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A full setting of the Land & Sea overprint, p. 6

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# BNA pics

Volume 65 Number 1 Whole Number 514

## The Official Journal of the British North America Philatelic Society Ltd

### Contents

3	Newfoundland's 1933 Land & Sea Post stamp .....	<i>Norris (Bob) Dyer</i>
13	My favourite stampless covers 4. A cover delivered by both the imperial and province of Canada postal systems .....	<i>CR McGuire</i>
20	The Quebec–Point Levi 1d / 2¢ covers .....	<i>George B Arfken and Charles G Firby</i>
25	The people behind the Estevan–Winnipeg semi-official airmail flight.....	<i>Bill Longley</i>
30	Matters military 3. North to Alaska: The RCAF .....	<i>Doug Sayles</i>
33	Postal beginnings at Niagara Falls during the pence period, 1800–1859 Part 2.....	<i>Doug Irwin</i>
40	Study group centreline.....	<i>Robert Lemire</i>
43	Cover stories (13) DLO mail—anything but dead! Part 1 .....	<i>Mike Street</i>
50	Canada's 1937 Coronation flag cancellations .....	<i>Gary Dickinson</i>
59	Canadian suspended mail to Switzerland, end 1942–early 1943 .....	<i>Charles LaBlonde and Gary Coates</i>
65	New issues .....	<i>William JF Wilson</i>
67	New book releases from BNAPS.....	
71	For a penny or two...#6 Postage paid in cash post cards .....	<i>Victor Willson, OTB</i>
74	Updates and addenda for money letters and registered pence era covers to the UK.....	<i>Charles G Firby and George B Arfken</i>

### Cover Illustration: A full setting of the Land & Sea overprint, p. 6

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# Newfoundland's 1933 Land & Sea Post stamp

Norris (Bob) Dyer

## Introduction

IN 1932, the basic registry rate from Newfoundland to Canada, the US, Great Britain and the British Empire increased from 14¢ to 15¢. This led to an eventual shortage of the contemporary 15¢ seal pup definitive stamp. While awaiting a new order of this definitive, 70,000 copies of the 1932, watermarked, 15¢ airmail stamp were overprinted "L. & S. Post" (land & sea) for non-airmail usage. There are unanswered questions about this plan and when the new order of the 15¢ seal pup stamps arrived. The overprinting did result in some heavy-duty varieties, however, several of which are among the scarcest and most expensive twentieth century Newfoundland emanations. Examples of the dog sled stamp before and after overprinting are shown in Figure 1. Also included in that figure is one of only a few known copies with an **AYRE** perfin.



Figure 1. The 15¢ airmail stamp, before overprinting to the left, and the basic overprint in the centre. The perfin on the right is significant in that it shows that some of these stamps were used for their intended purpose.

## The author hesitated

Six pages of my exhibit, *Postal Shortages and Surcharges Issues of Newfoundland*, last shown at WASHINGTON 2006, focus on the L. & S. stamp. I have written extensively on the *surcharged* issues, but not this stamp, until now, for two reasons:

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Keywords & phrases: Newfoundland provisional issue



- First, I had hoped to add a significant missing variety to my collection and to be able to show it in any study. Unfortunately, the last time it came to auction (2006) it sold for \$8,625. [1] So, absent an economic miracle, I shall never own an example. It is, however, described later in this article.
- Second, I wanted to be able to document the *end* of this provisional period. This is known for other Newfoundland postage shortages, but nowhere can I find when the re-order of the 15¢ seal pup stamp arrived.

In any case, I decided to write about this issue because there is scant mention of it, either in *BNA Topics* or in the Newfie Newsletters. Perhaps its status as a stamp sold mostly to speculators has dampened interest. After all, CHC Harmer, in *Newfoundland Air Mails*, said it was “something of a drug on the market for several years.” [2]

## A history of this issue and common varieties

The General Assembly of Newfoundland approved rate increases on 30 April 1932, bumping the basic letter rate from four cents to five cents to Canada, the US, Great Britain and the Empire. Although the 10¢ registry rate remained the same, the impact was to increase basic registration rate to these countries from 14¢ to 15¢.

Starting in 1932, the 14¢ Newfoundland dog stamp from the first “Resources Issue” was often used for the basic registration rate until May, when usage shifted to the 15¢ seal pup. Both of these were popular with topical collectors. By early 1933, there was an erosion of the on-hand supply of 15¢ stamps. Figure 2 shows a late usage of the seal pup from 21 January 1933.



Figure 2. A late usage of the 15¢ seal pup, just two weeks before the overprinted 15¢ L. & S. Post stamp, meant to substitute for it, was issued.

For some reason, officials had not ordered a new supply in a timely way, or perhaps there was a problem with Perkins, Bacon & Co. Seventy thousand of the watermarked 1931 airmail were then overprinted vertically from top to bottom “L. & S. Post”, for “land and sea post”, to distinguish them from the airmail stamp. In addition, two vertical bars on each side obliterated the words “AIR MAIL”. This was done by DR Thistle of St. John’s in a setting of 25 (5 X 5). Figure 4 shows a complete setting of the overprinted version.

The underlying airmails were perforated 14.1 X 14.1, 13.8 X 13.8 and (rarely) 14.1 X 13.8. The stamps used for overprinting were in the first two perforations. Most that I have seen measure 13.8 X 13.8. Several rare varieties (described later) are 14.1 X 14.1. In a 1953 *BNA Topics*, the Meyerson brothers reported:

We checked all our copies of C9 and they were all line 14.1, yet when we checked our copies of the “L. & S.” overprint, #211, we found that they were all 13.7 [13.8]. We think this is an excellent opportunity for everyone to check their copies of #211. [3]

Most catalogues describe all the L. & S.’s as perf. 14, but it does appear the 13.8 perforation is more common than the 14.1—for the record.

On some settings, the fourth row is without watermark, leading to a fairly common variety described as a vertical pair with and without watermark. There are additional examples of the watermark missing from other individual stamps.

According to CHC Harmer, the stamps were put on sale on 9 February 1933 at 11 A.M., and the entire 70,000 copies sold out that day! [2] So much for *that* plan. Covers from the 9th, often inscribed by the sender as “First Day Cover”, are common. Much of the balance was probably saved in complete settings, at least initially, until it became clear they were not worth a premium. As late as his 1940 price list, Rev. EA Butler was selling mint copies for only 25¢. In his buy list from circa 1944 he was offering just 18¢. [4][5]

The government’s haul from that one-day sale was over \$10,000, and a cynic might speculate that such was the intent in the first place. After all, previous surcharged provisionals and certain airmails had drawn a lot of attention, and some

ultimately become well worth collector investment. A few of the overprints were used as intended, as on this 20 February 1933 registered cover to Canada (Figure 3, left), but it’s likely the government just miscalculated, compounding the felony of not promptly ordering a replacement supply of the 15¢ seal pup.





Figure 4. A full setting of the L. & S. Post overprint.

A second unanswered question is when the new supply of 15¢ seal pup stamps finally arrived. Clarence Stillions referred me to the Canadian Archives and Robert



Pratt's records for a possible answer. In answer to my question, Pascal LeBlond, Project Officer, had this to offer:

A summary search of Pratt's research revealed nothing, at this time, about the 1933 printing of Scott #195 [the seal pup stamp]. The only printing date found so far for this stamp is the final one: 14 November 1935. [6]

It's safe to assume that the new order of 15¢ seal pups arrived on the scene shortly after the debacle with the overprinted stamp. Later that year, the 15¢ Humphrey Gilbert issue was also released, and some found their way onto registered covers, albeit mostly from collectors.

## Rare variety #1 — A shift or a *shaft*?

CHC Harmer writes that five officials of the post office supervised the overprinting by the "King's Printer" and found five settings (125 stamps) that were unsatisfactory. He goes on to mention that:

Recently an unusual sheet with the overprint diagonal has come on the market and one might wonder whether this was a sheet that should have been destroyed but was not.. [2]

I was told that at one time this setting had been owned by Canon Rusted, a prominent Newfoundland collector in the 1930s. In the 1990s, the late John Butt and I purchased a strip of five that was probably from it, and perforated 14.1 X 14.1. I kept a strip of three, and Butt retained the pair. This prompted new *Newfoundland Specialized Stamp Catalogue* listings with multiples at between \$590-850 from the setting. [7] NSSC pictured my strip of three (Figure 5). UNITRADE followed, with a listing of an "overprint badly shifted" at a premium, but did not provide an illustration. This is where the *shaft* comes in.



Figure 5. A strip of the rare—and very dramatic—shifted (and rotated) overprint.



Many of Newfoundland's surcharged and overprinted stamps include issued examples where surcharges/overprints were shifted, but only a few (besides the instant issue) warrant attention. Other extreme shifts can be found on the 1919 Alcock stamp and 1932 Dornier, for example. The latter two are also illustrated in the current NSSC. Listings on eBay and in auction catalogues should be matched against such illustrations, as "slanted surcharges" are too often (incorrectly) listed for even the mildest of deviations. Figure 6, at left, for example, shows an L. & S. with a shift, but not totally unusual for the issue and not "badly shifted" in my opinion.

In 2006, an amazing, shifted setting of 25 reappeared after 50 years, with even more sensational varieties, which I describe below.

## Rare variety #2—Must I stand on my head?

Harmer reports that the officials supervising the overprinting found two settings with inverted overprints which were destroyed. He adds that one setting was missed.

This is understandable. Unlike inverted overprints on a number of Newfoundland surcharges issues, this error does not jump out at you, as the vertical overprint can just as easily be read top to bottom as bottom to top. The total number of error stamps, then, is just 25, and this seems correct to this day, as they are seldom seen on the market. Figure 7, at right, shows an example, perforated 14.1 X 14.1.

Although this error does not have the cachet that other inverted



Figure 7. One of just 25 possible examples of the text reading from bottom to top, rather than the correct top to bottom.

Newfoundland surcharges and overprints have, it is truly scarce. For example, Harmer estimates that 52 copies of the more glamorous and costly inverted 1932 Dornier were released. [2] Collectors who seek major varieties have started to realize this, and the catalogue value of the L. & S. invert has tripled in the last decade to its current \$2,600 in Scott's. [8] There are no records of used copies, by the way.

Because this error can be so easily missed, I make it a point to check all mint copies posted on eBay, for that golden needle in the philatelic haystack!

## Rare variety #3—where, oh where, has my overprint gone?

Back to Harmer—but here is where his information is no longer up-to-date. He reported that the post office officials missed one setting of 25 that was missing the overprint on the top row of five stamps, creating a MAJOR rarity that he described as “Vertical pair, upper stamp without overprint”.

I have been researching this error over the years, looking for illustrations in older auction catalogues. I noted that, on some examples, the overprint on the lower stamp varied regarding its positioning left to right. Usually, on the L. & S. stamps the overprints are constant in their placement on any given setting. It led to me to the conclusion that two complete settings of 25 have escaped scrutiny. NSSC picked this up several years back, changing the total possible error pairs from five to ten. [7]

My friend and fellow Newfoundland collector, Dean Mario, finally provided me with proof of the second setting, by sending me a lot description of a complete setting in a 1978 CAPEX auction.

Since I had seen illustrated examples in auction catalogues of pairs that predated 1978, it was 100% clear that at least two settings had been released. This is the rare variety, mentioned earlier in this article, that I have not been able to secure. Scott now lists this pair at \$3,750, much less than its current market value. [8]

I was secure in my belief that only two settings of this variety were released, until I viewed a copy of the Sotheby's May, 2006 auction of the Philatelic Collection of Sir Gawaine Baillie, Bt. Volume VII: British North America. [1] The lot that caught my attention was #549. It ultimately sold for \$26,450. I've scanned the illustration as Figure 8.

Here is the lot's informative description by Sotheby's:

Block of 25 with the overprint missing on the first two rows and slanting diagonally right on the remaining, resulting in five vertical pairs, or strips of 5 with the error, the watermark appears to be missing on Position 4/9 [?], small areas of gum loss and very light creases, fresh, original gum. UNIQUE AS A PANE OF ONE OF THE MOST IMPORTANT

PIECES OF 20<sup>TH</sup> CENTURY NEWFOUNDLAND PHILATELY.  
 PROVENANCE: Dr. Emlen Stokes, 1954

CATALOGUE NOTE: There was an initial discovery of one pane with the overprint missing on the upper row, and the subsequent rows overprinted normally; this pane was later split into vertical strips of 5. In the Dr James J. Matejka Collection, there was vertical block of 10 with the overprint missing on the top two stamps, the remaining stamps being misplaced to the right, indicative that a further pane was printed with the error. Sir Gawaine's pane is thus the third of three printed and remains the only one intact. [1]

I believe this information is accurate, but it fails to distinguish this re-emerged pane from the two earlier-known settings. In the Baillie pane, the top *two* rows are without overprints, thus actually creating a new variety that deserves catalogue listing—namely, vertical strip of three, top two stamps without overprint. Given the uniqueness of this error pane, the price was quite reasonable, and it's to be hoped that the owner keeps the item intact.

I re-checked the on-line Horace Harrison library of older *BNA Topics* and found a 1953 mention of this pane by the Meyerson brothers. It suggests where Dr. Stokes may have purchased this gem:

Earl P.L. Apfelbaum, a member of our very active Philadelphia Group has just come up with a *previously unrecorded* item. We've seen a photo of the item so that we are certain that it does exist. The item in question is a pane of 25 (5 X 5) of Scott #211 except that the top *two* horizontal rows are without overprint....this is the first time we have heard of the existence of a sheet with two rows without overprint. [9] [Italics added.]

Thus, *ex nihilo*, twenty years after its release, dealer Apfelbaum apparently came into possession of this pane and must have sold it the next year to Dr. Stokes. Stokes later probably sold it to Sir Gawaine in a private sale, as it disappeared from the record for over 50 years.

I bet some of you are dismissing all three panes as “printer's waste”, and perhaps they were, but no one is disputing them as eminently desirable now and containing choice items for the Newfoundland specialist (with a bit of money). After all, even the much-vaunted 1932 Dornier inverted surcharges have been questioned. Robson Lowe felt “the difference in colour [of the ink] suggests some official's unofficial connivance.” [10] Wouldn't you still like one of those in your collection?





Figure 8. The unique pane in which the *two* top rows are missing the overprint.

## Summary

Newfoundland's L. & S. overprint did not do much to relieve the need for 15¢ stamps in February, 1933, as speculators quickly gobbled up the 70,000 released. In

the apparent haste to make them available, postal officials missed at least five settings containing rare varieties: one pane with inverted overprints, one with the overprints diagonal, and three panes with either the top row or top two rows missing the overprint.

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- [1] Sotheby's Auction of Sir Gawaine Baillie, Bt, Volume VII: British North America, May 2006.
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- [3] Frères Meyerson, Trail of the Caribou, *BNA Topics*, Volume 10, No. 1, 1953, p. 22.
- [4] Rev. EA Butler, Price List of Newfoundland Stamps, 1940.
- [5] Rev. EA Butler, Buy List of Newfoundland Stamps, circa 1944.
- [6] Correspondence with Pascal LeBlond, Canadian Archives, 2006.
- [7] *Newfoundland Specialized Stamp Catalogue*, 6th Edition, 2006.
- [8] *Scott's 2008 Standard Postage Stamp Catalogue*.
- [9] Frères Meyerson, Trail of the Caribou, *BNA Topics*, Volume 11, No. 1, 1954, p. 17.
- [10] Robson Lowe, The Encyclopaedia of British Empire Postage Stamps, 1639–1952, Volume V, The Empire in North America, 1973.

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# My favourite stampless covers

## 4. A cover delivered by both the imperial and province of Canada postal systems

*CR McGuire* Ron McGuire has spent years researching postal rates and routes of Canada and the Provinces before Confederation. This series will feature some of Ron's favourite covers from the stampless era.

FROM 7 July 1784, the Post Office in British North America was managed by a Deputy Postmaster General (DPMG) who reported to the Postmaster General (PMG) of the Imperial Government in Great Britain. For many years, the colonies of Canada, Nova Scotia, and New Brunswick wanted control of their own postal administrations. Finally, in 1847, a conference was held to finalize the transfer. Details of this and the new *Post Office Act* can be found in Boggs. [1]

Thomas Allen Stayner (Figure 1) was the last Canadian DPMG to report to the PMG in London. Stayner held his position from 5 April 1828 until 5 April 1851. Notice that the dates Stayner began and ended his career are the same. Did he arrange this intentionally for some reason—the day before the Imperial Government transferred control to the Province of Canada on Sunday, 6 April? This is one of the most important dates in BNA postal history for several reasons, outlined later in this article.

On 4 March 1851, Stayner issued his last Departmental Order [2], informing Postmasters about the transfer of control, in the verbose language typical of the time. The transfer on 6 April 1851 involved only the Province of Canada, i.e., Upper and Lower Canada.

(DEPARTMENT ORDER)

Montreal, 4th March, 1851.

The Deputy Post Master General notifies the Department, that Her Majesty, having assented to the Provincial Act of the last Session, by which the Post Office in this Province, after a certain period, is to be transferred from the control of the Imperial to that of the Local Government, and His Excellency the Governor General having been pleased to signify his



Figure 1. Thomas Allen Stayner, Deputy Postmaster General of Canada, 1827–1851. (National Archives of Canada POS 2547)

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Keywords & phrases: Stampless, Imperial and Provincial postal systems

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determination to issue, on the 5th of April next, a Proclamation, declaring the said transfer—and further, His Excellency having advised the Deputy Post Master General, that it is his intention, from the date of the said Proclamation, to appoint the Hon. James Morris, Post Master General of the Province—the Deputy Post Master General considers it his duty, with as little delay as possible, to make Post Masters and others connected with the establishment acquainted with these facts for their guidance; they will understand, therefore, that on and after the 6th of April, proximo, the business of the Post Office will be directed by Mr. Morris, to whom all Reports and communications connected with transactions occurring on and subsequent to the said 6th of April, are to be addressed to the Post Office Department at Toronto; but as the Deputy Post Master General is to wind up the concerns of the Department to the date of transfer, the Accounts, Revenue, and Reports of all kinds, up to the 5th April, inclusive, are as heretofore to be sent to him at Montreal; and it being advisable that those concerns should be promptly closed, it is requested that the Quarterly Accounts may be transmitted, and the balances thereon paid in, as soon after the termination of the April Quarter as practicable. Post Masters will be particularly careful when rendering this Quarter's Accounts to include therein all authorized charges against the Department, as nothing then omitted can be afterwards claimed in their accounts.

The Deputy Post Master General having been commanded by His Excellency the Governor General, to aid in the introduction of the new Post Office system, which is to come into operation the 6th of April—forwards, in the accompanying notice, such information as appears to be necessary for the immediate guidance of Post Masters, to the study of which, between this and the time for acting upon the same, he recommends their best attention.

T. A. STAYNER  
Dy. Post Master Genl.

The transfer from Imperial control to Nova Scotia and New Brunswick provincial control did not become effective until 6 July 1851.[3]

CIRCULAR No. 5

TORONTO, June 20, 1851.

Post Masters are informed that the transfer of the Post Office in the Provinces of New Brunswick and Nova Scotia to Provincial control will take place on the 6th. of July next, and that from that date the uniform rate of 3d. per ½ ounce will form the sole charge on a Letter transmitted between any place in Canada and any place in New Brunswick, or Nova Scotia. Pre-payment will be optional.

J. MORRIS, Post Master General.



Examples of postal history between the two Maritime colonies and Canada during this short, three-month period are extremely rare.



Figure 2. Only known cover delivered by both the Imperial and Province of Canada postal systems.

The cover in Figure 2 contained a “Statement of Account” prepared and dated on 3 April 1851. It was addressed to a “Bailiff” and posted with a manuscript “Paid 9” in red ink in Longueil, Upper Canada/Canada East on Friday, 4 April 1851. This rate was in effect from 5 January 1844 to 5 April 1851 and was based on a letter’s weight and the distance to its destination. Prior to that, beginning 1 June 1792, postage rates were calculated on the number of sheets or enclosures and distance. The letter in Figure 2 transited through Montreal the same day under the Imperial Post Office, and Bytown, Upper Canada/Canada West on Monday, 7 April under the Provincial Post Office. It was received the same day in Aylmer, Lower Canada/Canada East. Coincidentally, the “two” covers in my first article in this series [4], also went between Montreal and Aylmer. However, both of these made their 123-mile journeys in the same day, while the cover illustrated here took an unusually long four days. Of course, I am pleased it did because it resulted in this dual Postal Administration cover, the only one of which I am aware. I am confident that there are other examples. The ultimate cover would have been posted 5 April, the last day of Imperial control, and received 6 April, the first day of the Provincial system.

Had the sender waited until Sunday, 6 April 1851, to mail his letter, he would have saved 6 pence because the rate was reduced to 3 pence per half ounce regardless of distance. He could even have saved 4 pence by sending it at the 5 pence unpaid rate. Using either method, there would have been a substantial cost saving for the time. Prior to 6 April 1851, letters could be sent paid or unpaid at the same rate, but after that date you could really annoy a recipient by causing them to have to pay an additional 2 pence for an unpaid letter. By waiting until the Sunday, the sender would have also created a first day of use of the Provincial Postal System, a cover I would also be happy to own.

The Provincial Post Office also introduced a new, third method of paying postage. [5]

DEPARTMENT ORDER [NO. 4.]

POST OFFICE DEPARTMENT,  
TORONTO, 21 April 1851.

Stamps for the pre-payment of Postage on Letters.

Postage Stamps are about to be issued, one representing the Beaver, of the denomination of Three pence; the second representing the head of Prince Albert, of the denomination of Six pence; and the third, representing the head of Her Majesty, of the denomination of one shilling; which will shortly be transmitted to the Postmasters at important points, for sale.

Any Post Master receiving Stamps from this Department will, by the next mail, acknowledge the receipt of the amount. At the expiration of each Quarter, and with his Quarterly Postage Accounts, he will render an account of Stamps on a form which will be hereafter supplied, charging himself therein with any amount which remained on hand at the close of the preceding Quarter, and with the amounts received during the Quarter just ended, and crediting himself with the amount then remaining on hand. The balance of the account so stated, representing the amount of Stamps he has sold or disposed of, the Post Master will add to the balance due on his Return for the same Quarter of Postages.

Any Letter or Packet, with one or more Stamps affixed, equal in amount to the Postage properly chargeable thereon, may be mailed and forwarded from any office as a pre-paid Letter or Packet; but if the Stamps affixed be not adequate to the proper Postage, the Post Master receiving the Letter or Packet for transmission will rate it with the amount deficient in addition. — This Regulation concerning Letters short paid has reference only to Letters passing within the Province.

Stamps so affixed are to be immediately cancelled in the office in which the Letter or Packet may be deposited, with an instrument to be furnished for that purpose. In Post Offices not so furnished, the stamps must be cancelled by making a cross (X) on each with a pen. If the cancelling has been omitted on the mailing of the Letter, the Post Master delivering it will

cancel the stamp in the manner directed, and immediately report the Post Master who may have been delinquent, to the Department. Bear in mind that Stamps must invariably be cancelled before mailing the Letters to which they are affixed.

Letters and Packets pre-paid by Stamps must be entered in the Letter-Bill separately from other pre-paid Letters, — and in like manner in the Monthly Sheets.

J. MORRIS, Post Master General.

It only took two days after the issue of Department Order [No. 4], until 23 April, for the 3d stamp to appear (I believe the earliest-known use is 1 May 1851), but the 6d was not issued until 17 May and the 12d on 14 June 1851. While Canadians could continue to send mail without postage stamps until 30 September 1875 [6], I consider the issuing of these postage stamps to be the beginning of the end for the type of stampless cover shown in Figure 2.

A final note about this cover: the double split ring postmarks have three of the four provincial designations: U.C., L.C., and C.E. (C.W. is not represented on this cover) in use during this period, and a fourth with no designation. “Aylmer–Ottawa” was used to indicate the town on the Ottawa River, to help more easily differentiate it, during mail sortation, from the other Aylmer, located in Upper Canada/Canada West. The use of the “O” below the year in this Aylmer postmark has always puzzled me. Does anyone know what it represents?

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- [2] *Ibid.*, p.7-B.
- [3] *Ibid.*, p.11-B.
- [4] *BNA Topics*, Vol. 64, No. 1, Whole Number 510, 2007, pp. 39-44.
- [5] Boggs, pp. 11-B to 12-B.
- [6] *BNA Topics*, Vol. 64, No. 2, Whole Number 511, 2007, pp. 43-47.



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## C\$ Retail

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# The Quebec–Point Levi 1d / 2¢ covers

*George B Arfken and Charles G Firby*

THE 1852 *Postal Guide* [1] included this statement:

58. On letters not exceeding  $\frac{1}{2}$  oz. in weight, between any place in Canada and any other place in British North America, including Canada, New Brunswick, Nova Scotia, Prince Edward Island, and Cape Breton, the rate is a uniform charge of 3d.

We would emphasize that “uniform charge.” Apart from  $\frac{1}{2}$ d drop letters, which would not go to another post office, the Canadian letter rate was to be 3d (per half ounce) for any place in Canada and the Maritimes. With this clear regulation, it’s a bit surprising that the postmasters of Quebec and Point Levi, on opposite sides of the St. Lawrence River, would arrange that letters between them would pass at a rate of 1d. Nine examples have survived, one stampless, six franked with two  $\frac{1}{2}$ d stamps and two franked with two 1¢ stamps. One or two underpaid letters might be an accident. Nine seems to establish the case for an unauthorized adjacent-offices rate.

Before the appearance of the  $\frac{1}{2}$ d pence stamps on 1 August 1857, any 1d Quebec–Point Levi covers would have had to be stampless. Figure 1 (from a black-and-white picture) shows such a 1d stampless cover dated 20 February 1857.



Figure 1. A folded letter from Quebec to Point Levi, rated 1d. (Longley Auctions).

Keywords & phrases: Local rates, Quebec, Point Levi

One auction catalogue describes the 1d rate as “a special rate comprising a one-half penny drop letter plus one-half penny ferry fee.”[2] This may describe the rationale for the one-penny charge, but it was still irregular and unauthorized. From the use of the ferry, these 1d / 2¢ covers are sometimes described as ferriage covers. They should not be confused with the “ferriage” that has been used to describe the international 1d / 2¢ cross-border covers between cities on opposite sides of the Canadian–US border. [See page 13 of the last issue for an example of a Niagara frontier ferriage cover.] These Quebec–Point Levi domestic covers may also be described as paying an (unauthorized) adjacent-post office rate. These nine ferriage/ adjacent-post office rate covers are listed in Table 1.

**Table 1. Quebec–Point Levi 1d / 2¢ Covers**

Date	From	To	Franking	Addressed to
<b>1d Covers</b>				
20 Feb 1857	Quebec	Point Levi	Stampless	Felix Fortier, Esq.
24 Nov 1857	Point Levi	Quebec	½d hor. pair, imperf	Henry Atkinson
1 May 1858	Point Levi	Quebec	½d vert. pair, imperf	Rev. Edmond Langevin
1 May 1858	Point Levi	Quebec	½d vert. pair, imperf	Augustin Gunther
18 Aug 1858	Point Levi E.	Quebec	½d vert. pair, imperf	
6 Nov 1858	Point Levi	Quebec	½d vert. pair, imperf	Jean Langevin
29 Jan 1859	Quebec	Point Levi	½d hor. pair, perf	Fortier, Esq.
<b>2¢ Covers</b>				
1 Oct 1862	Quebec	Port Levi	1¢ vert. pair	Fortier
20 Oct 1863	Quebec	Point Levi	1¢ vert. pair	Felix Fortier, Esq.

It is interesting to compare the dates of the covers with the dates of issue of the ½d stamps. The imperforate ½d stamp appeared 1 August 1857. The earliest-stamped cover, Figure 2, came less than four months later. The perforated ½d stamp was issued in late November 1859. The one example, Figure 5, came two months later.



Figure 2. A folded letter posted in Point Levi, 24 November 1857, and addressed to Quebec. Paid 1d with pair of  $\frac{1}{2}$ d stamps. No. 2 of Table 1. Courtesy of Robert A. Siegel Auctions.

There are two 1 May 1858 covers from Point Levi. These may be distinguished by the different addresses listed in Table 1.



Figure 3. A folded letter mailed in Point Levi, 1 May 1858. Paid 1d with an imperforate vertical pair of  $\frac{1}{2}$ d stamps. No. 3 of Table 1. Addressed to Reverend Edmond Langevin.





Figure 4. A folded letter mailed in Point Levi, 1 May 1858. Paid 1d with an imperforate vertical pair of ½d stamps. No. 4 of Table 1. Addressed to Augustin Gunther.

The sixth and last of the 1d covers is shown in Figure 5.



Figure 5. A folded letter posted in Quebec, 29 January 1859. Paid 1d with a horizontal pair of perforated ½d stamps. The cancel is Quebec's four-ring 37. No. 7 of Table 1.

These 1d Quebec–Point Levi covers are discussed in *Canada's Pence Era* [3, 116–119], which includes a picture of No. 6 of Table 1 and gives references.

The two 2¢ Decimal covers show that this unauthorized rate continued into the 1860s. Cover No. 8 was offered in the Christie / Nickle sale, lot 309. [2] One of the two 1¢ Decimal stamps was cracked, and the cover did not sell. It may no longer exist. The most recent cover reported, No. 9 of Table 1, is shown here in Figure 6.



Figure 6. A folded letter, mailed in Quebec, 20 October 1863. Paid 2¢ with a vertical pair of 1¢ Decimals. This cover is the latest-known usage.

This unauthorized ferriage/adjacent-post office rate may have started before February 1857, and may have continued beyond October 1863. We know that this unauthorized rate continued for at least six and one-half years. Just as we know of no document authorizing this 1d / 2¢ rate, we know of no document forbidding it until the October 1899 *Quarterly Supplement to the Official Postal Guide*. Actually, this October 1899 notice was rather late. The domestic letter rate had been reduced to 2¢ per ounce on 1 January 1899 making these special 2¢ rates irrelevant.

The authors would welcome information about any other stampless 1d / 2¢ covers between Quebec and Point Levi. Email info to garfken1@tampabay.rr.com.

## References

- [1] *Regulations and Instructions for the Government of the Post Office Department in Canada*. Quebec, 1852. British North America Philatelic Society, 1993.
- [2] Christie's Nickle Sale, March 19, 1993.
- [3] Arfken, Leggett, Firby and Steinhart *Canada's Pence Era, The Pence Stamps and the Canadian Mail, 1851–1859*, Vincent Graves Greene Philatelic Research Foundation, Toronto, 1997.

# The people behind the Estevan– Winnipeg semi-official airmail flight

*Bill Longley*

**T**HE Estevan–Winnipeg semi-official airmail stamp (Unitrade catalogue number CLP5) was issued 1 October 1924, intended for airmail use on covers between Estevan, Saskatchewan and Winnipeg, Manitoba. The front and back of a cover from this flight is shown in Figures 1 and 3.



Figure 1. Showing the front of the special envelope prepared for the flight. Note that the semi-official stamp is on the front, as is the special cancellation by the post office.

Besides being the only semi-official airmail stamp that was issued imperforate, it is the first semi-official to promote a province (First Saskatchewan Aerial Mail). The most peculiar aspect of this airmail stamp is that it is promoting something below ground—coal.

The photograph shown in Figure 2 shows the semi-official airmail covers in the mail bag and the airplane, along with the four central people involved in the flight, and ultimately why coal was the central theme of the design.

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Keywords & phrases: Estevan, Winnipeg, semi-official airmail

BNA Topics, Volume 65, Number 1, January–March 2008

The back of the photograph has the following contemporary handwritten note:

First Saskatchewan Aerial Mail  
 Flight Lieut. E. A. Alton  
 Receiving Mail Bag  
 From Postmaster C.D. Griffith  
 Of Estevan, Sask.  
 For Estevan to Winnipeg  
 Flight Oct 1<sup>st</sup>/ 1924  
 C.A. Manlove (with letters) in attendance  
 Time of Departure 7:50 am

Things happen because people make them happen. The four people named above all played a central role in this pioneer flight, but their individual stories have not been so far told, at least not in the philatelic press.



Figure 2. The mail is given into the custody of the flight crew for air transmission to Winnipeg. It got there okay—behind a steam locomotive.



## Charles D Griffith—Postmaster

Archivianet tells us that Charles D Griffith, shown in the photograph handing the mail bag to the pilot, was appointed postmaster on 27 June 1919 and held that office until 19 July 1955. [3]

Griffith was born in Carnarvon, Wales on 19 July 1885, did survey work in Northern Ontario for the CPR, worked for the International Harvester Company, and finally settled in Estevan in 1913. He enlisted in the Canadian Army in 1915 and served overseas, returning to Canada at the end of the war. [2]

Estevan's local website indicates that the post office building in which Griffith worked, and where these letters originated, was constructed in 1912 at the corner of 4<sup>th</sup> Street and 13<sup>th</sup> Avenue.

Besides his association with the Estevan flight, Griffith further benefited future philatelists as well as serving his fellow postmasters through "his active interest in the Canadian Postmasters' Association for which he was secretary for twenty-five years as well as being editor of *The Canadian Postmaster*, a monthly publication, which he developed from a small, one-sheet bulletin to a magazine of a considerable number of pages." [2] Griffith retired from the post office in 1955 and remained a resident of Estevan.

The Estevan community website indicates that his hobbies included photography, bridge, and philately, the latter possibly explaining his involvement in the semi-official airmail stamp.

## EA Alton—Pilot

The pilot, EA Alton, is shown seated in the plane receiving the bag of mail from Postmaster Griffith. The Canadian Expeditionary Force database shows an Edgar Atheling Alton, born in Portage La Prairie, Man on July 1 1896, his trade listed as "Student (Motor Engineer)," a fitting occupation for a future pilot. He joined the COEF on 12 April 1915 [4] and was described as 5'8" with blue eyes and brown hair.

This database further suggests that he was last seen in India and further information about him was available.

## Colin A Manlove—Promoter

Mr. Manlove, photographed to the far right, brings us to the heart of the matter, no pun intended.

CA Manlove was Colin A Manlove. [5] His business partner, David Bannatyne, resigned as bank manager of Estevan's Bank of British North America to open an insurance business with Manlove. Bannatyne was also a shareholder in Sunshine Coal Mine and Eureka Coal and Brick Co. Not surprisingly, the Eureka Brick

Company had an advertisement on the reverse of the flight cover, “BUY ESTEVAN BRICK”, which shows the reason for the two men’s involvement in promoting the area and their own business interests.

**ESTEVAN IS THE CENTRE OF THE ONLY HIGH COAL BEARING AREA IN SASKATCHEWAN**  
**NINE BILLION TONS OF LIGNITE COAL IN ITS VICINITY**

**Buy Souris Coal**

**Buy Souris Coal**

**The Large Producing Mines in the Mining Centre of Saskatchewan**  
 The Bienfait Mine  
 Western Dominion Collieries Ltd.  
 Manitoba & Saskatchewan Coal Co., Ltd.  
 Eastern Collieries of Bienfait Ltd.  
 Lignite Coal Mines, Ltd.  
 Big Lump Coal Co., Ltd.

**The Clay Beds of Estevan Enormous Deposits The Richest in Western Canada**  
**The Estevan Brick Co., Ltd.**  
 — Manufactures —  
 Face and Common Brick  
 Tile & Hollow Ware  
**Buy Estevan Brick**

**The Largest Nurseries in Western Canada**  
**WESTERN CANADA**  
 Millions of Hardy Trees  
 Shrubs and Fruit Stock  
 GROWN at  
**ESTEVAN**  
 for the  
**PRAIRIE HOMES**  
**Prairie Nurseries Ltd.**

Figure 3. The back of the cover shown in Figure 1. It appears that the flight was rather less about airmail than the promotion of local industry.

## The Flight

The semi-official stamps were sold for \$1 each to help defray the cost of the flight, with a total of 500 covers flown with the stamp, and a total of 1,926 covers flown in total. [4] Oddly, the same website [6] states that 1,400 ordinary covers and 400 covers (with the semi-official stamp) were flown. Either way, this information seems accurate when examining the size of the mail bag in the image.

The flight is described in detail in [5]:

The flight took off at 7:50 A.M. the morning of Oct. 01, 1924, on a clear day, and headed east. Arrival time in Winnipeg was to be approximately 12:35 P.M., after a refuelling stop in Brandon. However, engine trouble developed near Bienfait, and in landing in a field, the wheels hit hidden rocks, and the aircraft was wrecked. Lt. Alton took the mail bag in to the Bienfait Post Office, and it was put on the Souris train—so the "air" mail arrived in Winnipeg on the same day - but late!

## Conclusions

It was Colin Manlove's business interests that caused the Saskatchewan coal fields to be depicted on the Estevan–Winnipeg semi-official stamp. Isn't it ironic that the only semi-official airmail stamp promoting the ground (coal), ended in a crash before reaching its destination? Even more ironic is that "The Bienfait Mine" promoted on the back of the cover, shown in Figure 1, is located in the town where the plane crashed. The aerial promotion of the Saskatchewan coal fields ended in the coalfields themselves.

## References

- [1] <http://cap.estevan.sk.ca/community/thePowerCentre/GovernmentDepartments.html>
- [2] <http://cap.estevan.sk.ca/community/atalethatisold/families/gfams/griffithc.html>
- [3] Archivanet Post Offices and Postmasters  
[http://www.collectionscanada.gc.ca/archivanet/post-offices/001001-119.01-e.php?&isn\\_id\\_nbr=9700&interval=24&&PHPSESSID=ld94fpc5siak5q2gtum3e4jip5](http://www.collectionscanada.gc.ca/archivanet/post-offices/001001-119.01-e.php?&isn_id_nbr=9700&interval=24&&PHPSESSID=ld94fpc5siak5q2gtum3e4jip5)
- [4] <http://data2.archives.ca/cef/well1/208123a.gif>
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# Matters military

## 3. North to Alaska: The RCAF

*CD Sayles*

This is the third in a series devoted to Canadian military philately. Each column will be from one to four pages, focusing on a single subject. It will appear as often as material is available: If you have an interesting military story, why don't you tell it here?

FOLLOWING the December 1941 Japanese attacks on the United States, Canada quickly became involved in the defense of Alaska. Both the Army and the RCAF were involved. The RCN conducted some operations in Alaskan waters, but I am not aware of any postal history resulting from these operations, so the RCN is not covered here. This column deals with the RCAF deployment: the last issue dealt with the Canadian Army's role in Alaska.

The RCAF established two squadrons, known as "Y" Wing, at Annette Island (about 60 miles northwest of Prince Rupert) on 27 April 1942. Their duty was to cover the RCN base at Prince Rupert and later the American logistical base at nearby Port Edward. Figure 1 shows an early Canadian usage from Annette Island.



Figure 1. This is the earliest usage of the Annette Island APO by a Canadian I have seen. The APO number was removed from the hammer soon after. This censoring was done by RCAF Pilot Officer Rogers. The censor stamp is not listed in Helbeck. The letter pays the three cents first class surface rate. By October, a free surface mail concession was in place.

Keywords & phrases: Alaska, Aleutian Islands, RCAF X Wing, RCAF Y Wing



A month later, “X” Wing deployed to Anchorage and, subsequently, to several of the American air bases in the Aleutian Islands. The RCAF provided the aircraft, pilots, and all maintenance personnel. All other operational requirements were met by the American forces.

As this movement was going on, the Battle of Midway was fought, and Japanese forces took Attu and Kiska islands at the western end of the Aleutian Island chain.



Figure 2. An officer's letter, mailed from APO 948 at Umnak. The APO number has been excised from the dater. Note the double censoring by RCAF officers, but not by a US censor.

Postal services were provided to the RCAF by the US Army Post Offices, using American stamps and stationery. While, in theory, free surface postage was available by October, virtually all mail from RCAF personnel was sent by airmail at the basic six-cent rate. Postal censorship was done by the Wing's officers, who signed their names and ranks on the front of the envelopes. In many cases, the letters were also censored by the Americans, and the appropriate censor handstamps added.

The US APOs which served the RCAF Wings were:

APO 935	Annette Island
APO 937	Fort Greely, Kodiak
APO 942	Fort Richardson, Anchorage
APO 948	Fort Glenn, Umnak
APO 986	Amchitka

The RCAF also had a three-aircraft detachment at Nome, from July to November 1942. Nome was served by APO 947. No covers from RCAF personnel stationed there have been reported.

Initially, the RCAF squadrons were equipped with Bristol Bolingbroke reconnaissance bombers and Curtiss Kittyhawk fighters. Later, these were replaced by P-40s, Hurricanes, and Venturas. "Y" Wing at Annette Island performed anti-submarine patrols and fighter sweeps which met no opposition. "X" Wing in the Aleutians had a much more exciting life, as they flew cover for the bombing of Japanese-occupied Kiska and also did ground-strafting operations. At Kiska, RCAF F/L Boomer shot down a Japanese fighter aircraft, thus winning the sole victory of the war for the air element of the Home War Establishment.

After Attu and Kiska were cleared of their Japanese occupiers in May and August of 1943, the need for fighter aircraft was much reduced, and "X" Wing was back in Canada by September. "Y" Wing soldiered on at Annette Island until the spring of 1944, leaving only when it was clear that no credible Japanese threat existed.

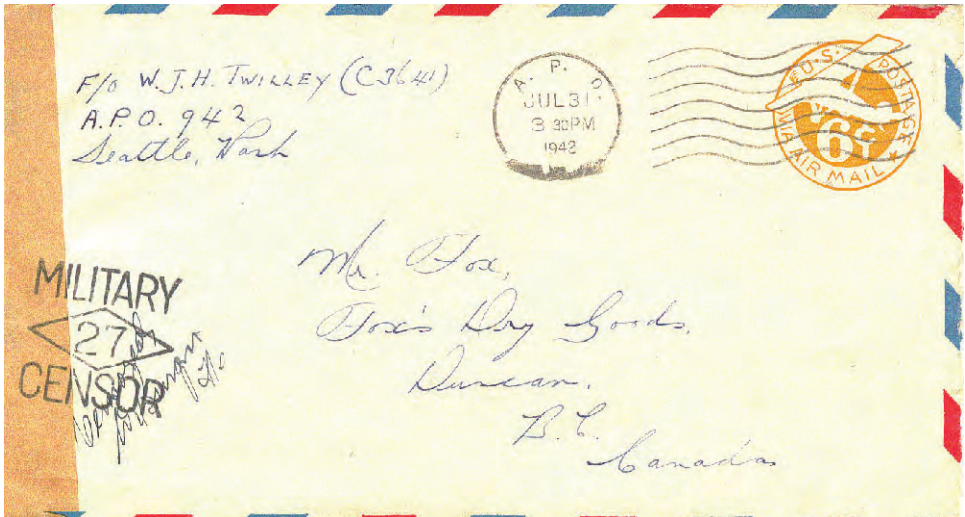


Figure 3. This letter from an RCAF Flying Officer was mailed at the Anchorage APO. Note that the APO number has been excised from the hub. The letter was censored twice: once by an RCAF officer and a second time by a US censor who re-sealed the envelope with plain, gummed tape. Anchorage was a major base and, even at this time, handled sufficient mail to require a machine-canceling device.

## References

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# Postal beginnings at Niagara Falls during the pence period, 1800–1859

## Part 2

*Doug Irwin*

*This article completes the postal history of the Chippawa post office begun in the last Topics.*

THE first (and misspelled) CHIPPAWA hammer required the date to be added in manuscript. By 1840, the Chippawa post office, being the southern terminus of the route around Niagara Falls, was handling a relatively large volume of mail. Two styles of large, Upper Canada, double split-ring cancels were introduced in 1839, one with date slugs for larger volume offices, and the other without date slugs for the smaller volume offices, which required the postmaster to add the date in manuscript. Chippawa had an 1839-type, double split-ring hammer, with date slugs proofed on 31 May 1842. The CHIPPAWA U.C. date stamp is found on outgoing mail, predominantly in red ink, although black was used at times, as was blue for a short period in 1845 and early 1846. Figure 11 shows an example.



Figure 11. A prepaid two-ounce money letter, posted 16 August 1843 at Chippawa, to Kingston.. This money letter paid 7sh 4d for a distance of between 201 and 300 miles. It was unusual for the postage to be explained by the postmaster on a folded letter.

Figure 12 shows a money letter with a CHIPPAWA U.C. date stamp and MONEY-LETTER handstamp in black and “2 Rates” in manuscript, for a double letter going between 101 and 200 miles (2 times 9d).

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Keywords & phrases: Chippawa, Niagara frontier mails, pence period

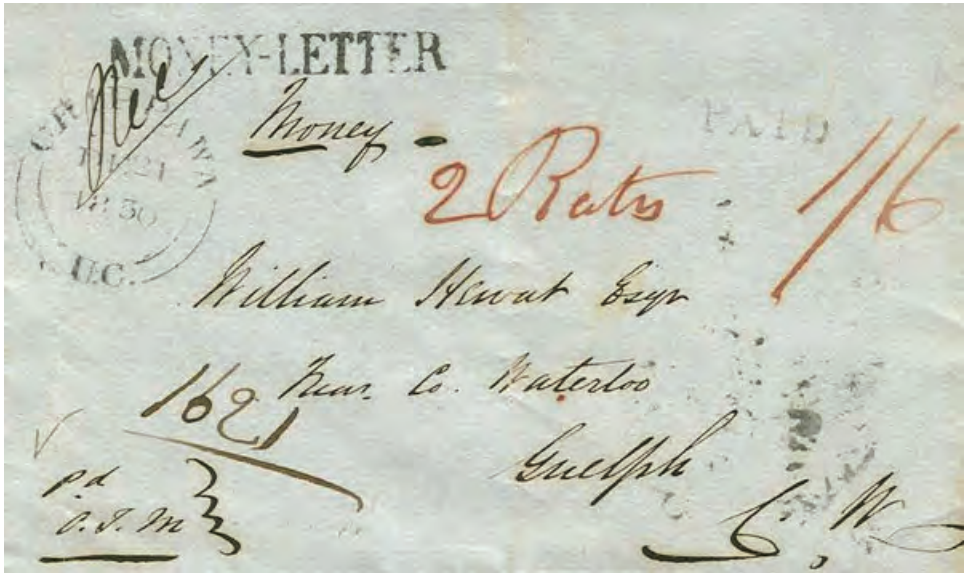


Figure 12. 21 December 1850—Chippawa to Guelph—A double-weight, folded MONEY-LETTER, PAID 1sh 6d for a distance of between 101 and 200 miles.



Figure 13. Early use of a receiving date stamp.

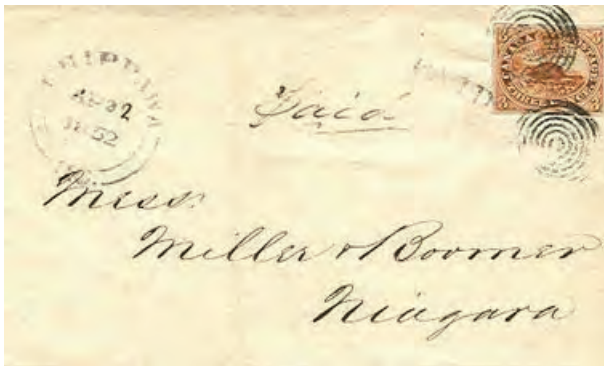
In August of 1843, a new postal regulation required the receiving office to date stamp all incoming letters on the back, upon arrival. Figure 13 shows a late August 1843 usage of the CHIPPAWA U.C. double, splitting date stamp, in red, as the receiving stamp on a folded letter from New York. The collect letter was received after the end of the ferriage period and assessed 1sh 3½d (equivalent to 25¢ US postage from New York to Lewiston), plus internal Canadian postage of 4½d for a total of 1sh 8d. The letter is addressed to Niagara Falls, Chippawa.

Figure 14 shows the same receiving date stamp, in blue, from the 1845–early 1846 period, on a domestic letter from Fort Erie.





Figure 14. A single folded letter from Fort Erie, mailed 4 November 1845, and received at Chippawa the same day. It paid 4½d postage for under 60 miles.



On 6 April 1851, a new uniform rate of 3d currency per half ounce came into effect for letters within Canada East and West. Letters could be prepaid in cash, prepaid with a stamp as shown in Figure 15 to the left, or could still be sent unpaid (i.e., postage collected from addressee).

The rate to the United States became 6d per half ounce, either paid or unpaid. This was equivalent to 10¢ US. Unpaid letters to the United States would have a handstamp applied by the Canadian exchange office: “CANADA 10 CENTS” (in black) to denote the amount of US postage due upon arrival. A prepaid letter, either in cash or with stamps, would have a “CANADA PAID 10cts” or “CANADA PAID 10Cts” handstamp applied by the exchange office (usually in red), to signify that six pence in Canadian currency was equivalent to 10 cents US. Figure 16 shows a single-weight letter, PAID 6d in cash, from Chippawa to New York City. The “CANADA PAID 10cts” handstamp was applied at Suspension Bridge, UC (the Canadian exchange office), and the blue SUSPENSION BRIDGE N.Y. handstamp was applied at the corresponding US exchange office.



Figure 16. Chippawa to New York, 16 March 1853, a single folded letter, mailed prepaid at the new rate of 6d (equivalent to 10 cents U.S.).

Transatlantic letters to and from Chippawa could travel on the Cunard (British) packets, via Halifax, or the faster way through the United States, via either Boston or New York. From New York, the Collins (United States) packets competed with Cunard. Three letters from the same correspondence show these two competing packet services. The first letter (Figure 17) was written in Chippawa on 22 September 1852, but not immediately posted. If the letter had been mailed within Canada, and sent via Halifax, the rate would have been 1sh 4d. It would have traveled on the Cunard Packet *Canada*, departing Halifax on 15 October, arriving Liverpool on October 24. The sender noted on the letter “*per R. M. Steamer of 29<sup>th</sup> Sept.*” It was originally intended to catch the Cunard Packet *Niagara* leaving Boston

on 29 September 1852. However, the letter was instead carried across the Niagara River and mailed in Buffalo on 30 September 1852; the note was corrected to read “*per R. M. Steamer from New York.*” The letter caught the Collins Packet, *Pacific*, leaving New York on October 2, arriving Liverpool on 13 October 1852. The 1849 Postal Convention rate from New York to England was either one shilling or the equivalent 24¢ US per half ounce. The US received 21¢ of the 24¢ rate for mail carried by the Collins line and 5¢ for mail via the Cunard packets (per half ounce). The sender saved 1½d by posting the letter in the United States and, more important, the letter arrived 11 days earlier than it would have via the Canadian route through Halifax.



Figure 17. An example of a letter written in Chippawa, but actually mailed in Buffalo on 30 September 1852. This single folded letter to England was rated 24¢ U.S. postage via the Collins Packet *Pacific* out of New York. The “21” handstamp denotes the US share of the postage. Upon arrival in London, it was re-rated 1/ collect.

The second letter of this correspondence (Figure 18) was written in Chippawa on 13 January 1853, carried across the border, and mailed two days later in Niagara Falls, New York. The sender noted “*per R. M. Steamer of 19<sup>th</sup> January for Liverpool.*” The letter traveled on the Cunard packet *America*, leaving Boston on 19 January 1853 and arriving in Liverpool on 30 January 1853. The manuscript “48” denotes the double-weight rate to the UK, of 24¢ U.S. (equivalent to 1sh Stg) per half ounce. The “10” handstamp applied in Boston denotes the United States share (5¢ per half ounce). Upon arrival in London, the letter was re-rated 2sh Sterling collect.



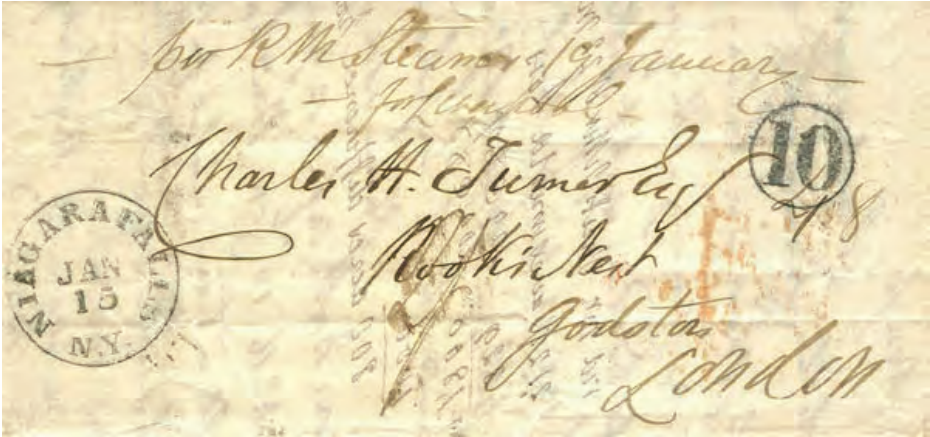


Figure 18. 15 January 1853 – Buffalo (Chippawa) to England – A double-weight folded letter rated 48¢ US postage, sent via the Cunard Packet *America* out of Boston. The circled “10” handstamp denotes the US share of the postage. In London, it was re-rated 2/ collect..

The third letter of this correspondence (Figure 19) was written in Chippawa on 16 January 1854 and posted at Chippawa or Suspension Bridge, Upper Canada. It was prepaid as a single-weight letter and entered the U.S. mails at the Suspension Bridge, N.Y. on January 18. The letter was rated 48¢ as a double-weight collect letter in New York for the transatlantic and British portion of the journey. However, the letter appears to have been treated as a fully prepaid letter upon arrival in London (PAID BA 3 FE 3 1854 handstamp in red). The letter traveled on the Collins Packet *Baltic* leaving New York 21 January 1854, arriving Liverpool on 2 February 1854.



Figure 19. 16 January 1854 —Chippawa to England—A double-weight folded letter Paid 6d (as a single-weight letter) and then rated 48¢ U.S. postage in New York via the Collins Packet “*Baltic*” out of New York. The letter was treated as a paid letter in London.



In 1858, a new single, split-ring CHIPPAWA U.C. hammer was issued. Strikes with this hammer always seem to appear in black only. On 1 January 1858, the British Post Office established a PAID ALL (the way to destination) registry fee of 6d Sterling on Colonial letters to and from the UK in addition to postage. The post office in Canada did not receive notification of this until February of 1859. [2] As a result, prepaid registry to Britain was introduced in Canada on 1 March 1859. Figure 20 shows the earliest-known example of the new single-ring CHIPPAWA U.C. date stamp. The letter was sent to Glasgow, Scotland, as a single-weight registered letter plus envelope, prepaid 10d Currency (equivalent to 8d Sterling in manuscript) plus 1d registration fee paid in cash. It was carried on the Cunard packet *America*, which left Boston on 17 November 1858 and arrived in Liverpool on 29 November 1858. There was no registration service on the Atlantic voyage. The letter was re-registered at the 6d Sterling (7½d Currency) rate upon arrival in Liverpool, where the Crown REGISTERED handstamp was applied. The 6d Stg Registry fee was collected from the recipient in Scotland.

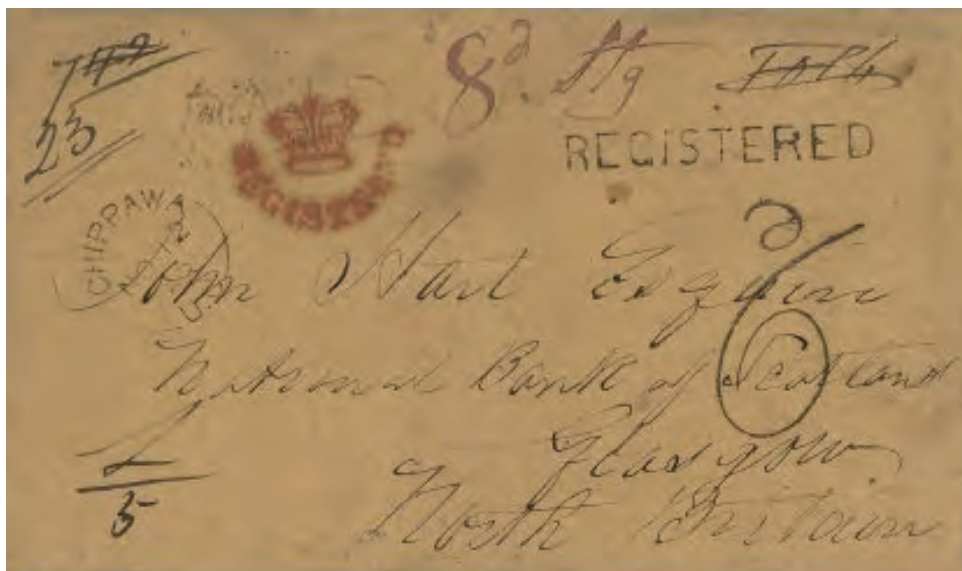


Figure 20. 12 November 1858 to Glasgow, Scotland. A single-weight letter plus envelope, paid 10d postage + 1d registry fee. The letter traveled on the Cunard Packet *America* out of Boston. At Liverpool, it was re-rated 6d Stg collect for the British registration fee.

## References

- [1] David P Evens, The 1829 Order of Handstamps, *PHSC Journal* 30 (1982) 4-8.  
 [2] Alan Steinhart, *PHSC Journal*, No. 84, December 1995, pp. 272-73.

# Study group centreline

Robert Lemire

**T**HE purpose of this column is to bring to the attention of BNAPS members some of the fascinating specialist work being done within each BNAPS study group. Highlights are provided for newsletters that have arrived in my mail box from July through early October 2007.

**Large and Small Queens:** Two issues of *Confederation* have arrived. Issue #33 features a discussion by John Hillson of the so-called “latent” entries in the 2¢ Small Queen. He discusses why he now believes that there were two separate instances in which the siderographer started entering the stamp impression in the wrong position—wrong by approximately a distance of half the height of the stamp.

Traces of these entries can be seen in the stamp margins above or below the final printed stamp images. The newsletter also contains the results of an extensive study by Lewis Redford on the perforations, papers, and gums of the ½¢ Large Queen (the manuscript was originally submitted to A McCready (Popular Stamps) in 1943!).

There are shorter contributions by Jim McCormick (a study on the 6¢ Small Queen) and John Burnett (who shows a lovely 1884 “Voyageur” cover sent to Egypt (5¢ UPU rate). The November 2007 issue is devoted to Art Bunce’s detailed census of 187 known covers bearing the 15¢ Large Queen—postmark date, general description and a reference to the source of the information (usually a book or auction catalogue).

**World War II:** In *War Times* issue #37, Bill Pekonen describes the numbering system for blackout cancel types as proposed many years ago by Guertin, and presents a first attempt to provide an expanded chart of these cancels. The issue also contains copies of maps showing the location of attacks in the St. Lawrence between 1939 and 1945, and a September 1939 directive to postmasters on the handling of “prisoners-of-war correspondence.”

**Queen Elizabeth II:** In the November–December 2007 issue of the *Corgi Times*, a summary of the stamps included (and omitted) from the Canada Post 2007 Annual Collection is provided. A Canada Post initiative for a new type of customized postal indicia is discussed, and Editor Robin Harris updates information on the labels on the boxes used to distribute coil stamps to post offices.

He also reports on a new “bright tagging” variety for the \$1.55 coil. Joseph Monteiro discusses more stamps that have interesting printing errors—in this case, print shifts on the 90¢ Eldon Peach and the \$1 Fundy stamps. These were offered in the November 7, 2007 Eastern Mail Auction.

**Military Mail:** In the November 2007 newsletter, Kim Dodwell illustrates several (mainly oval) orderly room handstamps used by the 4th Infantry Brigade (2nd Canadian Infantry Division). In response to an earlier question, DD Gray reports on two “K” tags used in the handling of internment and POW mail during WW II. Bob Collyer provides further insights about covers illustrated by Bob Toombs in the last newsletter (related to a previous article on the Trans-Pacific Wartime Service). Other items were contributed by Colin Campbell, Colin Pomfret and Dean Mario.

**Newfoundland:** In issues #127 and #128 of the *Nenfie Newsletter*, George McGowan continues with his column on Newfoundland’s slogan cancels. The periods of use of the “BUY/ MADE IN/ NEWFOUNDLAND/ GOODS”, “HAVE YOU/ CONTRIBUTED/ TO THE/ WAR MEMORIAL?” and “BRITISH EMPIRE/ EXHIBITION 1924” slogans are discussed. Barry Senior shows illustrations of ‘AYRE’ perfins on stamps of the 1929–31 Publicity Issue, and a beautiful 1927 registered cover bearing 10¢ and 4¢ “AND” (Anglo-Newfoundland Development Co., Ltd.) perfin stamps. In each issue, single pages from Carl Munden’s abandoned outports exhibit, Colin Lewis’ Newfoundland postal history exhibit, and Horace Harrison’s exhibit of Newfoundland postal stationery are shown. Jean-Claude Vasseur describes and illustrates a large number of re-entries on Scott # 145. Assistance from others is requested in this ongoing study. Also, Bob Dyer provides an update to his cover census of the 1¢ green Edward stamp.

**Fancy and Miscellaneous Cancels:** The December 2007 issue of the newsletter contains a number of new ERD and LRD reports from Ron Leith. He also provided a photocopy of an interesting 1876 legal cover with nine 3¢ Small Queen stamps handstamped with an “L” or “7” fancy cancel. David Lacelle shows several fantasy or “joke” cancels that have appeared over the years. Other reports are from Mike Street, David Oldfield, Don Fraser, and Brian Hargreaves.

**RPO Cancels:** In Volume 36, #1 of the newsletter, markings from RPOs on the western end of the St. John–Montreal line are examined. This CPR line was originally consolidated when Canadian Pacific leased the lines of the Atlantic & North West Railway and the St. John and Vanceboro Railway. Cancellations from the many Montreal & St. John hammers used from 1892 to 1918 are described. Associated markings include those for runs between Montreal and Sherbrooke (1892 to 1955), and between Sherbrooke and Lake Megantic (1892 to 1925). Corrections and additions to items in earlier newsletters are reported by Jim Felton, Brian Stalker, and Editor Ross Gray.

**Squared Circles:** The December 2007 newsletter contains a short list of reports of new time and date markings. The only reported Winona squared-circle strike (backstamp) on a cover with an 8¢ Small Queen is illustrated (courtesy of Elise Temprano).



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# Cover stories (13)

## DLO mail—anything but dead! Part 1

*Mike Street* Thirteenth in a series presenting unusual, rare, or otherwise interesting postal history.

**D**EAD Letter Office—doesn't sound nice, does it? Maybe the subject for a Halloween column? Not in the least! Dead Letter Office (DLO) mail can be absolutely fascinating. Some of our members collect DLO mail as a specialty; others, like this writer, look for DLO markings to add zip to covers in their study areas.



Figure 1. First Dead Letter Office/Canada cancellation, 1876. (Courtesy B.C. Plain).

Since its inception, Canada's Dead Letter Office has undergone many changes. It began as a colonial office with the General Post Office located in Quebec and moved to Ottawa when Canada became a Dominion in 1867. Once situated in Ottawa, it remained as a centralized service (with one exception) until July 1, 1898, at which time the Dead Letter Office was reorganized.

This reorganization resulted in the expansion of the service to include regional offices designated as either Local or Branch Dead Letter Offices. By 1928, a further reorganization had occurred, resulting in the elimination of the Local Offices and consolidation of functions in the remaining

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Keywords & phrases: Dead Letter Office, postal history

Branch Offices. New offices were added as need and demand arose. Further post office reorganization took place in 1948, culminating in 1952 with the closure of all but four offices: Ottawa, Montreal, Toronto, and Vancouver. By 1954, these had been renamed Undeliverable Mail Offices. [1]

The cover in Figure 1 shows the latest-known example of the first cancellation used by Canada's Dead Letter Office, the broken-circle date stamp "DEAD LETTER OFFICE/CANADA" strike (Plain # DLOS-1) [2] cancelling the left-hand 3¢ Small Queen. The letter was mailed in Chateauguay Bassin, L.C. on No 26/75. The "OVER ½ OZ." marking tells us it was overweight. While the "RETURNED FOR/POSTAGE" handstamp suggests the letter was returned to the sender for additional postage, the docketing number "55" at the far left indicates that the sender remitted an additional three cents in response to a note asking for more postage. Obviously it took a long time to get this sorted out as the second 3¢ stamp and DLO cancellation were only added on 24 January 1876. Another item to note on this piece is the circular handstamp enclosing "D.L.O/3/+". This is the only reported example of the third DLO shift marking to date.



Figure 2. Only known example of the two-ring Victoria, B.C. DLO/SUPT. handstamp, dated APR. 22, 1899 (Courtesy Tracy Cooper).

The spectacular item shown in Figure 2 is what is left of an envelope, tag, or wrapper mailed from Dawson, Yukon Territory. The 3¢ Maple Leaf and 2¢ Map Stamp were cancelled on MR 29/99, just near the end of the main part of the Klondike Gold Rush, by the DAWSON/N.W.T. CANADA broken circle device. As "the typewritten address had faded due to immersion in water.... making this is a 'wreck cover'" [3] the "RECEIVED AT VICTORIA B.C. / IN DAMAGED CONDITION" handstamp is not surprising. The "RETURNED FOR / BETTER DIRECTION" handstamp was then added and the item sent to the Victoria Dead Letter Office.

On APR 22/1899, the cover received the “DEAD LETTER OFFICE CANADA/SUPT/(date)/VICTORIA B.C.” two-ring handstamp (Plain # VIC3c-a1) shown in Figure 2. The DLO clerk who determined the addressee’s name and location—in Scotland, explaining the five cents in postage—wrote this in red, crossed out the “RETURNED ..” handstamp and sent the item on its way, as confirmed by the APR 24 /99 Victoria CDS cancellation.



Figure 3. Undeliverable 1900 cover from England to Winnipeg (Courtesy B.C. Plain).

Mail coming to Canada from overseas was just as susceptible to non-delivery as domestic mail. This happened to the cover illustrated in Figures 3.

Postmarked in Bristol MR 4/00, the letter was received in Winnipeg and delivery attempted on March 17,



Figure 4. Backstamps on reverse of the cover in Figure 3.

as confirmed by the small carrier circle stamp of that date. It appears that the carrier learned that the addressee had moved to Cranbrook, B.C., which was added in purple pencil that also stroked out the original address. As seen in Figure 4 the letter was forwarded from Winnipeg (the Winnipeg duplex date is unclear), received in Cranbrook on MR 20/00 and held there until July, at which time the “NOT CALLED FOR” handstamp was added, and it was forwarded to the DLO in Victoria. The “. D.L.O.CANADA / .VICTORIA BRANCH” (Plain # VIC1-a1) was applied on JU 22/00.

There being no return address on the back of the envelope, the cover was then forwarded, according to the rules, to Ottawa, where the “DEAD.LETTER.BRANCH / CANADA.” (Plain # DLO1-9) handstamp was applied on JY 3/00. Since the cover has been roughly opened (most unlikely to have happened at the Ottawa DLO), it seems that an originating address was found, and that it was returned to the sender.



Figure 5. 1902 letter from Quebec to Argentina (Courtesy B.C. Plain).

The cover in Figure 5 was mailed AP 5/01 from Notre Dame de Quebec, Quebec to Concordia, Argentina. The apparently private letter writer was written by S Tanner Green, who was to become Superintendent of the Quebec Region of the Canada Post Office [4]. Undelivered in Argentina it came back to Mr. Green—but not until 17 months later! The backstamps in Figure 6 tell most of the story.

After clearing Quebec on AP 5/01 (duplex transit), the cover passed through the New York, NY For(eign) B(ran)ch (machine cancel dater hub) of the United States Post Office on APR 7/1901 and arrived at Buenos Aires, Argentina on May



10/(1)901 (large, double-ring cancel). From Buenos Aires it travelled to Concordia, arriving there on May 13/(1)901 (large, double-ring cancel).



Figure 6. Backstamps on the reverse of the cover in Figure 5.

Based on the signatures on the back of the cover it appears that five different letter carriers of the Concordia post office tried at least six times to deliver the letter. A (very) rough translation of the Spanish endorsement on the flap is “The addressee is no longer at his house.” The post office in Concordia apparently gave up on 20 MAY (1)902 (large, double-ring cancel on the front of the cover) and returned the letter. The two strikes of the “D.L.O. CANADA / . OTTAWA .BRANCH .” handstamp (Plain # OTT1-a1) tell us that it reached Ottawa on AUG 19/02 and was dispatched the following day. One hopes that Mr. Green was not too disappointed to have his letter take so long to get back to him.

The milled, double-oval DLO cancel in Figure 7 was found on the reverse of the parcel tag shown in Figure 8. It reads: “DEAD LETTER BRANCH/SUPERINTENDENT / OCT 7 1915/ P.O. DEPT. CANADA.” (Plain # OTT2e-c3)

It appears that the tag was attached to a bag of parcels destined for Canadian Servicemen and women serving overseas in WWI. Presumably the parcels had some deficiency in the addresses, causing them to be sent to the Dead Letter Office. Although the Canadian Postal Corps had its own



Figure 7. DLO Backstamp on reverse of parcel tag in Figure 8. (Courtesy John Parkin)

mail tracing units, pre-war Post Office rules stated that any undeliverable item of value was to be sent to the Ottawa Branch for processing. It makes sense that this practice continued during the war.

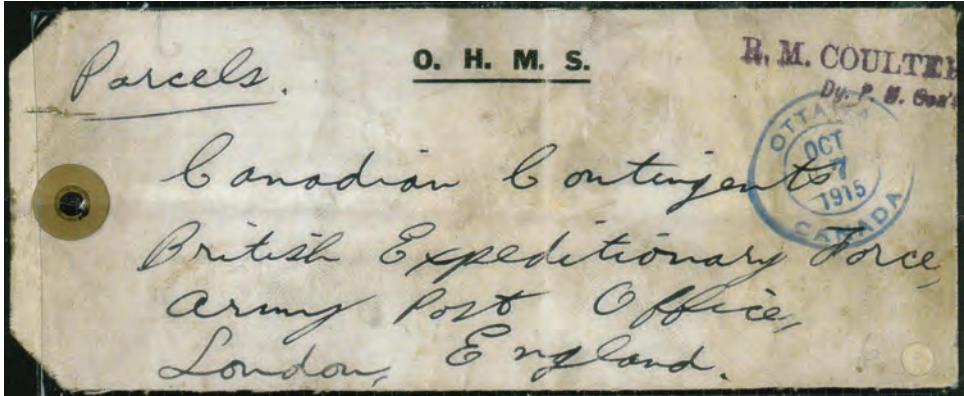


Figure 8. Bag tag on which the DLO handstamp in Figure 7 was applied.

The front of the tag carries the franking stamp of R. M. Coulter, D(puty) P(ost) M(aster) Gen(eral), the senior permanent official of the Post Office, and the double-circle Ottawa/Canada handstamp, dated the same day as the DLO marking. To date, this tag is the only known mail item showing a connection between the Dead Letter Office and parcels intended for the military overseas.



Figure 9. Returned letter to a Canadian prisoner of war held in Germany during World War I (Courtesy Gary Steele).



Figure 10. DLO handstamp and POW censor tape on reverse of cover in Figure 9.

Mailed SP 1/17 from Waterloo, Quebec, to a Canadian prisoner of war in Germany, the letter in Figure 9 was returned through the DLO. Although it appears to have been addressed properly, i.e., all necessary information about the addressee was given, the paper sticker in German

and French advises that the addressee could not be found. A unit of the British

Post Office (GPO), presumably one concerned with locating prisoners of war, but the full abbreviation in the handstamp is unclear, applied the ‘PRESENT LOCATION/UNCERTAIN’ handstamp.

Prisoner-of-war mail was censored to see if the authorities could learn anything of value relating to the location and living conditions of prisoners being held by the Germans. As can be seen in Figure 10, Censor P.W. 558 applied his tape right over the return address, making it necessary for the envelope to go through the DLO on its return to Canada. The “DEAD LETTER BRANCH / . OTTAWA . CANADA.” HANDSTAMP (Plain #OTT3b-a3) was applied on the morning of JUL 8/18, almost a year after the letter was first mailed.

## Acknowledgements

My sincere thanks to Brian Plain and Gary Steele for helping me prepare this article.

## References

- [1] *The Dead Letter Office in Canada, 2<sup>nd</sup> Edition*; Brian C. Plain, BNAPS, 2006, p. 2
- [2] All ‘Plain #’ references are from Ref. [1] or, if previously unknown, are provided courtesy of Brian Plain for this article and will be published in an update to Ref. [1].
- [3] Tracy Cooper, pers. Com. This item is described in *The Postal History of Yukon Territory, Canada* by Robert G. Woodall (1976)
- [4] S Tanner Green came up through the ranks of the Canada Post Office. He was Post Office Inspector for the Quebec City area in 1911, District Superintendent of the whole Quebec region in 1929 and District Director in 1936–37. He was also a Fellow of the Royal Philatelic Society of London. In 1929, he and several other philatelists founded *La Société philatélique de Québec*, and Green was appointed Honorary President of the society. <http://www.hdphilatelist.com/s-p-q/SPQ-P-Histoire.pdf>; C.R McGuire – pers. com.



# Canada's 1937 Coronation flag cancellations

Gary Dickinson

THE flag cancellations of Canada are an interesting and varied sub-specialty of postal markings that have engaged philatelists for many decades. Of particular interest, because of their variety and complexity, are the Coronation flag cancellations of 1937, which were applied at 22 cities across the country for a brief period before and after the Coronation of King George VI, on May 12. This article reviews previous studies of these cancellations and describes the significant variations among them. Also presented is a more comprehensive checklist of 1937 Coronation flags than has been published previously and a heretofore unreported variation of the London, Ontario dater hub.



Figure 1. Letter posted in Toronto on Coronation Day 12 May 1937, featuring the Toronto Die II Coronation flag cancellation.

## Previous research

The first philatelic writer to address flag cancellations was RA Odell, who wrote a series of articles that appeared in the periodical *Popular Stamps* in 1941–42. These articles later served as the basis for a handbook published in two editions by AL McCready in 1945 and 1956. [1]

Keywords & phrases: Slogan cancel—1937 Coronation, flag cancels

BNA Topics, Volume 65, Number 1, January–March 2008



Ed Richardson took on the task of preparing a new handbook of flag cancellations in 1960, and he began by publishing a series of thirteen articles in *BNA Topics*. A brief note from Richardson in the April, 1960 issue [2], specifically requested assistance from BNAPS members in identifying flag cancellations on 1937 covers, and asked for lists of towns and dates to be forwarded to him. Twenty collectors responded. The resultant article appeared in the September, 1960 issue [3], and included three listings for the bilingual cancellation used only in the province of Quebec and 22 for the other provinces, including four listed as “deleted” (Kingston, Lethbridge, Medicine Hat, Moose Jaw) and one as “needs confirmation” (Moncton). These cities, which had originally been listed by McCready, did not appear again on future lists of 1937 flag cancellations. It seemed at that point that the cancellations for Fort William, North Battleford, and Port Arthur had been used only on the first day of issue (May 10), while the period of use at other locations was from May 10 to May 15.

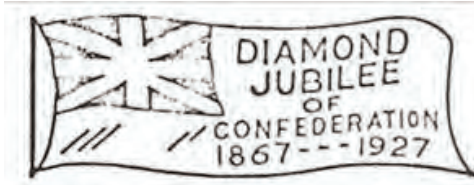
Richardson's research culminated with the publication of his flag cancellation handbook in 1973. [4] One chapter of this was devoted to the Coronation flags of 1937. There remained the same three listings for the bilingual cancellation (Richardson's Type 51) used only in Quebec, including two dies of the Montreal flag and one for Quebec City. Twenty-three hub and die varieties of the English-only cancellation (Richardson's Type 50) were identified for the rest of the country, including two different dater hubs for Regina offices (counted as two locations) and two different flag dies for Toronto and Winnipeg (counted as one location for each city). The period of use was extended to May 16 for one town, Windsor, with the discovery of a cover cancelled there on that date. Some two years later, Richardson reported in March 1975 [5], that two additional towns, Halifax and New Westminster, had been added to the list of May 16 cancellations.

Doug Lingard filled in a number of gaps in the table of towns and dates of use for the Coronation flag cancellations with his update article in 1986.[6] At that time, he reported that all of the listed locations had flag cancellations recorded for all days between May 10 and May 15, except for Regina Terminal A, which apparently was used only on 10 May. No additional locations had been reported since Richardson's handbook had been published; however, Lingard did extend the dates of usage by one day, as will be described later.

The 23 post offices identified as having used the Coronation flag cancels in May 1937 were reconfirmed by Coutts in his 2002 listing [7], and he assigned catalogue values to each cancellation, ranging from \$6 (Toronto) to \$30 (North Battleford). In Coutts' catalogue, the flag cancellations were treated as a sub-type of slogan cancellations. The unilingual English version of the flag cancel was classified as C-1710 and the bilingual French-English version as C-1711, but the Richardson numbers were maintained for the cities. More recently, Glenn Estus created a

website with a list of towns, dates, and times of day for the 1937 Coronation flag cancellations.[8] This is the most detailed listing of those cancellations to date.

## The basic designs



The design of the Coronation flag cancellation was based on the Diamond Jubilee of Confederation flag cancel used in 1927. (See Figure 2 left) Both featured a Union Jack in the upper left corner, and the flags were similar in outline and mounting, but the texts

were, of course, completely different, to reflect the different events being commemorated. The unilingual English version (Figure 3) of the 1937 flag read “CORONATION/ H.M. KING GEORGE VI/ AND/ H.M. QUEEN ELIZABETH”, with the date “MAY 12-1937” appearing under the Union Jack. The bilingual English/French version (Figure 4) read “CORONATION/ COURONNEMENT/ H.M. GEORGE VI/ S.M. ELIZABETH”, while the date appeared on two lines beneath the Union Jack, “MAY 12 MAI/ 1937”. All of the basic types and varieties were Perfect machine dies.



Figures 3 & 4. The unilingual English and bilingual French–English versions of the 1937 Coronation flag cancellation, or Richardson Types 50 and 51.

## Identification of varieties: Flag dies

Montreal, Toronto, and Winnipeg each had two different dies used for the flag portion of the cancel. Richardson (1973) reported five differences in details to distinguish the two flag dies, but only two of the more significant points are noted here for each pair of dies.

For the Montreal dies shown in Figure 5, a difference is observable in the placement of the “Y” in “MAY”. On Die I, the right fork of the “Y” is slightly to the left of the left line in the vertical bar on the Union Jack. On Die II, the right fork of the “Y” is directly below the left line in the vertical bar. In addition, at the upper left corner of the ensign, the white bar is narrower on Die I than on Die II. The easiest way of distinguishing the two Montreal flag dies is by the spacing of the “P. Q.” on the dater hub.



Figure 5. Montreal Flag dies I and II, with differences highlighted.

The most readily distinguishable difference between the two Toronto dies, shown as Figure 6, is that the word “CORONATION” is 21 mm long on Die I, but 23 mm on Die II. A second feature is that the “D” in “AND” is under the “I” in “KING” on Die I, while in Die II the “D” is under the first “E” in “GEORGE”. In other words, the “AND” is farther to the right on Die II than on Die I.



Figure 6. Toronto Flag dies I and II, with differences highlighted.

Winnipeg also had two hubs, as shown below.



Figure 7. Winnipeg Flag dies I and II, with differences highlighted.

## Identification of varieties: Dater hubs

Differences in dater hubs have been reported in the literature for both Regina and Montreal. A third town, London, Ontario, also appears to have had two distinct dater hubs that have not been noted previously.

The difference between the two Regina dater hubs shown in Figure 8 is easy to identify. Variety No. 1 has “REGINA” at the top of the circle and “SASK.” at the bottom. Variety No. 2 has “REGINA, SASK.” at the top of the circle and “TERMINAL A” at the bottom. The flag dies accompanying the two Regina dater hubs are indistinguishable.



Figure 8. Regina Dater Hubs, Varieties I and II.

The two Montreal dater hubs are distinguishable upon inspection of the gap between the “P” and the “Q” in “P. Q.”, as was shown in Figure 5. On Variety No. 1, the spacing is quite narrow, while Variety No. 2 has wider spacing. Variety No. 1 is found only with flag Die 1, while Variety No. 2 is only on flag Die II. This is usually the easiest way of discriminating between the two flag dies, as the dater hub is normally to the left of the franking and is readily observable, while the flag portion of the cancellation is usually on the stamp and is more difficult to see clearly.

Inspection of a number of London flag cancellations revealed that there were also two different dater hubs in use there. (Figure 9) Variety No. 1 has the word “LONDON” wrapped around the circumference of the circle to the point where it begins and ends just above the time line, 8 A.M. The word “LONDON” on Variety No. 2 begins and ends at the top of the date line, or May 10. This difference occurs because the letters in the city name are about 1 mm farther apart in the first variety than in the second. The only use of hub Variety No. 1 identified to this point is on covers dated May 10 at 8 A.M.

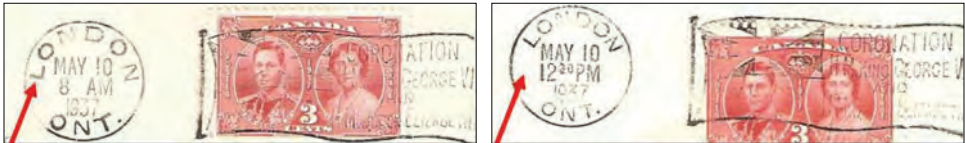


Figure 9. London Dater Hubs, Varieties 1 and 2.

## Dates and times of use

As was noted earlier, previous studies of the Coronation flag cancellation have only reported dates of usage. In Table I, they are listed by date and time using information provided by me, as well as by Glenn Estus, Malcolm Newton, Stephen Prest, and Harold Houston. The cities are listed alphabetically, with the type numbers as assigned by Richardson (1973) shown and a new type added (50-8A) for London Dater Hub II. The most-frequently reported date was Monday, May 10, the official day of issue, which accounted for 49% of the 272 dates and times listed. May 11 to May 15 each accounted for 8% to 14% of the times reported. The least-frequently reported dates were Monday, May 17, with one cancellation, and Sunday, May 16 with three. Overall, P.M. cancellations at 74% outnumbered A.M. cancels (26%) by almost three to one.



There is a possible May 9 usage of the Coronation flag cancellation at Hamilton. The latest-known usage of a Coronation flag cancellation is the example reported by Lingard (1986) and shown in Figure 17. It bears a cachet with a likeness of King George VI, and a message commemorating his Coronation on May 12. Lingard referred to it as a “rather strange” cover with an Ottawa flag cancellation for May 17, which apparently had been the result of a late FDC request to the Post Office from an Australian collector. Lingard speculated that “...the Post Office reinserted the Coronation die but did not change the dater hub....”. Although Lingard did report that “...other than Regina Terminal A which appears to have used it only on May 10, all locations used these cancels each day between May 10 and May 15” (Lingard, p. 32), the data in fact indicate that the Regina Terminal A flag cancel was used every day and it was the other Regina cancel that was used only as a day of issue cancellation. This latter conclusion supports that of Richardson (1973).

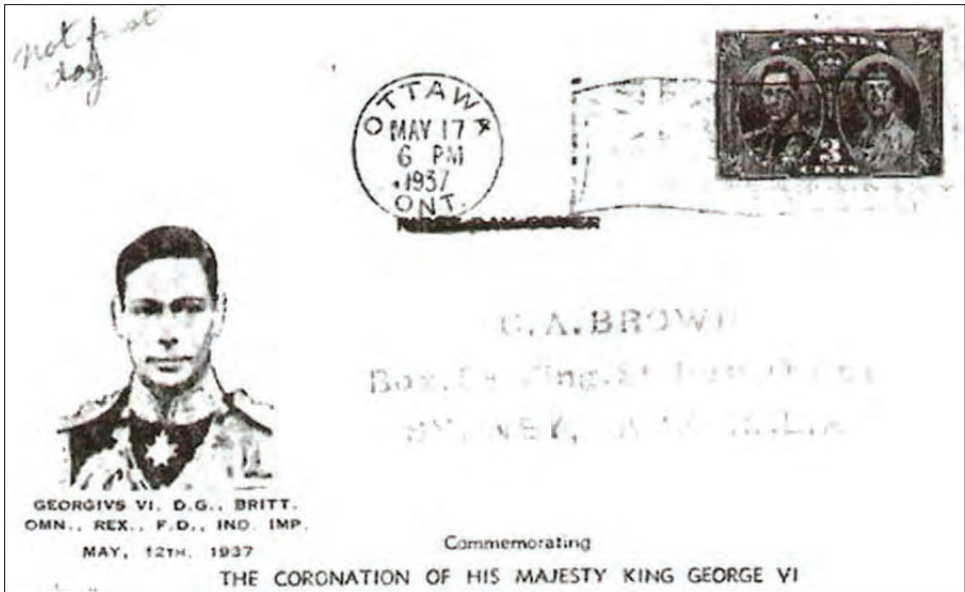


Figure 10. Cover showing latest known usage of the 1937 Coronation Flag cancellation.. (Source: Lingard [6])

## Conclusion

The Canadian Coronation flag cancellations of 1937 were in use for one week in 22 cities across the country. Two different types of the flag were used, one in English and one bilingual French and English. Two different flag dies were used at Montreal, Toronto, and Winnipeg, and two different dater hubs were used at London, Montreal, and Regina. All of these variations made for an unusual level of complexity in such a short-lived cancellation.

Of the 26 different types and varieties of flag cancellation reported, all but one was used every day from May 10 to May 15. The Regina flag was used only on May 10. One possible cancellation (Hamilton) was reported for May 9, one (Ottawa) is known for May 17, and three (Halifax, New Westminster, and Windsor) for May 16, so the Coronation flag cancellation had a well-demarcated and limited period of use.

The Canadian Coronation flag cancellations of 1937 have been the subject of periodic study by philatelists since they first appeared, and continue to provide an ample source of interest, challenge, and variety for the collector.

The author would welcome information about additional dates and times of use of the 1937 flag cancellations, preferably via e-mail to: [gandbdickinson@shaw.ca](mailto:gandbdickinson@shaw.ca). Of particular interest would be any Coronation flags that would confirm a May 9 Hamilton usage. I am very grateful to Stephen Prest, editor of the *King George VI Post and Mail*, the newsletter of the KG VI Study Group, for his assistance in preparing the figures and tables in this article for publication.

**Table 1: Coronation slogan cancels by city / date / time**

CITY	AM PM	May 10	May 11	May 12	May 13	May 14	May 15
<b>Calgary</b> 50-1	AM	1		1			
	PM	5, 10, 11	5,6,	12:30	7,	4:30,6	8,9
<b>Charlottetown</b> 50-2	AM	11	*	*	*	*	*
	PM	3,7					
<b>Edmonton</b> 50-3	AM	10	*	11:30	*		
	PM	12:30,2,3				8	8
<b>Fort William</b> 50-4	AM	10		*			
	PM	12:30, 5:30	8:30,1 1:30		8:30	8:30	2:30
<b>Fredericton</b> 50-5	AM	10	*	*		*	*
	PM	1,4,5			1,6		
<b>Halifax **</b> 50-6	AM	9:30	*	9:30	*		*
	PM	12:30, 1:30 3:30, 9:30 11:30	1:30		5:30		
<b>Hamilton</b> 50-7	AM	7:30, 9 10:30		9, 10	8:30		
	PM	1:30,3,5,6 5:30,10:30	6, 3		12	8	2, 7:30
<b>London</b> Hub I 50-8	AM	8					
<b>London</b> Hub II 50-8A	AM	11		11			
	PM	11:30, 12:30,4, 6		11:30	6, 8	12:30, 6	

<b>Montreal</b> Die I 51-1	AM	9		9,11		*	
	PM	2,3,4,5,6, 9, 12:30	6	1	2, 4,10		2,
<b>Montreal</b> Die II 51-1A	AM	9			1	11	
	PM	12:30,4, 5:30,11:30	8, 10	3,6, 12:30	11:30		1:30, 7
<b>New Westminster- **</b> 50-9	AM	7		*		*	*
	PM	1, 6, 8	6		4		
<b>North Battleford</b> 50-10	AM	6:30		*	*	*	*
	PM		1				
<b>Ottawa</b> 50-11	AM	8,10,12		10	12		
	PM	4,5,6,7,8,9, 11,12	7	2, 8		7, 10	9
<b>Port Arthur</b> 50-12	AM	11	*	*		*	*
	PM	4:30			6:30		
<b>Quebec</b> 51-2	AM	8,	*	*			
	PM	7,				7	8
<b>Regina</b> 50-13	AM	10					
	PM	1, 2					
<b>Regina Terminal A-</b> 50-13A	AM						
	PM	3:30, 5:30, 7, 9	5:30, 6	5:30, 9	5:30	5:30	2:30
<b>Saskatoon</b> 50-14	AM	9:30, 11:30	6,8:30 10	9:30			
	PM	2, 9:30	6, 8	9, 12:30		4, 6, 8	50-14
<b>Saint John</b> 50-15	AM	9,11:30	*	11:30	*	1	
	PM	3:30, 6					2:30
<b>Toronto</b> Die I 50-16	AM	9:30,10:30	10:30				
	PM	2:30,3:30 5:30,8:30	8:30,1 1:30	1:30	1:30, 9:30	9:30	50-16
<b>Toronto</b> Die II 50-16A	AM		5:30	9:30,10: 30	9:30		*
	PM	2:30,3:30, 4:30,5:30, 6:30,7:30 8:30,9:30 11:30	1:30,3: 30			3:30	
<b>Vancouver</b> 50-17	AM	10,11,12	11:30	9,			
	PM	1,3,4,5,6,7 10	2,7,12: 30	5	1, 7	6	2, 3, 7
<b>Victoria</b> 50-18	AM	8, 10	*		*	*	
	PM	1, 4, 11		1			4, 8

<b>Windsor **</b> 50-19	AM	10:30			*		10:30
	PM	2:30	8:30	2:30		4:30	2:30
<b>Winnipeg</b> Die I 50-20	AM	2,6,10:30		6, 8			
	PM	1, 1:30, 4	5,		1, 5, 8	5:30	
<b>Winnipeg</b> Die II 50-20A	AM	2,6,10:30	*	2		*	
	PM	4,5:30,10		1	8		4

\* Date has been reported, but dater time mark is unknown. \*\* Has been reported used on 17 May 1937.

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- [7] Cecil C Coutts, *Slogan Postmarks of Canada: Catalogue and Guidebook*, Abbotsford, BC, Cecil C Coutts, 2002 (2<sup>nd</sup> edition), p. 48.
- [8] Glenn A Estus, *Canada 1937 Coronation Flags*, web site URL <http://users.westelcom.com/gestus/corno37/Corn37.html>.

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# Canadian suspended mail to Switzerland, end 1942–early 1943

Charles LaBlonde & Gary Coates

*Following is a current-status report of postal history research and discovery as well as a call by the authors for additional information on the subject.*

## Background

**T**HAT the USA suspended mail to Switzerland in late 1942 has been well known for many years. In November 1942, the Germans decided to occupy Vichy France in response to the Allied invasion of North Africa (Operation TORCH). Germany feared an invasion of southern France across the Mediterranean Sea. The USA, not wanting to put mail into German hands, suspended all mail destined for Occupied France. Because mail addressed to Switzerland at that time had to transit Occupied France, the Swiss mail became an innocent victim of the France suspension. Letters from the USA destined for Switzerland and marked “Return to Sender – No Service Available”, with posting dates from late 1942 to late 1944, are not common.

Missing for more than 60 years were the correct details of this postal suspension. When did the suspension actually begin? Exactly what was suspended? How about Red Cross mail? What became of suspended mail? How and when did the suspension end? Many authors have speculated about these questions, but the definitive answers were only discovered in conjunction with the authors’ visit to Washington 2006.

## Washington 2006

Two key events took place at this international philatelic exposition.

From the US perspective, thanks to some brilliant discoveries in the US National Archives by Karl Winkelmann, the questions noted above relative to US mail were answered, and the 60 year postal history mystery was solved. The entire USA suspended-mail situation has been completely and clearly documented in a recent book, *The Suspension of United States Mail to Switzerland 1942 to 1944/1945*.

But in Washington a new mystery surfaced, in the form of two Canadian covers (Figures 1 and 2) suspended and returned to sender at the end of 1942. They were indeed a surprise, because Canadian mail that would normally transit New York was thought not to have been suspended by the USA. Other than one cover being air mail and the other surface mail, the two are quite similar in their handling.

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Keywords & phrases: Suspended mail, Switzerland



Figure 1. A letter believed to have been suspended by the US post office.

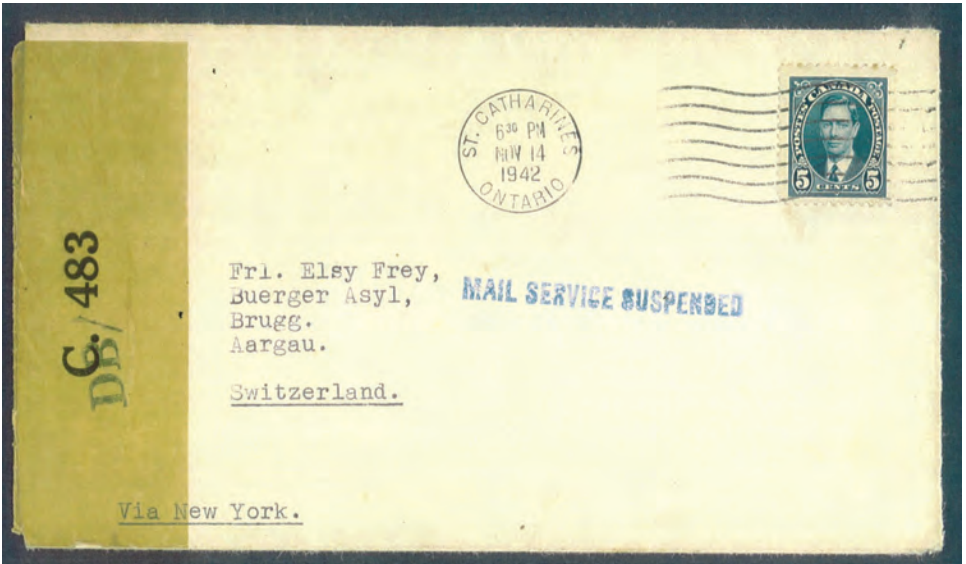


Figure 2. A second example of a November 1942 letter suspended by the US post office.

Both letters were posted in Eastern Canada and censored in the usual manner. Both bear the light blue marking “MAIL SERVICE SUSPENDED” and both were

sent to the Ottawa Dead Letter office before being returned to their senders. Once again, we faced many questions with few answers in hand.

## Later research and discovery

After Washington, we discovered three additional late 1942 Canada suspended covers. Hans Aitink in the Netherlands reported an airmail letter from Montreal dated 25 November 1942 that received exactly the same treatment as the covers pictured in Figures 1 and 2. In the authors' collections is another surface letter of 3 December 1942 that was suspended, also with the same treatment as the earlier-known covers.

The mystery deepened recently with the discovery of the letter shown in Figure 3. This letter from Forest Grove, BC was never censored, has a handwritten "Service Suspended" notation and a 10 December 1942 "Return to Sender" finger that is totally different from the fingers on our earlier letters. It is our first example from Western Canada and is also our latest example to date. What to make of this? This letter could have been stopped in Vancouver and returned to sender from there.



Figure 3. This letter from Forest Grove, B.C. was returned to the sender on 10 December—a week before the official notice that service to Switzerland was suspended.

With excellent help from the Canada National Archives, we have discovered the beginning of the solution to the mystery. In the Canada Post Office *Weekly Bulletin* of 19 December 1942 we read:

### MAIL SERVICE FOR SWITZERLAND SUSPENDED

All mail service for SWITZERLAND has been suspended.

It is to be noted, however, that mail for Prisoners of War, Personal Postal Messages and correspondence addressed to the International Red Cross may still be accepted for forwarding when the opportunity permits.

This item led to a further search, and we discovered the following in the Canada Post Office Bulletin of 6 February 1943:

### MAIL SERVICE RESUMED TO SWITZERLAND FOR PERSONAL CORRESPONDENCE

Mail service has been resumed to Switzerland for personal correspondence. This service is restricted to letters and postcards on strictly personal and private matters. Such correspondence cannot be registered.

All correspondence for Switzerland is now subject to enemy censorship and the Canadian Post Office is unable to guarantee delivery or undertake enquiry concerning delay or late delivery.

The service for Prisoner of War mail, Personal Postal Messages or correspondence addressed to the International Red Cross, which was not suspended, is being maintained.

So there we have it! Our five, known, suspended covers are all personal or business correspondence. At the same time, we have many examples of Red Cross letters mailed between 6 November 1942 and 1 February 1943 that traveled to Switzerland during the personal mail suspension (Figure 4 is an example) in accordance with the Canada Post instructions.



Figure 4. An example of a Red Cross letter which did get delivered to Switzerland during the suspension period.



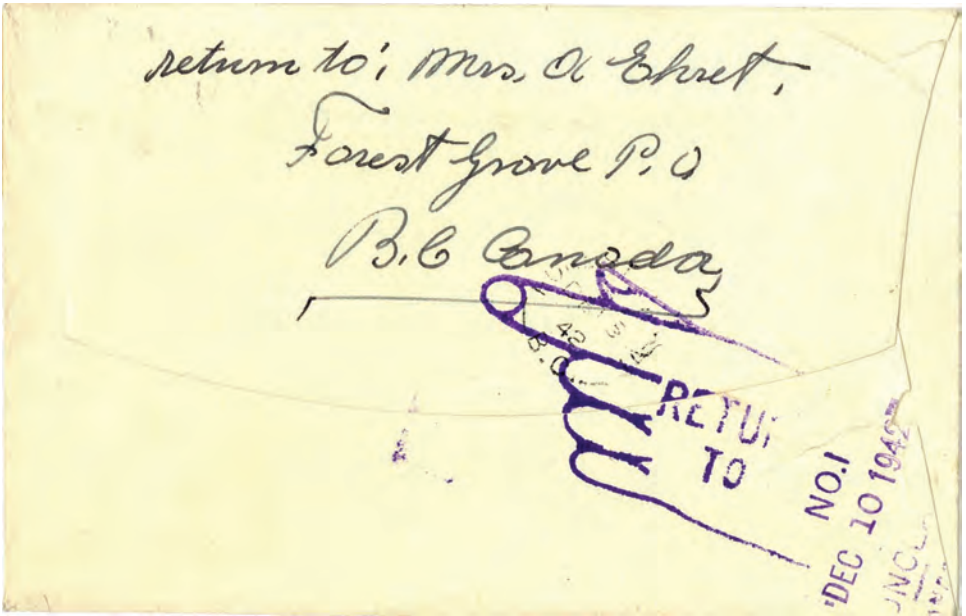


Figure 5. The back of the cover shown in Figure 4 above.

We know from US records that, by March 1943 the US had accumulated 2,227 bags of other country mail in transit for Switzerland, awaiting disposition. Our covers seem to confirm that none of the 2,227 bags was Canada mail because Canada was controlling its own mail.

At the end of 1942 and early 1943 there were also routes other than New York available between Canada and Switzerland including Atlantic Ferry flights and ships from Canada to GB. Also we must remember that the USA suspended its own mail to Switzerland, not Canada's mail. The New York air and surface routes were still available to Canada mail, and many of our Red Cross covers sent by airmail show the Lisbon transit characteristic of PAA FAM-18 mail.

## Questions Remaining

One of the joys of postal history research is that every solution brings with it new questions. That has happened to us, and we are seeking help.

The most basic question is why did Canada choose to suspend mail for Switzerland in November 1942 at all? We have not yet discovered any evidence of communication (postal or political) between Canada and the USA relative to the suspension. Possibly, upon becoming aware of the US suspension, Canada decided on its own that it would be best to hold Swiss mail until the situation was clarified. The fact that most Canada mail at this time traveled via New York supports this notion—Canada was not immediately certain that its mail would continue to get

through New York. The USA did not decide until March of 1943 what to do with its accumulated Switzerland mail. Canada did not wait that long.

The dates of this entire situation are very interesting, and the day-by-day sequence of events at the end of 1942 is not yet totally clear. In our experience, wartime postal bulletins (Canada, USA, or Switzerland) were often out of date with the real world, due to the preparation, publication, and distribution process.

The publicly announced (published) date of the US suspension was 18 November 1942, and the announced (published) date of the Canada suspension was 19 December 1942. But it is clear that Canadian mail for Switzerland was being stopped well before the 19 December 1942 published announcement. The Canada Post Office *Bulletin* was for public consumption, but Canada post offices somehow seemed to know earlier that the mail was to be held.

But how and where and why was Canada mail for Switzerland held? One possibility is that some of the mail had been censored, bagged, and sent to New York for transatlantic shipment when it was recalled to Canada. Our B.C. cover, however, seems to preclude this possibility.

We know that as late as 3 December 1942, mail for Switzerland was still being accepted and processed by the Censorship. What happened between 3 December and 8 December (when someone in B.C. knew that a Switzerland mail suspension had been imposed)?

And is it not interesting that five letters, separated by many miles, were all backstamped for return to sender on the same day, 10 December 1942? All five known covers were posted before the 10 December 1942 date. How was the return-to-sender day chosen and by whom? Needed are covers that were stopped after the 10 December 1942 date.

The British Colombia cover also begs the question of which other cities across Canada may have stopped mail for Switzerland and what markings were used at the end of 1942.

To address these issues, we need more examples of this mail. Please send scans or photocopies to the authors. We eagerly welcome all additional data as well as thoughts and comments on this evolving and fascinating postal history saga.

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# New issues

*William J F Wilson*

CANADA Post brought in new rates on 14 January 2008, for domestic letters over 30 g, oversized domestic letters, and letters to US and international destinations, while holding the basic 0-30 g domestic rate fixed at 52¢. New Queen Elizabeth, flag, and wildflower definitives were released on 27 December 2007, paying the 0-30 g domestic letter rate, the new 96¢ US rate (3¢ increase), \$1.15 oversized domestic rate (5¢ increase), and \$1.60 international rate (5¢ increase). The 0-30 g domestic rate stamps are all permanent, with a “P” in place of a numerical denomination, and can be used to pay an amount equal to whatever 0-30 g domestic letter rate is in effect at any time now or in the future, whether on domestic, US, or international mail, unless or until the program is discontinued.



As with previous stamps in this series, the new Flower definitives are very attractive, and this year feature four different orchid hybrids: an *Odontioda* Island Red on the P stamp, a *Potinara* Janet Elizabeth “Fire Dancer” on the 96¢, a *Laeliocattleya* Memoria Evelyn Light on the \$1.15, and a *Masdevallia* Kaleidoscope “Conni” on the \$1.60. In addition to the individual booklets and coils, all four stamps appear together on a souvenir sheet.

If you enjoy insects, the latest set of low-value definitives feature five particularly beneficial ones, and a souvenir sheet containing all five stamps accompanies the set. The 10¢ shows a mosquito’s last view of a Canada Darner (*Aeshna Canadensis*), a dragonfly that likes ponds and lakes with flooded or peaty margins. It occurs in southern Canada from British Columbia to Newfoundland and into the United States, but is unrecorded in the Northwest Territories and Nunavut, with only a single record in the Yukon. The Golden-eyed Lacewing (*Chrysopa oculata*) on the 3¢ occurs over most of North America north of Mexico. It is a true friend to gardeners as both the adult and the larva feed voraciously on aphids.

The Cecropia Moth (*Hyalophora cecropia*) on the 25¢ is a large, night-flying silk moth that is found over most of North America east of the Rockies. With a wingspan of almost 15 cm, it has the reputation of being Canada's largest insect. The green caterpillar grows to about 13 cm in length.

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

**Table 1: 2007 Stamp Issues**

Stamp	Beneficial Insects	Reindeer	Hope, Joy and Peace	Queen, Flag	Orchids
Value	1,3,5,10 & 25¢ (SS: s-t)	P	P, 93¢, \$1.55	Queen: P Flag: 5 x P	P, 96¢, \$1.15, \$1.60 (SS: s-t)
Issued	12 Oct	1 Nov	1 Nov	27 Dec	27 Dec
Printer	CBN	Lowe-Martin	CBN	CBN	Lowe-Martin
Pane	SH: 50 SS: 5	12	P: 12 93¢, \$1.55: 6	10	*
Paper	C	C	C	Queen: S Flag: C	C
Process	5CL	5CL + clear holographic stamping	5CL	5CL	Stamps: 5CL SS: 8CL
Qty (Million)	SH: contin. SS: 0.35	44	P:27 93¢: 6.9 \$1.55: 6	continuous	Bk, coil: contin. SS: 0.32
Tag	G4S	G4S	G4S	G4S	G4S
Gum	PVA	P-S	P-S	P-S	Bk, coil: P-S SS: PVA
Size, mm	20 x 24	24 x 24	30.75 x 30.75	20.25 x 23.25	24 x 20
Perf	13.0 x 13.3	Simulated	Simulated	Simulated	Bk, coil: ** SS: 13.3 x 13.0
Teeth	13 x 16	N/A	N/A	N/A	Bk, coil: N/A SS: 16 x 13

\* P: coil of 100; \$1.15, \$1.96: booklet of 6 & coil of 50; SS: 4 (one of each stamp).

\*\* Bk: straight edges; coil simulated perforations top and bottom.

**Table Abbreviations:** numberCL = (*number of colours*) colour lithography, CBN = Canadian Bank Note Co., G4S = general tagging (4 sides), N/A = not applicable, P-S = pressure sensitive, s-t = se-tenant, SS = souvenir sheet



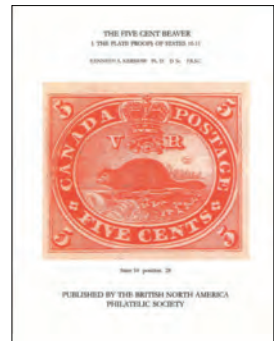
# New book releases from BNAPS

THE latest releases from the British North America Philatelic Society (BNAPS) Book Department feature five books on very diverse subjects.

*The Five Cent Beaver I. The Plate Proofs of States 10-11*, 2007, by Kenneth A Kershaw. Spiral bound, 216 pages, 8.5 x 11, colour. ISBN: 978-1-897391-15-0. Stock # B4h032.1; \$136.00

*The Five Cent Beaver II. Plating the More Notable Varieties and Re-entries*, 2007, by Kenneth A. Kershaw. Spiral bound, 332 pages, 8.5 x 11, colour. ISBN: 978-1-897391-16-7. Stock # B4h033.1; \$197.00

Ken Kershaw continues his amazing output of plating information on the stamps of Canada and Prince Edward Island Pence with two new books on Canada's Five Cent Beaver stamp of 1859. In these volumes Ken has used today's technology to take the previous plating work of JA Calder and Geoffrey Whitworth to an entirely new level, showing, in highly magnified colour, both previously known and many newly discovered varieties and re-entries. In *The Five Cent Beaver I. The Plate Proofs of States 10-11* the author goes through the 100 stamps in each of States 10 and 11 of the plate, one by one, showing all the re-entries and individual engraving flaws for each stamp, including many missed by previous platers because they either did not have access to State 10 and 11 material or because their optical equipment was not as powerful as that available today. In *The*



*Five Cent Beaver II. Plating the More Notable Varieties and Re-entries*, Ken effectively replates the 5¢ Beaver, showing all the key known re-entries and the more serious flaws in each of the 100 positions in the plate, on a stamp-by-stamp basis, for all states (1-12) of the plate.



Ken Kershaw was born in England and became fascinated by plants at an early age. He graduated from Manchester University with a BSc in Botany in 1952. After military service, he went on to a PhD working on pattern in vegetation. He was appointed lecturer in Plant Ecology at Imperial College, London in 1957. He was seconded to

Ahmadu Bello University in northern Nigeria for two years. On his return to Imperial College, he became involved with lichen ecology, particularly in alpine and

arctic areas, in addition to his work on computer modeling and data analysis. He obtained his DSc in 1965 and was appointed Professor at McMaster University, Hamilton in 1969. His research was then devoted heavily to the ecology of the Canadian low arctic and northern boreal forest areas and, in 1982, he was elected a fellow of the Royal Society of Canada. He is the author of several university texts and many articles.

Ken's passion for wild plants has been transferred to Canadian philately. He sees his plating work simply as the "taxonomy of bits of paper" and, after a lifetime of plant taxonomy, finds it a fairly straightforward and fascinating hobby.

*Canada 19th Century Nonletter Mail*, 2008 by Victor L. Willson. Spiral bound, 140 pp. BNAPS Exhibit Series #46. ISBN: 978-1-897391-20-4 (b&w), 978-1-897391-19-8 (colour). 8.5x11, Stock # B4h923.46 (B&W) \$33.95, B4h923.461 (colour) \$94.00

Since 2004, BNAPS has, with the exhibitor's permission, printed the Grand and Reserve Grand award-winning exhibits from the annual BNAPEX convention show, as part of the Exhibit Series. This year we are very pleased to offer Victor L Willson's *Canada 19th Century Nonletter Mail*, an amazing treatment of second, third, fourth and fifth class mail originating in Canada in the 1840–1901 period, which received the Grand Award at Calgary in September 2007.

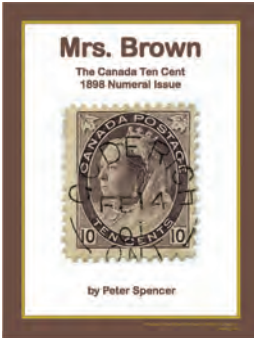
Although newspapers, circulars, parcel wrappers, and book post items have appeared in isolation, as part of exhibits on stamp issues such as the Pence, Cents, Large and Small Queens, and later Victorian issues, what Vic has accomplished is to gather the key pieces from all these areas into one comprehensive collection, a task that has taken more than 20 years of research and acquisition to accomplish.

*Canada 19th Century Nonletter Mail* has been printed, as have all Exhibit Series books produced since October 2002, from computer-scanned originals instead of from the black-and-white photocopies used to produce earlier exhibit series volumes. Digital scanning provides better-defined images and allows the exhibits to be reproduced in colour or black-and-white. It also ensures that a lasting copy of the original is on file for later use in a variety of formats.

*Mrs. Brown The Canada Ten Cent 1898 Numeral Issue*; 2008 by Peter Spencer. Spiral bound, 128 pages, 8.5 x 11, colour. ISBN: 978-1-897391-25-9. Stock # B4h034.1; C\$89.00



*Mrs. Brown The Canada Ten Cent 1898 Numeral Issue* is the fourth volume in Peter Spencer's series on the plating of Canada's Queen Victoria-era Numeral Issue. Using today's technology to produce scans of vivid clarity, the author has closely examined the Ten Cent value to advise readers how to determine the plate of individual copies of this popular stamp. *Mrs. Brown* is a companion to the author's previous Numeral volumes, the *Two Cent* (2005), the *One Cent* (2006) and the *Five Cent* (2007).



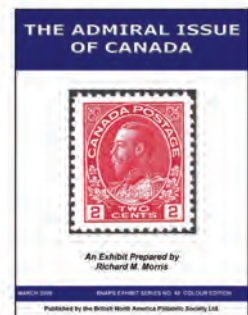
As with the earlier books in the series, *Mrs. Brown* is the first major plating study of the 10¢ value. It will form an excellent basis for further studies of this stamp and possible discoveries which readers may make as they examine their holdings. Calling the Ten Cent value “Retouch Incorporated,” in his introduction Peter states that it is “One of the most pleasurable Canadian stamps of the classic era.”

Peter Spencer began stamp collecting in the 1950s. After schooling in his native Alberta, he received degrees in physics from Queen's University at Kingston and the University of Waterloo. He taught physics for a third of a century and was privileged to be the Head of Science at Leacock Collegiate in Agincourt, Ontario during the years when it was one of the top 20 science schools in North America. He was co-author of a physics text which, in one of its editions, was used in the majority of the high schools in Ontario.

On retirement, Peter quietly metamorphosed into a full-time philatelist with the world as his interest, preferably used, pre-1900, engraved, colourful, or odd and unusual—preferably all five together. His interests have touched on a wide range from Afghanistan to the Bomba Heads of Sicily to Zaire. In 2003, he co-taught the “Detecting Fakes and Forgeries” APS Summer Seminar in State College, Pennsylvania, with Bill Dixon.

*The Admiral Issue of Canada* by Richard M. Morris. ISBN: 978-1-897391-24-2 (b&w), 978-1-897391-23-5 (colour). BNAPS Exhibit Series #48. 8.5x11, Spiral bound, 176 pp. Stock # B4h923.48 (B&W) \$34.95, B4h923.481 (colour) \$115.00

Richard Morris' *The Admiral Issue of Canada* exhibit is aimed at both the beginner and the specialist; for the beginner to clarify terms used by Marler and to make his book less daunting; and for the specialist to take the study of the Admiral Issue beyond Marler to new discoveries.



There are new re-entries, new earliest dates of cancellation, hanging chads caught in the process of a relief break, and many findings that Marler either did not see or did not report. The purpose of the “file markings” on the Three Cents Brown is studied and illustrated in depth. The experiment of using multiple reliefs on a transfer roll reveals the difficulties the siderographers had in its application. The colour shades of each of the denominations of the Admirals are also illustrated.

Richard M Morris of Norfolk, Massachusetts returned to stamp collecting after retirement as a priest of the Episcopal Church. A challenge by a stamp dealer led to a deep interest in the colour and shades of stamps. Ultimately, under the publishing name Pittsboro Philatelics, Richard produced colour guides for US and Canadian stamps, using Munsell colour chips. A new interest in the process of intaglio printing led to his reading the Hon. George C Marler's *The Admiral Issue of Canada* and ultimately to this exhibit, which received a Gold award at ROYAL 2007 ROYALE in Toronto.

Richard continues to study the Admirals as a member of the Admiral Study Group of the British North America Philatelic Society (BNAPS), working closely with Leo Beaudet, editor of the Admiral's Log, and Sandy Mackie of Aberdeen, Scotland. Richard has served on the Board of Directors of BNAPS. He is also a member of the Philatelic Specialists Society of Canada, Royal Philatelic Society of Canada, Canadian Philatelic Society of Great Britain, and the American Philatelic Society. He has twice won the APS Research Award as an exhibitor.

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# For a penny or two...#6

## Postage paid in cash post cards

*Victor Willson, OTB*

**T**HE use of permit mail, or postage paid in cash, began on 2 February 1903, according to William Pawluk in his *Postal Regulations, Rates & Usages Domestic and International Mail 1897–1911*, the grand award-winning exhibit published by BNAPS in September 1999, BNAPS Exhibit Series No. 15.

Permit mail allowed commercial advertising mail to be sent out in much higher volume cheaply, as senders could print the permit on envelopes without having either to put on stamps or use government envelopes or cards. Since most such mail consisted of third class printed matter advertising, it is much scarcer than letter mail in the Edwardian period.

Surviving permit post cards are scarcer still. Shown here is an undated card with the Edward Rex (ER) permit impression used in Winnipeg to announce fur storage by a company. It is undated and part of a reply card, since it is separated from the reply, apparently mailed back to the company. I would dearly love to have the other half. Reply cards such as this are very scarce.

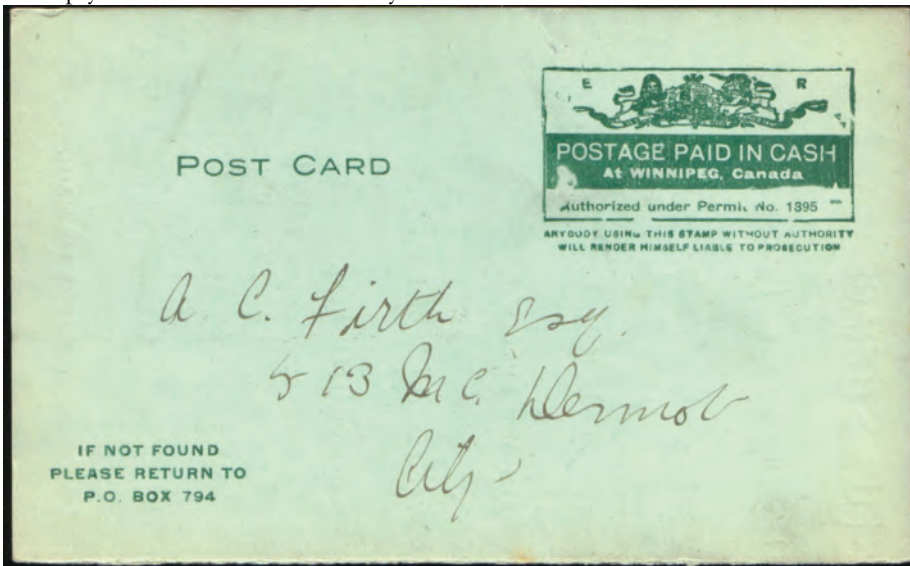


Figure 1. An example of the scarce “ER” permit card used at Winnipeg.

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Keywords & phrases: Permit mail

While the use of permit cards may have increased in the George V (GR imprint) period, they are still hard to find. Two examples are shown below. One is a political card supporting a candidate for election in Winnipeg on 12 December 1913, with his picture shown. The other is an entirely printed card for the Winnipeg Stampede (termed Fair) for 1912. The message appears to be hand-penned, but is actually printed. On the picture side is a great multicolour view of a cowboy being bucked from a bronco, with the dates of the event, July 8–16, listed.

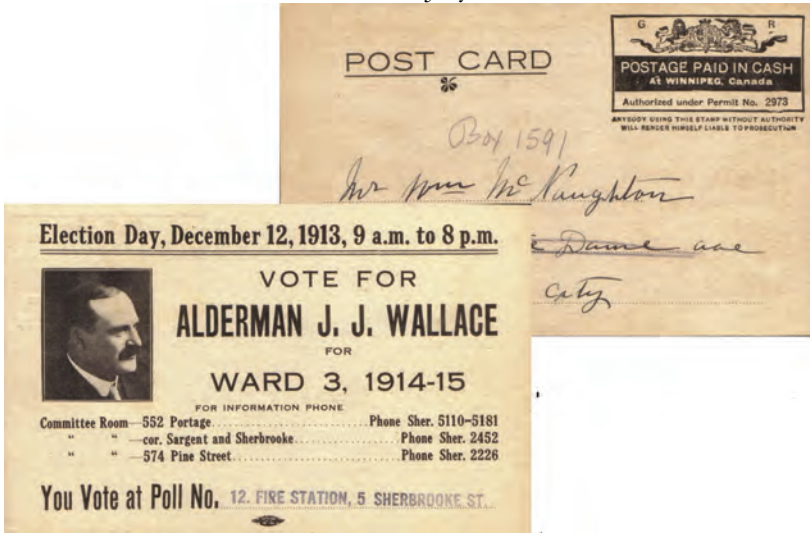


Figure 2. A 1913 usage of the George V permit card.

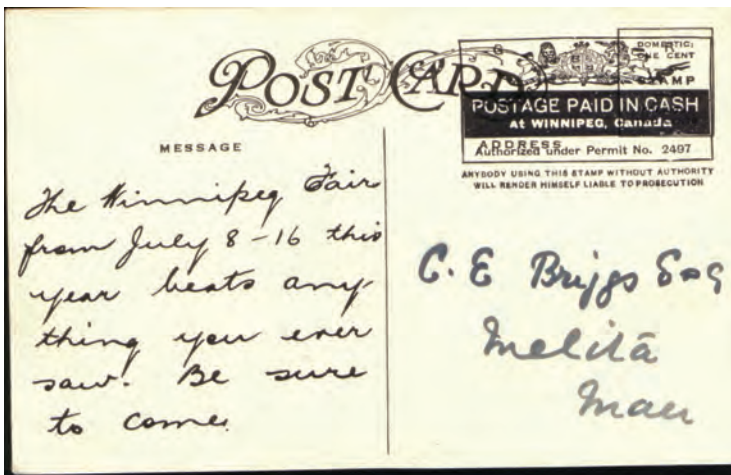


Figure 3. Use of a George V permit card to promote the Winnipeg Fair.

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# Updates and addenda for money letters and registered pence covers to the UK

Charles G Firby and George B Arfken

IN 1997, *Canada's Pence Era* (CPE) [1] was published. In the decade since its publication, Charles Firby has been meticulously keeping track of new covers that have been reported as well as corrections in the description of known covers. For the sale catalogue of the Wilkinson pence collection [5], he created updated, corrected replacements shown in Figures 1 and 4 for Tables 46, 47, and 39 respectively in CPE. We believe that these updates and corrections will be of interest to *Topics* readers. The table shown in Figure 7 provides updates for Table 7, p. 110, *Canada's Registered Mail* (CRM).[2] Below each of the three Firby tables, we note the updates/corrections and show two of the covers listed in the table.

<b>All known Registered Covers to the U.K. via the Allan Line, Registration Collect</b>					
Rating	Date	Franking	From	To	Note
15d Cy	JUN 12, 1858	7½d, Due	Goderich	Glasgow, Scotland	Registry Collect in Scotland
<b>Registration Prepaid</b>					
15d Cy	JU 3 59	7½d, cash	Quebec	Fifeshire, Scotland	Registry Prepaid in cash
15d Cy	JU 16 59	2 x 7½d	Hamilton	London, England	Registry Prepaid with stamps
37½d Cy	JU 23 59	3 x 10, 7½d	Ottawa	London, England	4-fold Allan rate Registry Prepaid
<b>Usage out of period</b>					
15d Cy	AP 27 60	7½d pair	Port Burwell	Manchester, England	Registry Prepaid with stamps

Figure 1. A correction for Table 47, p. 275 CPE. Entry #4, JU 59 of Table 47, pg.275 CPE has been dropped from Figure 1 here.

Registration of letters to the United Kingdom to be paid by the receiver had been available since the 1840s. Prepaid registration (6d stg, 7½d cy) was authorized 1 April 1859 and was available for pence covers for only three months. Figures 2 and 3 show two of these registered covers. As Figure 1 shows, only three such covers have been reported. The first cover was carried out of Quebec on 4 June 1859 by the Allan *North American* and arrived in Liverpool, June 14. [3]





Figure 2. Posted in Quebec, 3 June 1859 and paid 7½d by stamp for postage and 6d stg (or 7½d cy) in cash for registration to and in Scotland. The “Paid” and the “6” were stamped in red to make it clear that the registration in England had been prepaid.

In *Canada’s Registered Mail* [2], Harrison developed and applied a rarity labeling system. Covers with no more than twelve of a type were called “Rare” and marked with “R.” On Harrison’s scale, all of the covers shown in this article are rarities and could get at least a single R.



Figure 3. Mailed in Hamilton, Ont., 16 June 1859 to Pentonville. One 7½d stamp paid the single rate postage, for ½ oz. The other 7½d stamp paid the registration to and in England. It was carried from Quebec by the Allan Line *Indian* and arrived in Liverpool, June 29.

All known Registered Covers to the U.K. via Cunard or Collins Lines, Registration Collect					
Rating	Date	Franking	From	To	Note
27½d Cy	OC 3 55	1/8 Cy (Stlss)	Toronto	Dereham, England	Double weight via Cunard
17½d Cy	NO 17 55	8d Stg (Stlss)	Port Hope	London, England	
39½d Cy	JA 7 56	2/4 Stg (Stlss)	Saint Vincent	Hants England	Double weight via Collins
18d Cy	OC 19 57	7½, 3d	Montreal	Nairn, North Britain	Overpaid 1/2d
28½d Cy	NO 21 57	2x 7½, 2x 3d	Barrie	London, England	Double weight Overpaid 1d
18d Cy	FE 11 58	7½, 3d	Barrie	London, England	Overpaid 1/2d
17½d Cy	NO 12 58	8d Stg (Stlss)	Chippewa	Glasgow, Scotland	via Halifax
Allan Line Postage Paid but directed via Halifax and Cunard					
16d Cy	MR 9 1858	7½d Cy (Stlss)	Kirkwell	Dumfries	via Halifax

Figure 4. Updates for Table 39, p. 245 CPE and Table 7, p. 110 CRM. The 17½ cy, NO 12 58 is new, p. 245 CPE. 2. The 7<sup>th</sup> cover, AP 9 58, Table 39, was not registered and should be dropped from Table 39. 3. The JA 2 of cover #3, Table 39, should be JA 7.

The cover of Figure 5 was carried on the Cunard *America* that sailed out of Boston, 10 October 1855. The choice of Cunard was automatic. The Allan Line's mail service did not start until 24 May 1856. [3, 131] In Liverpool, the cover was reregistered, 6d, collect. There is a Dereham 22 October 1855 receiving mark.



Figure 5. From Toronto, 3 October 1855, a double-rate cover paid 1 shilling, 8 pence. The 1/8 was written in red to declare prepayment. Registration in England, 6d stg collect.



The cover shown in Figure 6 was sent to New York for the Cunard *Arabia* sailing 17 February 1858 and arriving in Liverpool, March 1.



Figure 6. Money Letters. Updates for Table 7, p. 110, *Canada's Registered Mail*. [2] The first cover, NOV 16 1846, and the last cover, MAR 8 1855 of Figure 7 are new, not listed in Table 7, p. 110 CRM. 2. The 26 of 26 March 1851 is new.



Figure 7. A Money Letter mailed in Bytown, Ont. (now Ottawa), 3 July 1851. In Halifax, a 1 shilling, 2 pence stg rate from Halifax was charged to the addressee. In England, the Post Office automatically registered this Money Letter (6d stg) for a total of 1 shilling, 8 pence to be collected.

Another Cunard letter is shown in Figure 7. But this one was sent to Halifax for the Cunard *Europa*. The *Europa* would leave Boston on 9 July 1851, stop at Halifax on 11 July [4], and reach Liverpool on 20 July. The railway to Boston was not yet in operation. So the cover was sent to Halifax over the difficult and seldom-used overland route

Actually, both the Bytown and Halifax postmasters goofed in assessing the charge on this cover. To be fair, this may have

been the first Canadian cover sent to the UK via Halifax that either postmaster had seen. The Bytown postmaster started the trouble by writing a 3 at upper right. A charge for sending the cover to Nova Scotia? There was no such charge on covers addressed to the UK. The Bytown postmaster should simply have written the correct charge to the UK via Halifax, 1/-, in black, and sent the cover on to Halifax. It appears that the Halifax postmaster accepted the erroneous 3 cy, added it to the correct 1/- rate to the UK and wrote 1/2. The British postal clerk added 6d for registration and wrote 1/8. The total charge should have been 1/6.

The final cover, Figure 8, was sent on the Cunard *Africa* out of New York on 1 November 1854, arriving at Liverpool, November 11.



Figure 8. A Money Letter from Quebec, 28 October 1854. 8d stg, 10d cy was stamped in red as paid. The cover was registered in England, 6d collect.

## References

- [1] Arfken, Leggett, Firby and Steinhart, *Canada's Pence Era, 1851–1859*, Vincent Graves Greene Philatelic Research Foundation, Toronto, 1997.
- [2] Harrison, Arfken and Lussey *Canada's Registered Mail, 1802–1909*, The Collectors' Club of Chicago, 2002.
- [3] Walter Hubbard and Richard F Winter, *North Atlantic Mail Sailings, 1840–75*, US Philatelic Classics Society, Inc., 1988.
- [4] JC Arnell, *Atlantic Mails*, The National Postal Museum, 1980.
- [5] Charles G Firby, *The Warren S Wilkinson FIP World Exhibition Gold Medal Collection of Canadian Postal Rates 1851–1859*, Charles G Firby Publications, 2007.

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(cont'd. from page 2)

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