate. At the bottom the second-class car bounded from the track and rolled over two or three times, whilst our car pitched into the side of the mountain, was thrown across the track and remained right side up. One man was killed, four or five seriously wounded, and twenty slightly so. I had been asleep (on this long run there are certain places where the clerks snatch some sleep), up to the time we started on our mad career down the hill, and seeing letters, papers, mail-bags, etc., flying around the car when I awoke, concluded I had better remain in my bunk and braced myself against the sides. I had not long to wait (although it seemed hours) before the crash came. I was not hurt much, but just the same, I am not hankering after another similar ride."

In 1908, a train engine was left idling in the yard at Owen Sound, Ontario. The crew later claimed that they had secured the idling engine, but evidently they had not, as it took off with the train. It collided with an in-bound train and two people died, one of whom was the mail clerk [16].

The psychological damage

The Montréal express mail train left the city on the evening of 14 November 1898, westbound for Ontario on the Grand Trunk Railroad. It was in that province by the early hours of 15 November. At 04h45, just after passing the town of Trenton, it approached a switching point variously known as Murray's Crossing or Murray Hill, just inside Murray Township, Northumberland county.

Details are confused as to what happened next, and everyone blamed everyone else. The train switched back from a single to a double track, but came out of the switch on the wrong side. It ploughed head on into an eastbound freight train that had the right of way.

Twenty passengers and crew members from the two trains died in the crash [4]. Some said the signalman had set the switch incorrectly, but since the driver of the Montréal express was killed in the crash, he was unable to defend himself. The inquest made him the scapegoat.

An express messenger named CA Winters was in the mail car doing some writing at the moment of impact. He was thrown the full length of the car. The crash upset the stove used to heat the car, and he was busy the next few moments putting out fires. He then clambered out and began assisting in the rescue of trapped passengers [5]. Three other postal clerks were in the mail car. They were banged up a bit, having been thrown against the sorting cages, and they later spent time off work with bruises and strains, but were happy to be alive. Like Winters, they quickly joined in the rescue effort.

As is generally the case in serious accidents, the psychological damage didn't set in until later, because at the scene everyone was too busy to think. A day or two later, as the railway mail clerks convalesced at home, the impact of what happened began to hit them. Of one of the clerks it was said that: "*He is suffering most from what is known to railway surgeons as railway shock and is at present in a prostrated condition.*" [4]

Another story is told, of a train wreck in southwestern Ontario in the late 1800s, a crash that so unnerved a mail clerk that he jumped out of the wreckage, leaped over a fence, and disappeared from view. Fortunately, no one was seriously hurt in the collision.

Afterwards, everyone was gathered round the wreck discussing the event. The conductor grouched: "*I wonder who that blankety-blank fool was that ran across three fields before stopping.*" Replied a voice from the crowd, "*I guess it was me.*" In future years, other mail clerks would tease him about that incident. The man admitted to crossing two fields, but always denied the third one [9].

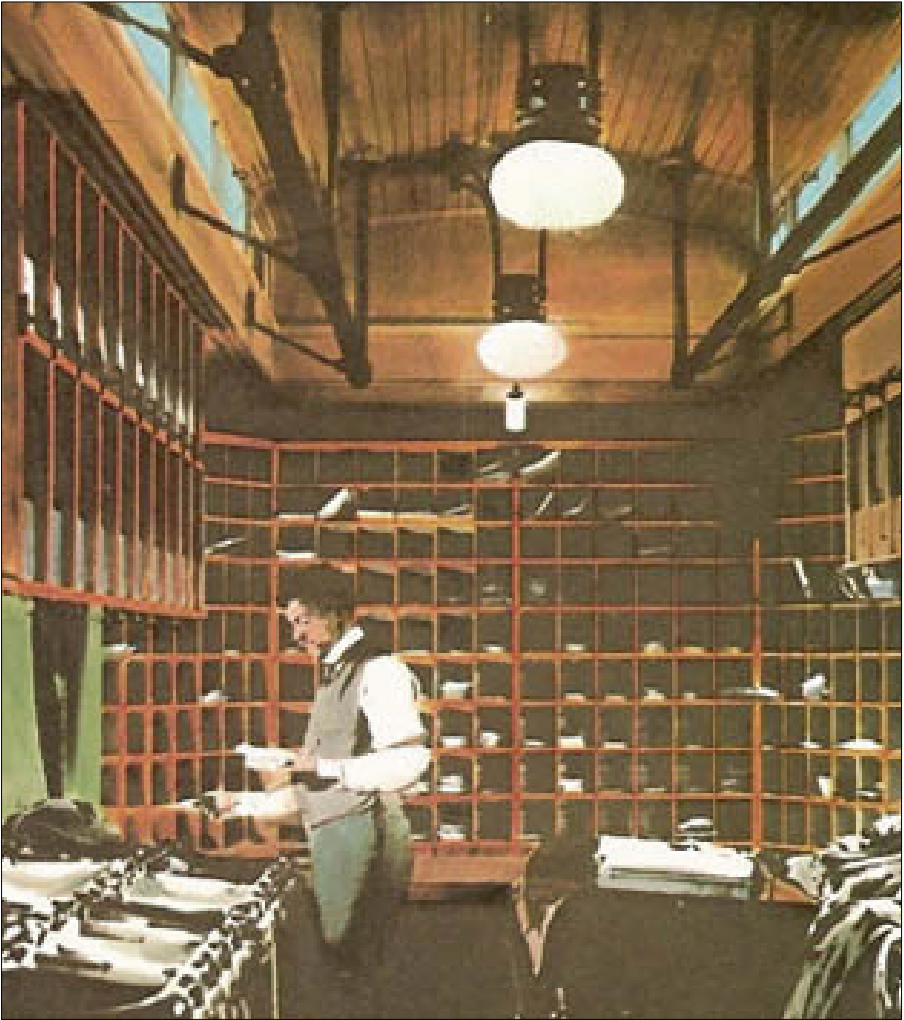


Figure 3. 1909 Grand Trunk RPO, from National Postal Museum stationery.

Sessional Papers

During the 1800s, the Canadian Post Office was small enough that it could and did report every little expense in its annual report to Parliament, which was published in what are known as *Sessional Papers*. The laconic notes concealed what must have been horrific circumstances in some cases.

For example, in 1871, the Post Office paid out \$100 to JJ Ross for injuries sustained while on duty as a Railway Mail Clerk. At least Ross could collect the

money; in that same year the Post Office paid the medical and funeral expenses of another clerk, GT Moylan, fatally injured on duty [20].

In 1877, Dr R Brodeur received \$12 for treating injuries sustained by clerk JL Mercier whilst on duty [21]. An Ontario clerk, JHP Brown, was compensated \$25.65 in 1888 for loss of clothing by fire [22]. One hopes that he wasn't wearing the clothes at the time.

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What's new?

National Archives of Canada philatelic collections (29)

Pascal Leblond

This column is provided regularly to publicise new acquisitions and activities within the Philatelic Collections of Library and Archives Canada (LAC). Researchers who wish to use LAC facilities should contact Library and Archives Canada, Reference Services, 395 Wellington Street, Ottawa ON K1A 0N4. Telephone: 1-866-578-7777 (toll free in Canada and the United States). Fax: (613) 995-6274. Internet: www.collectionscanada.ca. For reference enquiries, please use the Reference Enquiry Form (www.collectionscanada.ca/services/005-2021-e.php).

New acquisitions

Post Office Department fonds. National Philatelic Centre [multiple media] 1984–2004. 1656 postal covers, 1531 postage stamps, 587 panes of postage stamps, 398 postage stamp booklets, 149 postal stationery items, 75 blocks of postage stamps, 54 strips of postage stamps, 46 sheets of postage stamps, 40 pairs of postage stamps, 18 revenue stamps and other material. The series consists of Canadian stamp products issued by Canada Post Corporation from 1984 to 2004 and received from the National Philatelic Centre, including single postage stamps, pairs, blocks, panes, sheets, postal stationery items, postal covers, revenue stamps and related Canada Post publications. The series also contains CD-ROMs and postal rate guides. Further accruals are expected. Finding Aids CPA-218, 219, 225, 226, 241 [R169, MIKAN 183472].

Previous acquisitions

Post Office Department fonds. Specimen sheets as ready for issue and as cancelled of Jubilee stamps 1897 [philatelic record] 1897. The accession consists of 29 plate proof sheets from the defaced plates prepared for the Queen Victoria Diamond Jubilee issue (1897), on card, and arranged in denominational order. These cards were mounted in a half-leather bound book, stamped in gilt lettering, *Specimen sheets as ready for issue and as cancelled of Jubilee stamps 1897*. Pages 1 through 29 have been so numbered. The sheets *as ready for issue* were not to be found, and a note on the inside cover reads: “Note: Uncancelled specimen sheets were not received it having eventually been thought unnecessary to get such. [Signed] E.P.S.” These defaced plate proof sheets

represent all denominations issued, and all plates created, for this series. The plates themselves were defaced using either a dot or single line, and the proofs were then taken from them. The plates, dies, and transfer rolls were destroyed on September 10, 1897. Includes all issued denominations for the series. [Accession 1998-01689-7. MIKAN 141796]

Post Office Department fonds. Canada Post Corporation record : Aero Club of Canada souvenirs [philatelic record] 1915–1919. Four (4) stamps, 2 labels, 1 postal cover. Aero Club of Canada Commemorative Stamp: 'The First Mail Service Toronto—New York. Toronto Aerial Mail mailbag routing labels. Envelope from the Aero Club of Canada, machine cancelled 'CANADIAN NATIONAL EXHIBITION' / Toronto, Aug. 21, 1915. Finding Aid CPA-030 [Accession 1988-215 DAP, MIKAN 16176].

Canadian Parks Service sous-fonds. William Lyon Mackenzie-King Presentation Albums [philatelic record] 1928–1939. Seven (7) albums, 59 postage stamps, 1 photograph, 2 documents, 8 postal covers. A collection of seven (7) presentation albums containing Canadian and Newfoundland postage stamps and covers for the period 1928–1939. Finding Aid CPA-097 [Accession 1991-289 DAP. MIKAN 18340].

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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-July 2006 through September 2006.

Newfoundland In the September/October newsletter, Barry Senior shows a scarce cover bearing an AYRE perfin copy of the 4 ¢ on 5 ¢ surcharged issue of 1939, and Doug Hannan provides an illustration of a 1944 cover with stamps making up the proper \$1.45 airmail rate from Newfoundland to South Africa. There are two more pages from Carl Munden's abandoned outports exhibit, and single pages from Colin Lewis' Newfoundland postal history exhibit and Horace Harrison's exhibit of Newfoundland postal stationery. No, the "BELLE ISLE" cancels in Carl Munden's and Colin Lewis' exhibits are not from the same place. David Handelman provides a possible explanation for the postage used on Joseph Schlitt's 1925 "money package" tag (newsletter #119).

RPO Cancels The May-June newsletter features a discussion of the Wellington, Grey and Bruce Railway, which ran from Guelph to Southampton, Ontario, with a branch line from Palmerston to Kincardine. In 1882, the Great Western Railway, which operated these lines, was absorbed into the Grand Trunk Railway (and later was taken into Canadian National Railways). However, W. G. & B. RPO cancels were still used through 1897. Examples are shown of the various cancels, many on piece, the registration markings and proof strikes. Also included is the first part of a discussion of later cancels from RPOs that operated over portions of the same rail lines. New RPO reports were contributed by Bob Lane, "KQ", and Ross Gray.

British Columbia Postal History The June 2006 newsletter provides a short history of the Brackendale post office, and many of the cancels used over the years are illustrated. Penny, BC still relies on rail service to get its mail in and out. The process is described, and a cancellation from the new Penny "Wings" dater is shown.

Revenues In issue No. 53 of the *Canadian Revenue Newsletter*, Richard Fleet shows a cross-border bank draft from 1869, with a 2 ¢ US imprint and two Canadian revenue stamps—a scarce Second Bill Issue 7 ¢ and a Third Bill Issue 20 ¢. Chris Ryan presents part five of his series on Ontario user-pay garbage tags and bags, with

illustrations of more than sixty different types. Newsletter 54 contains William Walton's draft catalogue pages for the "27&28 Vict." tobacco stamps of Canada [1], and is offered to members for possible additions and corrections. The publication of this list is the first step in the preparation of a new-priced, descriptive catalogue of the tobacco stamps of Canada and Newfoundland, intended to supersede the earlier Brandom listing. Also, Chris Ryan describes the history behind a Canadian bank draft for US\$3576.94 sent to French Guiana by the Bata Shoe Company in 1940. The draft is illustrated and bears a 6 ¢ Canadian excise stamp and four French revenue stamps (one overprinted 'GUYANE'), to pay 237.45 francs in French Guianese tax.

Queen Elizabeth II The May–June issue of *Corgi Times* contains reports of new printings of the current coil stamps and several errors on 51 ¢ flag booklets. John Aitken describes cards used between 1976 and the early 1990s to request redirection or holding of mail. Postage was applied to these cards to cover the requisite fees, and therefore high-denomination adhesives were often used. One example shown is a card that bears five copies of the \$5 Point Pelee stamp. Joseph Monteiro describes partially imperforate errors on the 8 ¢ winter Olympics stamp, the 17 ¢ Lachapelle stamp and the 47 ¢ Queen Elizabeth (Karsh portrait) stamp. The causes of these errors are discussed, as are possible reasons for the existence of fully imperforate copies of the 47 ¢ stamp.

Postal Stationery Several new items were reported in the July 2006 issue of *Postal Stationery Notes*. Pierre Gauthier shows a previously unreported railway view card (for the Ottawa, Northern and Western Railway, on *Webb's* P18). He also reports a new private precancel (two thin black lines, 25 mm long, separated by 7 mm) for *Webb's* post card P56c, and a copy of *Webb's* 17 ¢ envelope EN107 (#8 size) with the brown colour missing. Art Klass reports a new private order envelope (*Webb's* EN505, #10, window). Louis Fontaine shows some minor flaws on copies of *Webb's* P23. Included as a supplement to the issue was a twelve-page draft listing of the Post Card Factory postage-prepaid cards.

Squared Circles The August 2006 newsletter contains another group of reports of new time and date markings. Rarity factors are revised for some cancels. There are illustrations of an assortment of squared-circle strikes on copies of the 1898 Map Stamp and of an unusual Charlottetown strike on a 2 ¢ registered letter stamp.

Admiral Issue This time it has been sixteen months between issues of the Admiral Study Group newsletter, so the August 2006 issue is 92 pages long! It is almost impossible to prepare a satisfactory synopsis of such a long and diverse newsletter. Leopold Beudet has included items on almost every stamp of the Admiral Issue.

There are descriptions (and pictures) of re-entries on the 1 ¢ green and 3 ¢ brown (Yohann Tanguay, Leopold Beaudet, Ralph Trimble, Charles Séguin, Richard Morris, Warren Bosch, Sandie Mackie) and lathework on the 1 ¢ yellow, 2 ¢ carmine and 10 ¢ brown (Glen Lundeen, John Jamieson, Jennifer Denman, Charles Séguin). There is Glen Lundeen's excellent discussion of the plates used for printing the 1 ¢ yellow imperforates. That article was augmented by the editor, who provided information and illustrations from a variety of sources. Richard Morris describes the process that American Bank Note Company used in transferring several subjects to a plate in a single operation while preparing the experimental plates, 87, 88, and 90 of the 2 ¢ carmine. There are smaller pieces on flaws, a colour changeling, a strange spacing of a Hamilton precancel on an off-centre copy of the 1 ¢ green, and much more. The illustrations, often very much enlarged images (but all in black and white), are good, and usually very clear. This isn't just a newsletter; it is an important reference work.

World War II War Times issue #33 has been received. Charles LaBlonde continues his series on WWII covers with a description of routes used to send mail from Switzerland to the United States and Canada between mid-1940 and the end of 1941. He shows covers for which the mailing routes were changed to avoid the mail being sent through countries with which Canada was at war. Editor Gary Coates illustrates an airmail cover, sent from Canada to Switzerland, that contained a letter to a prisoner of war being held in Germany. The airmail postage, which should have been thirty cents, was overpaid by ten cents. There is the third part of Bob Vogel's series on patriotic cachets from the Toronto office of Bell Telephone. Barry Brown illustrates an ad printed on the front cover of sheet music to promote the sale of war savings bonds. Hugh Delaney describes some of the procedures used in the collection of scrap in rural Alberta during the war.

References

- [1] "27&28 Vict." appears on many of these stamps, and refers to legislation passed in the 27th and 28th years of Victoria's reign—i.e., 1864 and 1865.

BNAPS Book Department book announcements available on-line



To receive occasional e-mails from the BNAPS Book Department announcing new releases, additions to the list, and special offers, go to the BNAPS web page (www.bnaps.org), click on Publications, and then under Books, click on Book Department Email Notices.

Vignettes of the Canadian West —the Grey Cup of 1954

Bob Lane

THE oldest professional sports trophy in North America is the Grey Cup, awarded annually to the winner of the Canadian Football League playoffs. The event itself is the cause of widespread partying throughout the nation, even by those who normally ignore the sport.

In 1909, Earl Grey, then Governor General of Canada, donated the trophy. Another Governor General, the Earl of Minto, previously Viscount Melgund, also donated a sports trophy. The Minto Cup is still presented today to the national champions of the sport of lacrosse.

Figure 1 illustrates a cover from Melgund to a member of Grey's family. He was entitled to free postage within Canada, hence the manuscript notation "FREE MELGUND", but was required to pay the five cents postage to England.

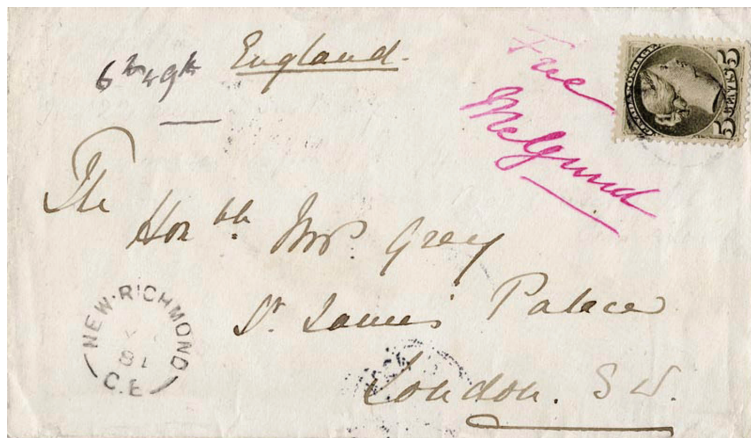


Figure 1. 1881 cover from Viscount Melgund (later Lord Minto) to Earl Grey's sister at St. James's Palace, London, England.

The card shown in Figure 2 is not in itself very exciting. It is a revalued postal stationery item (UX81), but with two cents additional postage. The postcard rate in 1954 was four cents. The card is addressed to the newspaper *The Winnipeg Tribune*.

Keywords & Phrases Football, Free postage, Edmonton Eskimos Football Club

BNA Topics, Volume 63, Number 4, October–December 2006



Eskimos 26 Alouettes 25

Figure 2. Postcard containing the predicted score for the 1954 Grey Cup.

The postmark is the W-7D, BRAN. BUL. & REG. R.P.O., hammer 2, dated NO 24 54. This is an interesting RPO, as it was carried on a CPR branch line between Brandon, Manitoba and the small town of Bulyea, Saskatchewan, which is a short distance north of Regina. Mr. Clarence Hopkin who, at 92, still resides in Brandon, was an RPO clerk on that run. He tells me that they would go to Bulyea, secure the mail car, and deadhead to Regina. After a layover, they would deadhead back to Bulyea, open the mail car, and work back to Brandon. In late 1955, the post office changed the RPO to W-7A, BRANDON & BULYEA R.P.O., in four hammers (used for less than a year).

The back of the card has pasted to it a (wrong) prediction of the score for the 1954 Grey Cup; guessing that Edmonton would beat the unknown eastern team. Perhaps the pasted matter required the additional two cents? An authority on rates was also puzzled. If the pasted material required the letter rate, then it should have been five cents. Of course, not having been through a wicket, the sender might just have guessed.

The final point of interest is the train on which this was processed. It was Train 60, eastbound toward Brandon from Bulyea. But the card was prepared in Brandon, according to the address, and was mailed to Winnipeg, east of Brandon. How did this get onto a train coming from Saskatchewan? We will never know for certain, but it is likely that the sender took it with him/her on the train going west from Brandon, then mailed it at a station somewhere, maybe even in the mail slot of the RPO car. The card would then have been transferred to the eastbound train and cancelled aboard the RPO car, before passing through Brandon and going to Winnipeg.

By the way, the eastern team turned out to be the Montréal Alouettes, and the final score was Eskimos 26, Alouettes 25.

Acknowledgements

Thanks to John Hillson, Ross Gray, Bill Pawluk, and Bob Smith for advice.

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We are presently in the process of lotting *OUR FIRST AUCTION OF THE NEW YEAR* which is tentatively scheduled for February, 2007. We already have an extraordinary group of material on hand including the *Allan Steinhart* retail stock of Worldwide Postal History (housed in 140+ Black retail show boxes) plus exceptional collections of **Northern Canada Postal History** (NWT, Red River, Arctic, etc.), a serious and exemplary award-winning **Canadian Edward Issue** collection as well as a broad **Canadian Elizabethan** collection. A nice collection of *used USA* plus Modern **Germany** are also features at this time.

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Cover Stories (9) – Eastern Arctic Patrol

(Don't judge a cover by its cover!)

Mike Street

The ninth in a series presenting unusual, rare or otherwise interesting postal history. See the end of this article for follow-ups from readers on covers discussed in previous articles and a paragraph inadvertently left out of Cover Stories (7).

ONE of the real difficulties in looking through dealers' boxes is to maintain your concentration; but for a postal history collector it is crucial. In this instalment, we will see examples of what can happen if you let your attention wander.

The initial inspiration for this article came during one of those discussions all philatelists have, about things they were able to find and items they didn't get. My contribution was about the only time I found something that the late Allan Steinhart had missed.

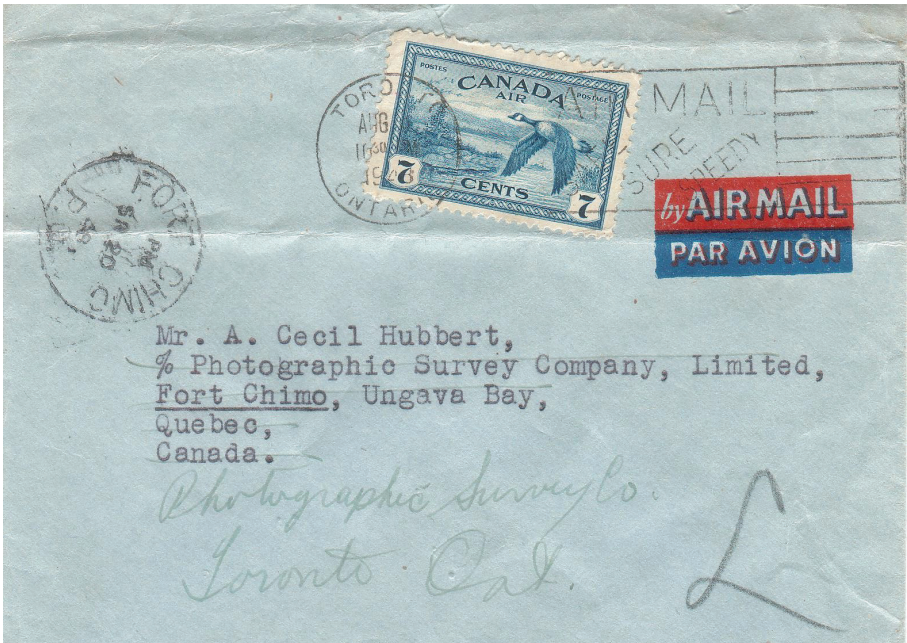


Figure 1. Cover postmarked Toronto with Fort Chimo, P.Q. receiver.

Keywords & phrases: Eastern Arctic Patrol, George VI and QEII postal history

BNA Topics, Volume 63, Number 4, October–December 2006



Figure 2. Eastern Arctic Patrol transit postmark – O’Reilly Type M2a.

The scene was the annual Niagara Falls Stamp Club show. I sat down at a dealer’s table as Allan was leaving. When I asked for covers, the dealer gave me the box Allan had just finished with, and I proceeded to look for Peace Issue items. The cover in Figure 1 caught my eye because of the 7 ¢ Canada Goose stamp (Scott #C9), but at first the AUG 3, 1948 Toronto machine cancellation made it seem

ordinary. Then I noticed the Fort Chimo, P.Q. cancellation, and thought, “A domestic single rate airmail going to the north would be good for my collection.” I didn’t look at the back of the cover until I was paying for it. That’s when I saw the Eastern Arctic Patrol (EAP) transit cancel (Figure 2) on

the back! Happiness is! Although pleased that I had found one that Allan hadn’t, I also later realized how easily I could have missed it myself.

The Eastern Arctic Patrol

A somewhat similar cover in my Barrel cancel collection, shown later in this article, gave me the idea of doing this edition of Cover Stories using only Eastern Arctic Patrol items. I asked Kevin O’Reilly of Yellowknife, NT, author of *Northwest Territories Postal Cancellations 1907–1986*, if he could find in his collection a few EAP covers that could have easily been missed in dealers’ boxes. He willingly obliged.

“The Arctic Islands were transferred to Canada by a British Imperial Order-in-Council of July 31, 1880. To confirm Canadian sovereignty over this area, the federal government sponsored official expeditions for exploration, enforcement of customs regulations, resupply purposes and health care.”[1] Expedition ships were sent occasionally from 1884 to 1910. In 1919, an advisory board recommended that the Royal Canadian Mounted Police establish government authority in the Eastern Arctic. RCMP deployment began in 1922. Every year, from 1922 to 1968 inclusive, the Eastern Arctic Patrol, an officially sanctioned ship, made summer voyages throughout the north.

Between 1922 and 1931, the RCMP and the Hudson’s Bay Company looked after their own mail. In 1932, the Railway Mail Service of the Canada Post Office began to direct mail services on these ships. In 1933, the vessel best known to postal historians, the *S.S. Nascopie*, went into service on the route. In 1935 the ship was designated a ‘royal mail steamer’, and subsequent postmarks used ‘R.M.S. *Nascopie*’. After the *Nascopie* sank in 1947, other ships were used until the EAP was discontinued following the 1968 season.

Before looking at more EAP covers, let me first complete the story of the cover in Figure 1. After being postmarked in Toronto, the envelope was sent to the EAP mail centralization point in Ottawa where, on August 5, 1948 it received the postmark shown in Figure 2 (O’Reilly Type M2a). The letter was held until the next

EAP mail shipment went, by RCAF Dakota, to Churchill, Man. on August 16, 1948. The mail was then loaded onto the *M.V. Regina Polaris* for the onward journey to Fort Chimo, where the CDS cancel dated Sp 20, 1948 was applied. There is a small problem with the latter date—the EAP ship itinerary for 1948 in *Northwest Territories Postal Cancellations* says that the *Regina Polaris* did not arrive at Fort Chimo until September 26. [2] In any case, we know that the cover took at least seven weeks to travel from Toronto to its final destination—not fast, but at least there was mail!

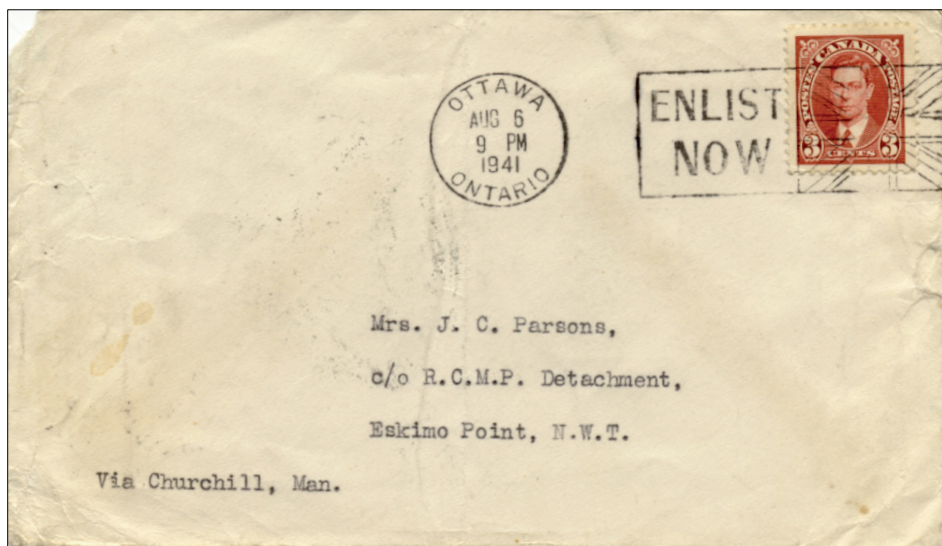


Figure 3. From Toronto to Eskimo Point, N.W.T. via Churchill, Manitoba

How many 1940s covers like the one in Figure 3 have you seen? A few thousand, I'll bet. The 5 August 1941 Ottawa Flag cancel likely wouldn't inspire, but, if seen, the Eskimo Point, N.W.T. destination and 'via Churchill, Man.' endorsement might. Your reward would be the transit combo on the reverse, shown in Figure 4.

The Churchill, Manitoba CDS shows that the letter reached there on Au 10, 41. Although it was picked up by the *Nascopie* on 14 August, the oval EAP postmark (O'Reilly Type Z5) was not applied until 19 August 1941. Note the 'R.M.S.' for 'Royal Mail Steamer' in the cancel. On Au 20, 41 the ship



Figure 4. Transit marks on the cover in Figure 3.

reached Chesterfield Inlet, where the broken ring cancel from that settlement was added because it was the post office closest to Eskimo Point, which was not a stopping point for the *Nascope*.

The Ottawa Barrel cancel in Figure 5 was what caused me to buy the colourful cover in Figure 6. The Pangnirtung broken circle was a bonus. (Really!) It was only when I got home and looked more closely at everything that I realized the dates were all out of whack. The Pangnirtung cancel is dated IX 19, 58. The Ottawa Barrel reads 15 X, 1958—26 days later. Hmm! Why Ottawa? Why 26 days? What's going on here? Then it hit me—this was an Eastern Arctic Patrol cover!

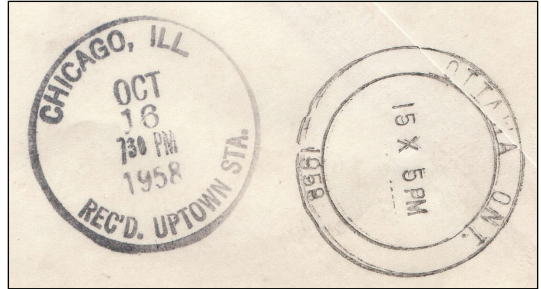


Figure 5. Transit marks on letter in Figure 6.



Figure 6. 1958 cover from Pangnirtung, N.W.T. to Chicago, via Ottawa.

However, in 1958 the Canadian Coast Guard ship *CGS C.D. Howe* stopped at Pangnirtung on September 11, a week before this letter was handled there. An email consultation with Kevin O'Reilly provided the answer—in the latter part of the 1950s mail from the Arctic was also moved by airplane, and that mail normally went first to Ottawa, headquarters of the Railway Mail Service, which looked after Eastern Arctic mail.

Is this cover philatelic? Probably. The fact that it was shortpaid five cents—Special Delivery cost 25 cents in 1958—suggests that a collector sent a self-addressed envelope with the Chemical Industry stamp (SC #363) to the Postmaster at Pangnirtung, asking for the letter to be cancelled there and returned. The letter likely arrived on the *C.D. Howe* on September 11, but was processed too late to catch the ship before it left Pangnirtung. It is also possible that the collector sent an envelope and a quarter, with the stamp being added in Pangnirtung—we'll never know. In any case, I think the Postmaster, in a good mood that day, ignored the short payment and helped the collector out. For proof of the speed of the mails in 1958, check out the Chicago cancel and carrier's notation beside the Special Delivery label—both are dated 16 October 1958—a day after leaving Ottawa!

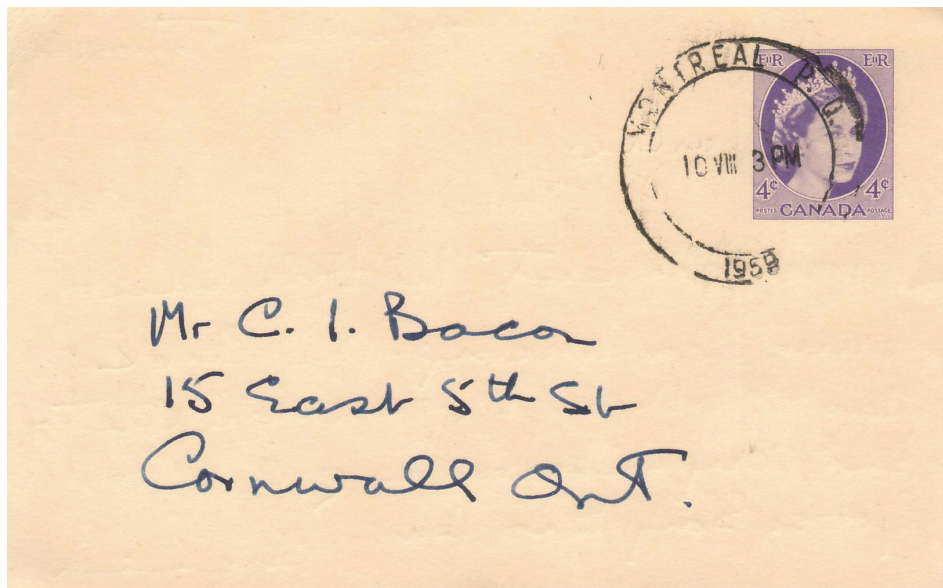


Figure 7. 1959 Montreal P.Q. Barrel cancel on postal stationery card.

I picked up the postal stationery card (Webb #P90) in Figure 7 for the Montreal, P.Q. Barrel cancel dated 10 VIII 1959 and didn't even look at the back until sometime later. Imagine my surprise—and pleasure—at finding the following handwritten note:

Frobisher Thursday

Dear Charlie:

Tried fishing for char but the tide must have been wrong – no luck. Quite chilly after southern Ont – but very interesting. Off to Goose Bay this pm.

Archie

It does pay to look!



Figure 8. 1958 U.S. Navy letter to Baffin Island.

Most Canadian postal historians would not see the cover in Figure 8 simply because it would probably be in a box of United States military covers. Sent by a U.S. Navy sailor through the Fleet Post Office in San Francisco, it was cancelled on 9 February 1959, and forwarded to the EAP concentration point in Ottawa. The postmark in Figure 9 (O'Reilly type M3a) was applied and the letter went on its way. At some point later, an observant collector noticed the EAP mark, and it eventually found its way into this article.



Figure 9. EAP mark on cover in Figure 8.

Acknowledgement

Many thanks to Kevin O'Reilly for his help preparing this article and for the covers illustrated in Figures 3, 4, 8 and 9. A revised, full-colour edition of Kevin's *A Postal History of Labrador Before Confederation* in the BNAPS Exhibit Series will be printed in 2007.

Addendum to Cover Stories (7)

Not long after sending *BNA Topics*, 2006 Third Quarter, Whole Number 508 off to the printer (wearing my 'Co-Interim' Editor's hat), I realized that I had accidentally wiped out the very last paragraph in Cover Stories (7).

Figures 6 and 7 in that article showed a parcel tag, franked with 90 cents in Peace Issue stamps, which accompanied a shipment of razor parts from Montreal to France. I described how the 90 cents fitted with a parcel shipment weighing

between four and five pounds and commented that it seemed like a lot of parts. The article ended there. The next paragraph got lost. It follows here:

“Whoa! What about that Air Mail sticker on the address side? OOOPS. The parts were not mailed as a parcel, they went first class. The first class airmail rate in 1948 was 15 cents per quarter ounce; an item weighing between one and one quarter and one and one-half ounces would also have required 90 cents in postage.”

Responses to Cover Stories (7 & 8)

Figure 3 in Cover Stories (7) showed part of a wrapper, endorsed ‘Gift Coffee’, sent from Montreal to Finland in 1951. Member Andrew Nimmo of Edmonton wrote, “After hearing about the ‘coffee’ wrapper in your article my wife, a Swedish Finlander, found the following on the Internet:

Coffee Rationing in Finland during WWII

Coffee was rationed in Finland between 1939 and 1954. At the beginning of the Winter War the ration was 250g per month. In the second phase only substitute coffee was available. It contained only 15% coffee. By 1943 there was no coffee in the substitute – it was constituted of 15% chicory and sugar beet and the rest was grain. It was called ‘replacement’ coffee. Ingredients in the replacement could be barley, rye, wheat, peas, sugar beet, chicory, potato, beetroot, dandelion root, yeast and butter.

The first coffee after the war arrived at Turku on February 14, 1946 on the S/S Herakles. The coffee was from Santos, Rio de Janeiro. The occasion got great publicity and a crowd of people came to the port for the unloading of the ship. Police forces were in place to calm any rioting. To people’s great disappointment the coffee only came into stores in April.”

In Cover Stories (8), I wrote that the 20 ¢ Centennial stamp on the cover to Bahrain had been accepted, with no postage due assessed, due to clerical confusion over whether Bahrain was in Asia or Africa. This quickly brought notes from Andrew Liptak and Doug Irwin, who both advised that the rate for ‘Other Articles’ overseas was 20 cents for the first ounce. Both Doug and Andrew suggested that, given the date of posting, the item was an unsealed Christmas card, which qualified under ‘Other Articles’. Thanks to both gentlemen for the correction.

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@hwcen.org>. Please do not send covers or illustrations until requested.

References

- [1] Kevin O’Reilly, *Northwest Territories Postal Cancellations 1907–1986*, BNAPS and Unitrade Press, Toronto, 1987, pp 43-61.
- [2] *Ibid.*, pp 201-230.



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Earliest post card use to Newfoundland

Victor Willson, OTB

THE card shown below was sent from Quebec on 15 December 1871, to St. John's, Newfoundland. Since there was no post card agreement between Canada and Newfoundland until 1 November 1872, this card was not sent at the post card rate but at the printed matter rate of one cent per $\frac{1}{2}$ oz. Since 1 January 1865, the letter rate to Newfoundland had been $12\frac{1}{2}$ ¢ per half oz., a very high fee, and there was both commercial and private agitation for a better rate, especially since the rates to the US and to the UK had dropped to six cents per $\frac{1}{2}$ oz. on 1 April 1868 and on 1 January 1870, respectively. On 1 November 1872, the letter rate to Newfoundland was reduced to six cents, and the 1¢ post card rate was added.



The back of the card is an announcement by the Quebec Carriage Spring Manufactory that they were in business and prices and terms could be requested. As with the earliest use of the card discussed in 'For a penny or two #1' [1], businesses and organizations quickly began to use these cards for announcements. The post card was cheap to print and use, since for one cent you bought both the material and the postage.

Keywords & phrases: post card, rates to Newfoundland

Steinhart listed a card to Newfoundland sent 2 May 1874, still the earliest date I have noted for use after the 1872 agreement. If someone has an earlier date, please send me information and/or a scan or photocopy for this series.

References

[1] *BNA Topics*, Volume 63, No. 2, pp. 50-51 (2006).

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Canadian postage due “2” handstamps

Richard Johnson

A recent letter to the editor of *Maple Leaves* remarked on several varieties of the large stamped numbers, used to indicate postage due charges on underpaid items. Examples are illustrated in Figures 1 and 2.

The author focused on the numbers with breaks in the handstamp. The last volume on Canadian proofs shows only a few examples of different fonts and, in particular for what follows here, only two forms of the large “2”. The author has found 62 dated examples of these “2”s, a preliminary analysis of which is presented here.



Figure 1. A well-struck example of the postage due “2” handstamp.

Table 1 shows the different varieties that seem to have been used, the last of which perhaps should not be part of this analysis. When initially identifying the various types, one is inclined to differentiate too much; that is, to classify as

Keywords & phrases: cancellations, postage due

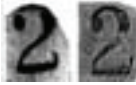
BNA Topics, Volume 63, Number 4, October–December 2006

different what, on further reflection, seem more likely to be the same. Only after gaining some experience with the variations does one gain a sharper sense of what is different, and what is merely an idiosyncratic variation due to the application of the stamp. The classification in Table 1 is the result of this more mature reduction of the initial data. This set of impressions was copied and then printed full size on a transparent sheet, allowing the patterns to be superimposed for direct comparison with other examples for identification purposes.

The frequency of occurrence varies greatly, but there seem to have been four major types with varieties—and two others (Types 5 and 6). The following table gives the sample size of each type.

Table 1.

Different types of the postage due “2” handstamp

T1L	 22.5 – 23 mm	T1R	 22.5 – 23 mm	T1R1	 22 mm
T2	 24 mm	T2.1	 22.5 mm	T2a1	
T3	 22.5 – 23 mm	T3.1	 21 mm	T3a1	 22 mm
		T3b	 Thin lines	T3a2	 21.5 – 22.5 mm
T4	 21 – 22 mm	T4a	 21.5 mm	T5	 20.5 mm
T6	 21.5 mm				

The pattern of assigning type numbers is as follows:

- the first numeral gives the type of font;

- “.1” following that indicates the same font but of smaller size;
- “a” indicates the font with one or more types of “cuts”: e.g, a.1, a.2;
- “b” indicates other varieties in the font; and the “L” and “R” in Type 1 are explained below.



Figure 2. Two additional examples of the postage due “2” handstamp.

Principal Types

Types 1L and 1R both have a classical shape of height 22.5–23 mm (The actual measurement is difficult to state unequivocally because of the concave shape of the base.) The two differ in the tip of the tail on the lower right, the former (L) pointing to the left of the centre of the upper right curve of the 2, the latter (R) to the right of that. T1R.1 is 22 mm in height. Whether these differences were occasioned by the use of different stamps or are merely the result of worn stamps has yet to be determined.

- Type 2 is a “plumper” 2 of a classical shape, 24 mm (T2) and 22.5 mm (T2.1) in height respectively.

- Type 3 is 21–23 mm in height, with a flat bottom and a distinctive “squared” lower right corner. Type 3b has the same squared base but thinner lines.

- Type 4 is 21–22 mm in height, but with a truncated base that looks broken, tapering to a point at the right end.

- Type 5 is a distinctive “block” letter shape, 20.5 mm in height.

- Type 6 is again a “plumper” and rather squat 2, 21.5 mm in height, and followed by a cent sign.

Dates of use

Table 2 provides the range of dates of use of the various types. In the case of Type 1L, two distinct ranges seem to emerge.

Table 2. Range of dates seen for each handstamp type

Handstamp Type	Number of samples	Range(s) of Sending Dates
1L	7	1902 06 13 - 1910 09 02
	6	1920 11 25 - 1945 09 26
1R	5	1924 02 19 - 1936 01 03
1R1	1 (+1?)	1908?10 06 - 1926 07 02
2	2	1920 09 02 - 1923 09 ??
2.1	1	1924 08 ??
2a.1	5	1924 09 16 - 1931 09 01
3	13	1912 01 30 - 1955 03 19
3.1	2	1919 06 11 - 1926 07 01
3a.1	3	1926 08 11 - 1930 04 27
3a.2	3	1924 06 25 - 1929 07 17
3b	3	1922 10 12 - 1929 05 10
4	6	1908 04 25 - 1911 02 24
4a	3	1907 10 15 - 1924 08 09
5	1	1939 08 01
6	1	1905 07 12

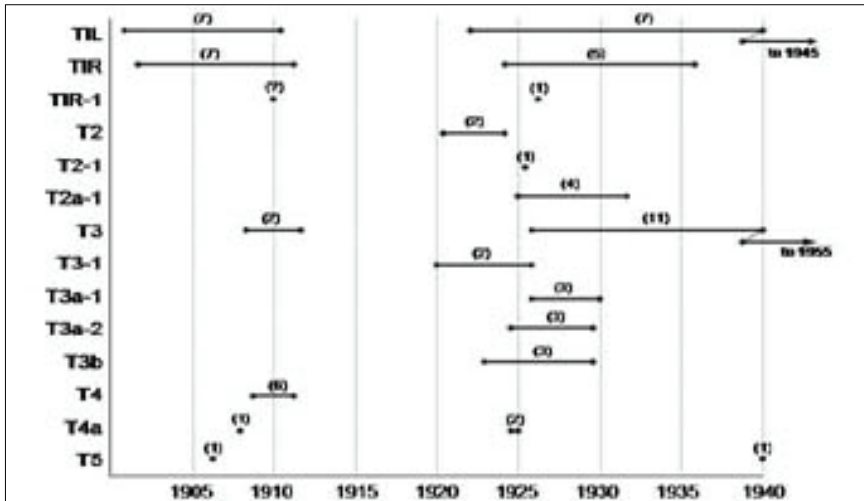


Figure 3. A graphic presentation of the date distribution observed.

The “Cuts”

Figure 4 shows the details and dates of use of the 13 impressions in the sample having one or more “cuts”. With the possible exception of the second example of Type 3a.2, and the third of Type 4a, all the other “a” types show sharply edged cuts in the figure “2”. This raises the question of what materials were used in the obliterators. In the earlier correspondence reported in Appendix F: Table of orders for obliterating and cancelling devices 1851–1870, of Volume II of Boggs [6], the only materials mentioned are steel and brass (and cloth for the pad). There is no mention of rubber. Furthermore, close examination of the actual impressions reveal the building up of the ink around the edges so typical of the use of metal devices in relief printing.














Type T2a.1				
	16 Sep 1924	6 Aug 1930	13 Aug 1930	1 Sep 1931
Type 3a.1				
	11 Aug 1926	30 Aug 1929	27 Apr 1930	
Type 3a.2				
	25 Jun 1924	17 Jul 1929	20 Jul 1929	
Type 4a				
	15 Oct 1907	20 Feb 1924	9 Aug 1924	

Figure 4. Dates of use of the “cut” samples of the “2” handstamps.

All of these “cut” impressions fall in the 1924–1932 period. Note, however, that there are variations in each set. Particularly notable are: the earliest example of Type 3a.1 where the central cut seems to be slanted upward to the right, and all three of Type 4a where the cuts differ in angle. Although these differences could be the result of differing applications of the same device, it seems more likely that they are from different devices.

It is hoped that this preliminary summary will prompt other collectors to examine their “terrible 2s” covers, add to the data available, and so improve the conclusions. The author would be pleased to receive any such. Please include the sending date, the receiving date (if available), and the type and height (or a scan of the mark if possible) to richard_johnson@umanitoba.ca.

Acknowledgement

The author is indebted to Glenda and John Cheramy for providing full-scale coloured scans from their postcard collection of twenty examples included in this study. He also thanks Don Fraser for his unstinting loans from his philatelic library.

References

- [1] Gib Wallace, Postage Due Markings and Handstamps, *Maple Leaves*, Vol. 29, No. 6, April p. 261 (2006).
- [2] J Paul Hughes, ed., *Proof Strikes of Canada*, Vol. XXIII, *Miscellaneous Proof Strikes of Canada*, Robert A. Lee Philatelists Ltd., Kelowna, B.C., 1993, pp. 158, 159.
- [3] In particular, shown full size are what are here called Type 1R and Type 3, as well as a Type 3 which is only about two-thirds the normal size. If this were its actual size (as might be expected), it represents a “2” that is not included in this sample.
- [4] Originally, a third variety was identified where the direction pointed at the “bulge”, but it was subsequently discarded because it seemed to exceed the precision of the measurement.
- [5] Whether or not there are two different periods of use of Type 1L is debatable, but the occurrence of Type 1R only in the latter period would seem to give some credence to the existence of the two periods of Type 1L.
- [6] Winthrop S Boggs, *The Postage Stamps and Postal History of Canada*, Volume II, Chambers Publishing Company, Kalamazoo, Michigan, 1945.
- [7] For a discussion of this “ink squeeze”, see LN Williams, *Fundamentals of Philately*, rev. ed., American Philatelic Society, 1990, p. 183.

1951 Definitive issue dates in question

BNAPSer Andy Ellwood recently wrote in the George VI Study Group newsletter, *The Post & Mail*, to say that he has been working on a 75-year date collection for the years 1898 to 1973, and that he periodically comes across unusual dates. He mentioned that he only uses examples of the 1951 4 ¢ vermilion King George VI definitive for the period November 1951 to February 1954. According to the *Unitrade Specialized Catalogue of Canadian Stamps*, this stamp was not issued in sheet form until 8 November 1951. Among approximately 3,000 stamps, Andy has found five copies with SON dates earlier than that date. Andy writes: “Originally, I thought that it was an early release in Zurich, Ontario as the first two examples that I found were from that town. However, I now have two more examples from Ontario and one from Saskatchewan, and I am still looking.” Examples of the dates and place of use can be easily seen from the scans below.

Next stop for Andy was Canada Post’s web site, which revealed that the 1951 4 ¢ vermilion was issued on 25 July, not 8 November 1951. This has left Andy wondering why he has identified no dated examples prior to October 1951. Andy’s question—“Were these held back in order to move the stocks of the 1949/50 4 ¢ carmine? If so, there should be some record as to when they were released by the Post Office.”

Andy plans to explore this story further and promises to keep *Post & Mail* readers informed about his findings. He asks any George VI Study Group member with information to share related to the 1951 4 ¢ vermilion issue dates to contact him by email at andy_ellwood@rogers.com, or through your Editor.



Figure 1 The two cancels discussed above.


Keywords & phrases: George VI, issue dates, George VI issue date

A rare internment camp dater

C D Sayles

CANADIAN WW II prisoner-of-war and internment camps used the nearest civil post offices to receive and despatch mail. Mail for prisoners was double bagged at the Base Post office in Ottawa, and the inner bag was delivered, unopened, to the camp by the local civil PO. However, Camp W at Neys, Ontario, was located in an area so remote that there was no nearby civil PO. Swearing in the Camp Commandant as a post office employee solved the problem. He was issued a postal kit that included the hammer illustrated below. Camp X at Angler, Ontario had the same problem, which was solved in the same way.

The hammer illustrated below was proofed in November 1940. It was in use for fewer than eight weeks because the Camp's name was changed from Camp W to Neys. A civil-type steel hammer reading "Neys" was provided to replace the Camp W dater, and the new hammer was in use before the end of January 1941. This is the only known strike of the Camp W dater.

Despatching Office		REGISTERED LETTER BILL		Receiving Stamp	
		CANADA			
		<i>Canada</i> <i>Base P.O.</i> Via Train No.			
Despatch No.		Lock or Seal No.		(To be entered when Rotary Lock is used)	
Despatched by:					
**INDICATE IN THIS COLUMN BAGS—B. M. KEY PACKETS—M.P. ARTICLES OTHER THAN LETTERS—P LETTERS—LEAVE BLANK			THE ENTRY DESPATCH AND RECEIPT OF MONEY PACKETS SHOULD BE INITIALED BY TWO CLERKS		
	**	NAME OF ORIGINAL MAILING OFFICE	MAILING OFFICE REC'D N. No.	DISPOSITION — DESPATCH	
1		<i>Canada</i>	<i>1</i>		
2					
3					

Keywords & phrases: World War II, internment, Camp W, Neys

New issues

William J F Wilson

ON 28 May, Canada Post released the third stamp in the excellent series on the history of French settlement in Canada, this one honouring the voyage of Champlain, south from Port Royal in the fall of 1606. This is a joint issue with the United States Postal Service, and the US 39 ¢ stamp appears on the souvenir sheet along with the Canadian stamp.

The ship depicted on the stamp, an 18-ton, two-masted barque, was the second ship built in North America. The first, also an 18-ton barque and presumably of the same design, had been wrecked on rocks near Port Royal a few months earlier. Apparently, no depiction of the ship survives, and the one shown is, according to Canada Post's article on its web site, "a reconstruction by Montréal historian and illustrator Francis Back, who re-imagined the barque based on historical information in Champlain's journals and records, such as supply lists." Most barques were larger, ocean-going ships of three or four masts, but de Monts wanted a smaller ship for exploring the shallower waters along the coast.

The expedition was led by Jean de Biencourt, Seigneur de Poutrincourt, with Champlain as cartographer. This was actually Champlain's fourth venture south. On the second voyage, under de Monts, in the fall of 1605, he mapped the coast as far as Cape Cod, so in 1606 he wanted to sail directly for Cape Cod and then map the coast south from there. Poutrincourt, however, had not been on the previous voyage and wanted to examine the coastal route. As a result, they added only a short length of coastline beyond Cape Cod, as far as present-day Martha's Vineyard.

There are two easily distinguished stamp varieties in this issue: the pane stamp, printed by Canadian Bank Note, is perforation 13.1 x 12.5, whereas the stamp on the souvenir sheet, printed by Ashton-Potter, is perforation 11.0 x 11.0. The Ashton-Potter stamp also has darker engraving and a darker shade of green on the map. Another difference, perhaps not so apparent to the eye, is that the CBN stamp is 0.3 mm narrower than the Ashton-Potter stamp.

Another map stamp was released on 30 June, commemorating the 100th anniversary of the Atlas of Canada. The first edition was created by James White, Chief Geographer of Canada, depicted on the stamp along with a modern relief map of Canada and a pair of proportional dividers. Canada was only the second country in the world to produce a national atlas, the first being Finland.

Keywords & phrases: new issues

The pane of sixteen stamps, printed in an innovative design that looks very much like a large souvenir sheet, shows portions of two other maps: a population map and a second relief map. The stamps are divided into two pairs of two rows of four stamps each, with the second row in each pair being offset to the right from the row above, by one stamp. Because of this offset and the layout of inscriptions in the margin, there are no corner blocks of four and no corner inscription blocks on the pane.

The information in the accompanying tables is from the Canada Post web site:<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).

Table 1. 2006 Commemorative Stamps

Stamp	Museum of Civilization	Canadians in Hollywood	Champlain (pane)	Champlain (souvenir sheet)
Value	89¢	4 x 51¢ s-t	51¢	Cdn 51¢; US 39¢
Issued	11 May	26 May	28 May	28 May
Printer	L-M	L-M	CBN	A-P
Pane	8	8	16	2 x 51¢; 2 x 39¢
Paper	C	C	C	C
Process	6CL	5CL + 2 varnishes	6CL + 1 intaglio	6CL + 1 intaglio
Qty (106)	3	SH: 6 SS: 0.6	4	0.3
Tag	G4S	G4S	G4S	G4S
Gum	P-S	SH: PVA SS: P-S	PVA	PVA
Size, mm	38 x 50	30.5 x 48	39.7 x 40	40 x 40
Perf	simulated	SH: 13.1 x 12.5 SS: simulated	13.1 x 12.5	11.0 x 11.0
Teeth	N/A	SH: 20 x 30 SS: N/A	26 x 25	22 x 22

Table 2. 2006 Commemorative Stamps

Stamp	Vancouver Aquarium	Snowbirds	Atlas of Canada	Lacrosse	Mountaineering
Value	51¢	2 x 51¢ s-t	51¢	51¢	51¢
Issued	15 Jun	28 Jun	30 Jun	06 Jul	19 Jul
Printer	L-M	CBN	L-M	L-M	L-M
Pane	10 (booklet)	SH: 16; SS: 2	16	8 (booklet)	8
Paper	C	C	C	C	C
Process	7CL + varnish	9CL	9CL	6CL	7CL + varnish
Qty (106)	5	SH: 5; SS: 0.4	2.5	3	4
Tag	G4S	G4S	G4S	G4S	G4S
Gum	P-S	PVA	PVA	P-S	P-S
Size, mm	48 x 24	48 x 27.45	45.5 x 32	41 x 30	29 x 46
Perf	simulated	12.5 x 13.1	13.2 x 12.5	simulated	simulated
Teeth	N/A	30 x 18	30 x 20	N/A	N/A

Table 3. 2006 Commemorative Stamps

Stamp	Duck Decoys	Graphic Designers	Wine & Cheese	Macdonald College	Endangered Species
Value	4 x 51¢ s-t	51¢	4 x 51¢	51¢	4 x 51¢
Issued	03 Aug	16 Aug	23 Aug	26 Sept	29 Sept
Printer	CBN	L-M	L-M	L-M	L-M
Pane	SH: 8; SS: 4	16	8 (booklet)	8 (booklet)	4
Paper	C	C	C	C	C
Process	4CL	5CL	8CL	6CL	8CL
Qty (106)	SH: 4.5 SS: 0.4	2.5	5	2.5	SH: 4 SS: 0.4
Tag	G4S	G4S	G4S	G4S	G4S
Gum	PVA	PVA	P-S	P-S	SH: P-S SS: PVA
Size, mm	38 x 48	32 x 42.5	irregular	36 x 45	SH: 50.5 x 27 SS: 48 x 24
Perf	13.1 x 12.5	12.5 x 13.2	N/A	simulated	SH: straight SS: 13.3 x 13.3
Teeth	25 x 30	20 x 28	N/A	N/A	SH: N/A SS: 32 x 16

On the street where you live— a short story about a Canadian stamp series

David G Jones

THIS is a story with a couple of messages and more than a little mystery (always a good thing in philately). It concerns the ‘Canadian Streets’ stamps, an on-again, off-again series issued between 1977 and 1982.

You’re probably thinking—gosh, there must have been a lot of stamps to cover such a time frame. After all, for the 1976 Olympic Games, Canada issued 15 stamps between 1973 and 1976, a much shorter time period. But no, this series included only four stamps, in denominations of 50, 60, 75 and 80 ¢. The story behind this story tells us a great deal about the context and process of issuing stamps. It is likely that these experiences, behind-the-scenes challenges of which we philatelists and postal users see only the smallest hints, are common to most countries.

The ‘Streets’ story begins in 1977. Canada Post announced that ‘Medium Value Definitives—Street Scenes’ would be issued on 5 October. Then, for unknown reasons, the release was postponed until 7 December. In November, Postmaster General (PMG) Blais advised that the set would comprise stamps of these denominations: 50 ¢ (‘prairie town’), 60 ¢ (‘Eastern Maritime provinces’) and 75 ¢ (‘a large city’). Stamp design was by Tom Bjarnason, printing by BNA Bank Note.



Figure 1. 1977 PS14 bulletin showing the original ‘Street’ stamp designs and values.

Keywords & phrases: postage stamps, value and design changes

The Canada Post ‘backgrounder’ and PS 14 stamp bulletin (Figure 1) made amusing references to the main streets of prairie towns, “where the commercial, political and social concourse from the vast farms and ranches flow”. East coast streets, on the other hand, were said to “reflect the lifestyles of hardy maritime people ... lined with bravely painted structures, solidly built, like ships, to resist the elements.” In contrast, it seems the streets of “larger cities” were substantial and elaborate in their detail, but otherwise boring. We are not told where these “larger cities” are located, except that they are in “central Canada”.

Along with the PS 14 bulletins, attractive lobby posters were printed, illustrating the three stamps in the traditional legal-size format. Miniature posters measuring 20.4 mm x 26.6 mm were also prepared. These mini-posters were, as far as I know, used only as content identifiers inserted on top of bulk packs of stamp sheets. They appeared between 1973 and 1978, sometimes inscribed with the total dollar value of one pane in the pack. This 1977 ‘Street Scenes’ miniature poster suggests that the three stamps were printed and packaged. But were they distributed?

December 1977 came and went, and no ‘Street Scenes’ hit the streets. Canada Post reported that the printers were involved in a labour dispute, further delaying the issue date. We are never told when this dispute occurred—before, during, or after the planned release date. A February/March 1978 Philatelic Service *Notice to Collectors* advises that the ‘Street Scenes’ stamps will be issued 6 July 1978.

At the same time, however, we are told that the 60 ¢ stamp will not be issued, “because of new postal rates which will be in effect by that date (therefore) an 80 cent value will be issued in the same design as previously announced for the 60 cent stamp.” The ‘Streets’ set, embarrassingly, must now share its launch day with the 12 ¢ Jewelweed definitive, a plant also known as ‘touch-me-not’.

So, in ten months, between the intended release in October 1977 and the delayed release planned for July 1978, Canada Post has experienced delays of an unexplained nature, as well as labour disputes, postal rate changes, and a change in PMG, with Gilles Lamontagne replacing Jean-Jacques Blais. All of that must no doubt have kept the public affairs folks (and likely everyone else at HQ) busy.



Figure 2. 1978 PS14 showing change in value for ‘Maritime Street’ stamp.

Next, a May 1978 Canada Post press release states that we will soon see a ‘Streets’ set featuring “scenes typical of a prairie town, a large metropolitan city in central Canada, and a village on the [Eastern?] seacoast”. The technical fact sheet describes the issues as illustrating “old-fashioned row houses of large cities, the prairie town’s wide main street and the hill-hugging houses of the Maritimes”.

In July, the new set is launched with an accompanying PS 14 (Figure 2) shared with the Jewelweed definitive (Figure 2) and a series of lobby and bulk pack posters, the latter carrying denominations of \$25, \$37.50, and \$40 for a pane each of the 50 ¢, 75 ¢ and 80 ¢ stamps, respectively. Remember, we’ve lost the original 60 ¢ stamp value, supposedly because rates changed.



Figure 3. 1982 PS14 showing the finally issued 60¢ ‘Street Scene’ value.

60 ¢ stamps were actually produced in 1977 (get out your miners’ helmets, BNAPSers, and start digging), we are left with two key questions—questions about Canadian postal services and national unity.

First, just what was the postal rate which was overtaken in 1978 but magically reappeared in 1982? Does anyone care to make a guess on that score? Second, who or what was behind the replacement of the seacoast/Maritime/Atlantic scene on the 60 ¢ stamp of 1978 with a scene from an Ontario city? Could this be yet another case of dastardly central Canada domination—a denial of the pride and birthright of Atlantic Canadians?

We shall likely never know, but maybe, just maybe, this issue can be fully and appropriately resolved when postal rates hit 60 cents. Indeed, it would be quite fitting if the 60 ¢ first class stamp were a seacoast/Maritime/Atlantic scene.

Displaced Maritimer David G Jones with tongue in cheek—actually a lot of cheek—looking at a blip on the stamp-issuing screens of Canada.

Now we must fast forward to May 1982. Sharing the spotlight with new Maple Leaf and Queen Elizabeth II definitives, tucked away on the back of the PS 14, is a notice that the “fourth in the present medium-value series, the new 60 cent stamp depicts a street scene in an Ontario city [Figure 3]. The previous stamps showed street scenes in a town on the Prairies, a city in Quebec [what happened to ‘Central Canada?’], and a city on the Atlantic coast” (not ‘seacoast’ and not ‘Maritimes’). Tom Bjarnason is still the designer but printing is now by the ‘Canadian Bank Note Co.’.

Now, aside from the purely philatelic mystery of whether or not

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Study groups & contact persons

Admirals John Cooper, 3470 Avenue Patricia, Montreal QC H4B 1Z1

Air Mail George Dresser - 501 Fairview Ave, College Station TX 77840 (g-dresser@cox-internet.com)

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BNA Perfins Steven Koning, RR#1, 1401 Hwy 62, Bloomfield ON K0K 1G0

(steven.koning@sympatico.ca)

BNAPS Internet Study Group (ISG), Greg Spring, 25 Kirkstall Road, Sheffield S11 8XJ, UK

(g.m.spring@asch.co.uk)

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(Continued from page 2)

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