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The Willow Park Camp was re-opened in 1918 to support the Siberian Expeditionary force, p. 52.

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The 20 cent and 50 cent Widow's Weeds

George B Arfken and William S Pawluk

THE 15 cent Large Queen was issued in late February 1868 [1] specifically to pay the new Cunard rate to the UK. It became and remained the highest denomination Canadian postage stamp for 25 years. The Canadian economy grew during those years and, as it did, the need for and demand for higher denomination stamps also grew. Finally on February 17, 1893, the Post Office issued a vermilion 20 cent stamp and a deep blue 50 cent stamp (Figure 1). These stamps were adapted from the dollar values of the Bill Stamps of 1868 that showed Queen Victoria dressed in mourning for Albert, her late Prince Consort.



Figure 1. The 20 cent and 50 cent stamps issued 17 Feb 1893 depicting Queen Victoria in mourning clothes. Both images here are enlarged. The actual stamps are about 20.2 mm wide and 25.3 mm high.

During the period of use of these two stamps, there were:

- (1) A change in the postal rate, domestic and U.S.,
- (2) A change in the parcel post rate,
- (3) A change in the UPU rate, and
- (4) The introduction of Imperial Penny Postage.

These changes are listed in Table 1. All of these rate changes are discussed in some detail in reference [2].

Keywords & phrases: Widow's Weeds

Table 1: Canadian postal rates during Widow's Weeds period, 1893–1908

Date	Letters to Canada and USA	Parcel post in Canada	UPU rate	Imperial penny postage
1893	3¢ / 1 oz.	6¢ / 4 oz.	5¢ / 1/2 oz.	NA
25 Dec 1898				2¢ / 1/2 oz.
1 Jan 1899	2¢ / 1 oz.	1¢ / 1 oz. *	5¢ 1st oz. 3¢ each extra oz.	
1 Apr 1899				
1 Oct 1907				2¢ / 1 oz.

* The parcel post rate was 2¢ per 2 oz., July 1, 1902–January 1, 1903.

In the 1892 Report of the Postmaster General [3, 137], we find the following:

Postage stamps of the value of 20 cents and 50 cents are about to be issued. These will be useful in the prepayment of parcel post.

We emphasize strongly that these stamps were not limited to paying for parcel post. They were valid to pay any postal charge. However, parcel post charges frequently called for high-denomination stamps. As we show, these stamps could pay letter mail rates, bulk rates for newspapers, and domestic and international parcel post. Until the change in parcel post regulations on April 1, 1899, domestic parcels paid 6 cents per 4 ounces. Packages could be sealed and registered. Parcel post was the class of choice for sending money by mail. Figure 2 shows part of a wrapping of a money packet registered in Halifax, May 17, 1895 and sent to the Exchange Bank of Yarmouth. Registration was 5 cents. The remaining 24 cents paid for 16 oz. at the parcel post rate. Sent first class, the 24 cents would have paid for only 8 oz. Sixteen ounces at the 3 cents per oz. rate would have cost 48 cents.



Figure 2. Part of a wrapper from a money packet posted in Halifax, addressed to the Exchange Bank of Yarmouth, Yarmouth, N.S. Courtesy of Maresch Auctions.

Legal documents and, indeed, any documents “not of the nature of correspondence” could be sent by parcel post. The eligibility of legal documents for the parcel post rate goes back at least to the 1867 *Canadian Postal Guide*, p. 34. This eligibility was repeated in the 1897 *Official Postal Guide*, p. xv. Figure 3 shows a very large envelope or paste-on address for a package. Addressed to barristers, we assume that the envelope or parcel contained legal documents and was registered. Sent parcel post, the two 20 cent Widow's Weeds and the 2 cents Small Queen (42 cent) paid for 28 oz. If sent first class, that 42 cents would have paid for only 14 ounces. That 14 ounces could have been sent by parcel post for 24 cents.



Figure 3. Legal documents sent from Yarmouth, N.S., November 5, 1897, to barristers in Bridgewater, N.S. This could be registered parcel post. Courtesy of Maresch Auctions.

Next, we follow the Widow's Weeds to England. Figure 4 shows the upper right corner of a very large envelope that was registered in Ottawa and sent to England. This went at the UPU letter rate of 5 cents per half oz. For covers like this, we ask questions. Was the 20 cents postage required? Was the cover overpaid for convenience, or to create a collectable philatelic item? The 20 cents would have been required if the envelope had contained 1½ oz. of paper. The envelope would supply the “fraction thereof” for a fourth ½ oz. One and one-half ounces could be supplied by some eight sheets of today's common business or computer paper and these eight sheets would easily fit into this envelope. We conclude that this cover was genuine commercial use.



Figure 4. Showing part of a very large envelope sent, registered, from Ottawa, October 17, 1893, to London, England. The 20 cent Widow's Weeds paid for 2 ounces. This was a very early use of the 20 cent Widow's Weeds. Courtesy of Larry Paige.

Figure 5 shows a large cover that went from Halifax to London, England franked with a single 20 cent Widow's Weeds. The analysis of Figure 4 applies here also: i.e., it is a genuine commercial use. This cover was sent from a bank to a bank but, not being registered, it was not a money packet.



Figure 5. From the People's Bank of Halifax, mailed in Halifax, May 20, 1897, and addressed to the United Bank of London, England; showing single-stamp usage of the 20 cent Widow's Weeds. There is a MY 29 receiving backstamp. Courtesy of Eastern Auctions, Roberts Collection.

In January 1894, a bulk rate charge for British newspapers being re-posted in Canada was set at 1¢ per 1 lb. In 1895, that rate was limited to locations NOT having free delivery. For re-posting to locations with free delivery, the rate was 1¢ per 4 oz. [4, 144].

This newspaper bulk rate was paid with postage stamps affixed to pages in a booklet [2, 104-107]. This system continued until July 1, 1901, when payment by stamp was changed to payment in cash. One of these payment pages with three 50 cent Widow's Weeds and three 10 cent Numerals is shown in Figure 6.



Figure 6. Bulk rate newspaper payment, Toronto, February 27, 1900. The three 50 cent Widow's Weeds and three 10 cent Numerals paid for 180 pounds of newspapers.

A money packet sent by registered parcel post is shown in Figure 7. It is franked with both a 20 and a 50 cents Widow's Weeds. Note that if sent first class, at 3¢ per ounce, this 48 ounces packet would have required \$1.44 postage!

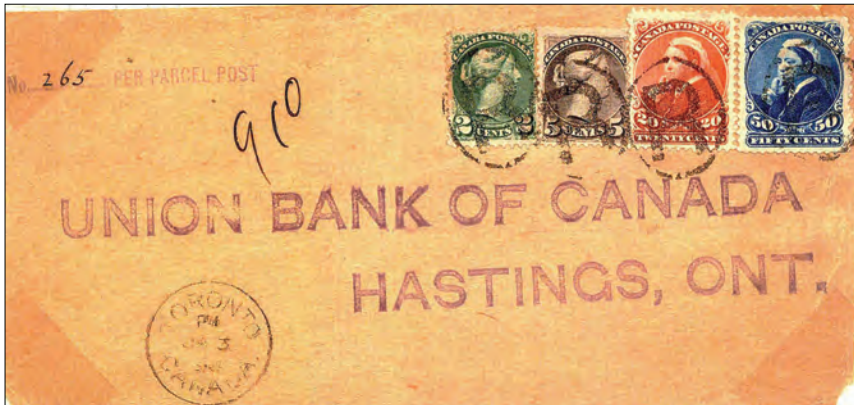


Figure 7. A money packet sent registered parcel post from Toronto, January 3, 1898, to Hastings, Ont. The 77¢ in stamps paid for 5¢ registration and 72¢ for 48 ounces at the parcel post rate of 6¢ per 4 oz. Courtesy of Jean and Bill Walton, Harrison collection [5, 102].

Sealed parcel post ended in March 1899. From April 1, 1899 and forward, parcel post had to be open for inspection. The banks decided that they did not want their money packets open for inspection (and the possible removal of samples) and switched from registered (i.e., open) parcel post to registered, sealed, first class mail.

In the late 1890s and 1900s, international parcel post was growing rapidly. Here was a new need for the Widow's Weeds. Figure 8 shows wrapping from a package to Belgium franked with a 50 cent Widow's Weeds and two 20 cent Edwards.



Figure 8. International Parcel Post. Posted in Ottawa, October 6, 1906, this parcel was addressed to Brussels, Belgium. The 50 cent WW and two 20 cent Edwards paid for 6 lbs parcel post at 15 cents per lb. to Belgium. Courtesy of Victor L. Willson.

Blocks of four of the 20 and 50 cent Widow's Weeds (as in Figure 9) have survived.

Figure 9. Twenty and 50 cent Widow's Weeds, blocks of four. The 20 cent used at Toronto, August 4, 1900; the 50 cent used at



Peterborough, November 29, 1900. Both courtesy of Eastern Auctions, Roberts collection.

Finally, Figure 10 shows a lovely cover featuring a 50 cent Widow's Weeds. This cover was part of an outstanding, traditional, stamp collection. In that context, we respect and admire this cover.



Figure 10. Registered in St. John, N.B., June 3, 1904, with a 50 cent Widow's Weeds and addressed to Melrose Highlands, Mass. There are Boston transit and Melrose Highlands receiver backstamps. Courtesy of Eastern Auctions, Roberts collection.

The 20 cent Widow's Weeds was replaced by the 20 cent Numeral. A 20 cent Maple Leaf had been engraved, but no 20 cent Maple Leaves were issued. There were enough 20 cent Widow's Weeds on hand. There was no 20 cent Numeral in the original 1898 issue, but some two years later, on December 24, 1900, the 20 cent Numeral appeared. The 50 cent Widow's Weeds survived longer, till 1908.

A plate had been laid down for a 50 cent Numeral, but this 50 cent value was never needed. A 50 cent Edward was issued on November 19, 1908, five years after the initial Edward values of July 1903. The Widow's Weeds period was over.

References

- [1] The Duckworths (*The Large Queen Stamps of Canada and their Use, 1868–1872* mention February 22, 1868, and give March 2, 1868 as the date of earliest use of the 15 cent Large Queen.
- [2] Arfken, George B. and William S. Pawluk, *A Canadian Postal History, 1897–1911*, British North America Philatelic Society, 2006.
- [3] Howes, Clifton A. *Canadian Postage Stamps and Stationery*, Quarterman Publications, Inc., 1911, 1974.
- [4] Arfken, George B. *Canada's Small Queen Era, 1870–1897*, Vincent Graves Greene Philatelic Research Foundation, Toronto, 1989.
- [5] Walton, Jean and Bill, *Registered Covers, 1875–1911, A Reconstruction of the Horace Harrison Exhibits*, BNAPS, BNAPS Exhibit Series No. 30, August 2003. The Waltons show two other Widow's Weeds-franked money packets on pages 102 and 103.

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Postal potpourri

15. Bringing home your CPC purchases

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

HOW often do you look at what your stamps—or the many other things the Post Office sells—are put in? Collectors of Canada Post memorabilia other than stamps can have a field day with packaging used by the Corporation for its various products. In this instalment, we show some of the bags and envelopes currently used in many Canadian post offices.



Figure 1. The Bluenose Bag (~10%) and Glassine Envelope (~40%).

Figure 1 shows Bluenose items picturing the 50 cent value of the 1928–1929 King George V Scroll set. Many feel this is Canada’s most beautiful stamp. The shopping bag, with cut-out handle holes, and the glassine envelope have been available for at least 15 years in several printings and with different Post Office logos.

The Royal Canadian Mounted Police constable on horseback (Figure 2), part of the 1935 King George V Pictorial Issue, has been featured on a larger glassine envelope through a number of printings.



Figure 2. RCMP glassine envelope

Keywords & phrases: Post Office bags, boxes and envelopes

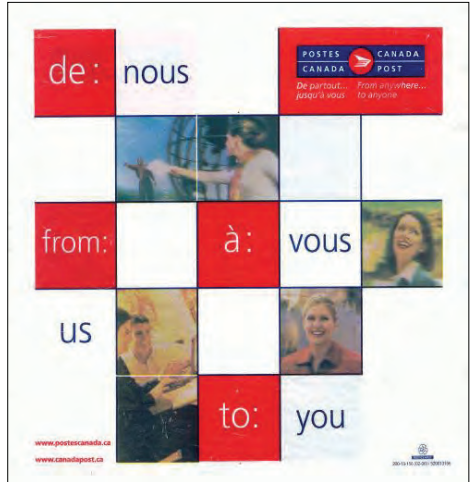


Figure 3. “From us” box (above) and bag (right).

In June, 2002, Canada Post launched a new campaign “from: you to: yours/de: vous à: vos proches” with a contest, a National prepaid XPRESSPOST box and also plastic envelopes (Figure 3). Interestingly, the XPRESSPOST box says “from you to: yours/de: vous à: vos proches” while the envelope says “from: us to: you/ de: nous à: vous.”



Figure 4. National Standard size XPRESSPOST envelope showing Jennifer Heil (~40%).

Over the fall and winter of 2005, leading up to the 2006 Winter Olympics, Canada Post issued XPRESSPOST and PRIORITY COURIER prepaid envelopes (Figure 4) in various sizes. The envelopes pictured Olympic Freestyle Ski team members who had won medals in previous world and international skiing events.



Figure 5. 2007 Canada Post Freestyle Ski Team and “Full Suite of Shipping Solutions” plastic bags (~40%).

In 2007, two large bags appeared in post offices. One (Figure 5, left) advertised the Freestyle Skiing Team, while the other (Figure 5, right) is being used to promote Canada Post’s “full suite of shipping solutions.”



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A circuitous route!

DJ Ecobichon

MY interest in local postal history drew my attention to an auction lot consisting of a FE 8, 1878 letter sent from Inverary to Fermoy, both villages in Frontenac County, Ontario (Figures 1 & 2). One could (and still can) walk from one to the other in a day using the Perth Road. However, I was curious as to why this letter went via Kingston, Brockville, then to Westport and on to Fermoy. Why this route?

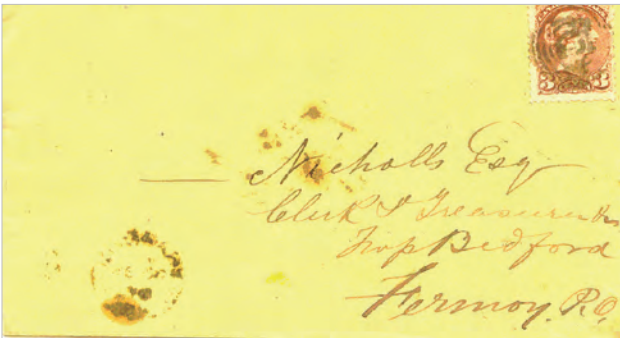


Figure 1. A letter from Inverary to Fermoy mailed 8 Feb. 1878. These Frontenac County villages are not far apart, yet this letter took an extensive journey. Why?

This circuitous route, not the shortest distance between these two points, follows the then current postal routes found in county maps (Frontenac, Leeds-Grenville) published in the 1880 *Atlas of the Dominion of Canada* [1]. The letter would have gone from Inverary through Glenburnie to Kingston, receiving a transit stamp there (FE 9/78).



Figure 2. Clear as well as somewhat indistinct transit and receiving marks on the reverse of the envelope shown in Figure 1.

Keywords & Phrases Frontenac County, Leeds-Grenville Country, Ontario postal history, Inverary, Fermoy:

The letter was sent eastward by rail to Brockville (probably bagged in Kingston, since there was no RPO), sorted in Brockville (indistinct transit stamp that looks like FE 9/78) and forwarded. How?

Since the Brockville–Westport railway was not completed until 1888, the letter could not go via rail. Since there are neither Smiths Falls nor Perth transit cancels, it did not go via the Brockville–Ottawa railway to Smiths Falls. I suspect that the letter went by road postal route from Brockville–Dickens–Farmersville (Athens)—Soperton–Delta–Philipsville–Forfar–Newboro–Westport. It was received in Westport on FE 12/78, and the next day at the Fermoy PO, where the receiving date stamp was applied.

This letter shows that even when a major and direct road existed, as did the Perth Road in this case, the Post Office did not necessarily establish postal routes to use it, but would send a letter many additional miles to use existing postal routes.

A few words should be mentioned about the atlas, known by librarians as the “Belden Atlas” since it was published in 1880 by H Belden & Co of Toronto [1]. It contains political history of the nation and provinces, extensive maps of Canada, the various provinces then in Confederation, geological maps, railway routes of the time, etc. To defray publication costs, subscribers were invited to pay for a version containing an interleaved section on their particular county, including a treatise on local history, detailed maps of each township, concession roads, towns, as well as pen-and-ink drawings of local leaders, their wives, farms, prize livestock, etc. I have seen such atlases with inserts of Lanark County and for Leeds-Grenville County, but others must exist. This large atlas is hard to find in good condition, but a diligent search of second-hand bookstores, antique shops, and libraries, particularly those in small towns, should be rewarding.

More important, the atlas includes an alphabetical listing of all post offices in the Dominion at the time of publication. The exact date of this list is not recorded, but may be 1878 or earlier, since Bedford Mills and Chaffey’s Lock, receiving post offices in 1879 and 1880 respectively, are not listed. The list also identifies way offices, money order, and savings bank offices, as well as the provincial and county electoral district locations.

The provincial (county) maps show only major roads and, most important, the postal routes, with the distances between towns marked on the routes. The types of offices (postal, money order, savings bank offices, telegraph stations) are designated by specific symbols on the maps. All in all, a useful collation of information on early Canadian postal history.

References

- [1] _____ *Atlas of the Dominion of Canada*. H. Belden & Co., Toronto, Ontario, 1880.



Figure 3. Map of the relevant parts of Frontenac and Leeds–Grenville Counties, copied from the “Belden” atlas [1], showing in red the route taken by this letter, in addition to the known postal routes in the region. Between Kingston and Brockville, the mail travelled via the Grand Trunk Railway.



The RPO Cowcatcher

A curious gap in the Winnipeg–Yorkton RPO history

Robert Lane

The Editor is pleased to welcome back The RPO Cowcatcher after an absence of many years. The column was started by Lew Ludlow in 1972, and carried on by Bill Robinson after Lew's death. This revival is courtesy of an initiative by the RPO Study Group, and the Editor salutes Bob Lane and Ross Gray for leading it. This column will appear as often as there is material, every quarter we hope. I hope Topics readers enjoy it as much as I do.

THE year 1885 is renowned as the year of the completion of the trans-continental CPR line and as the year of the Northwest Rebellion. It also marked the beginning of mail transport on another inaugural railway line in western Canada—the Manitoba and North Western Railway, which aimed to connect Winnipeg to Yorkton and Saskatoon.

Like the WEST of WINNIPEG hammers used on the CPR main line, the first hammers on the Man. & N.W. Rwy (RR-99 and RR-100 in Table 1) were issued while construction progressed, so that no end points were shown (Figure 1).

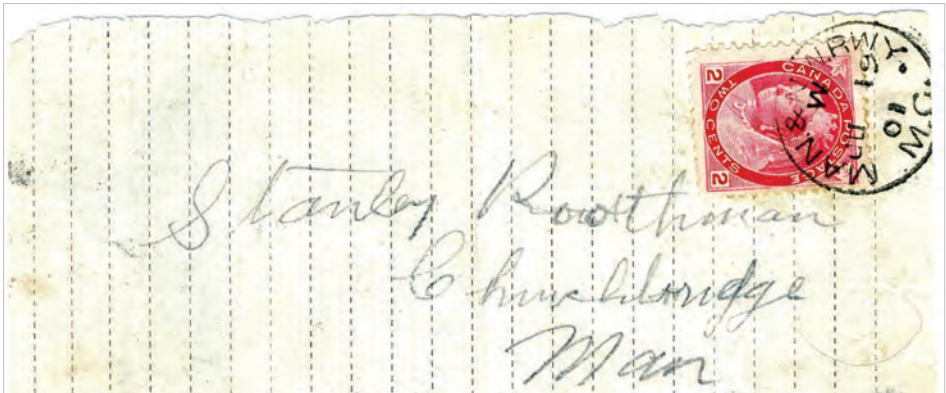


Figure 1. The original hammer. Construction was ongoing, so no end point is shown.

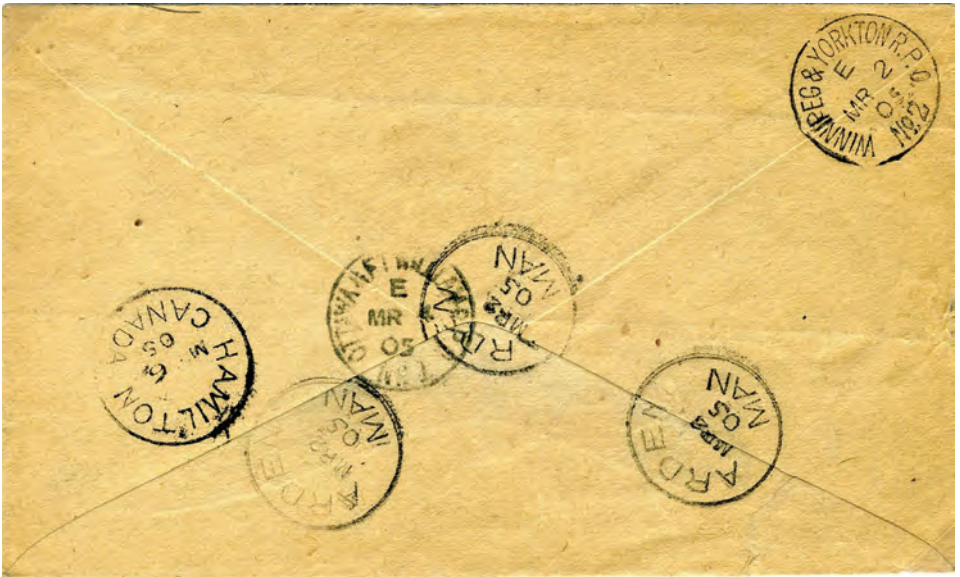
Keywords & phrases Railway Post offices, Manitoba and North Western Railway

Some intricacies of these hammers have been discussed [1], but there is another puzzling aspect that study by collectors can help address. It relates to the transition from these hammers to the WINNIPEG & YORKTON hammers (W-211 and W-212 in the table). Figure 2 shows the type.

The Man. & N.W. Rwy has provided the basis for many articles—it was an exciting development along the route it followed. Towns in a line stretching north-westward from Portage la Prairie to Yorkton, then beyond to Saskatoon, savoured the arrival of the line and what it meant to them. The famous correspondence of a prairie doctor in Saltcoats, Assiniboia, contains many references to the arrival of the line, then the changes in scheduling that enabled more “mail days” per week.

When the line reached Yorkton in 1900, the first train was greeted with ceremony. Even today, visitors to Yorkton can readily find posters with a photo of the event. The same year saw a 999-year lease of the railway awarded to the CPR. Shortly thereafter, the Post Office issued new RPO hammers—these with definite end points—Winnipeg and Yorkton.

Figure 2. With construction complete, the RPO hammers could now show the endpoint.



This is where the puzzle develops. There is no shortage of examples of the two MAN. & N.W. Rwy R.P.O. postmarks (RR-99 and RR-100). There is also no shortage of the first WINNIPEG & YORKTON R.P.O. postmarks, issued in four hammers. But there is a gap between them. The latest-reported example of RR-99 was dated May 6, 1902 (Table 1). The first report of the succeeding hammers (W-211, hammer 2) is dated March 2, 1905.

There is a report, however, of a strike that did not show the hammer number, nor did it show the day or month. This vague report shows the year as 1902 (Gray, pers. comm.).

That would certainly seal the gap, with the transition taking place in 1902. But the vagueness of the report and the lack of any other reports until 1905 are puzzling. *Topics* readers are asked to comb their holdings and report any W-211 dated before March 2, 1905.

Table 1: Summary of hammer data, including proof dates, ERD and LRD.

Lud #	RPO Mark	Ham	Date	Proof	ERD	LRD
RR-99	Man. & N.W. Rwy. /M.C.		1885	NIPB*	5 Feb 85	6May 02
RR-100	Man. & N.W. Rwy. /M.C.2	2	1886	NIPB	27 Jul 86	26 Apr 01
W-211	Winnipeg & Yorkton R.P.O. / No.	2	1902?	NIPB	2 Mar 05	15 Aug 24
“		3		NIPB	2 Nov 07	14 Jul 25
“		4		29 Jul 21	15 Dec 24	24 Apr 25
W-212	W'peg & Yorkton R.P.O. / No.	1	1908	26 Oct 97	?? ?? 08	31 Jul 25

* = Not in Proof Book

The existing numbers from the Ludlow catalogue [2] are used to identify postmark listings. “DATE” is the year of the earliest report.

Note that there is no hammer 1 for W-211 and that a hammer 1 was issued in 1907 for that run. It is plausible that there was a W-211 hammer 1, which was damaged, or lost, then replaced by W-212. It would be wonderful to unearth a W-211 hammer 1 postmark dated between 1902 and 1907.

The field of Railway and Transportation Post Office collecting contains many such mysteries. The BNAPS RPO Study Group welcomes all newcomers interested in helping to solve them. Contact the RPO Editor at 33 George St. East, Lindsay, Ont. K9V 1W6; or at oshrr@sympatico.ca

References

- [1] Lane, Robert, 2007. *Manitoba and Northwestern Railway: Chronology of RPO Hammers*. Postal History Society of Canada Journal, 130, June, 2007.
- [2] Ludlow, Lewis M. 1982. *Catalogue of Canadian railway cancellations and related transportation postmarks*. Tokyo. 272 pages.
- [3] Gray, Ross. Advice and data through personal communications.

A Montreal 3 cent Small Queen with extensive re-entry only seen when scanned

Kenneth A Kershaw



Figure 1. A scan of the original stamp.

Keywords & phrases: 3 cent Small Queen, re-entries

THE stamp shown in Figure 1 was originally described by Peter Hurst (*BNA Topics*, December 1966, p. 313). Hans Reiche's sketch of the stamp, Figure 2, shows the extensive doubling in "CANADA POSTAGE" with some doubling of the lower left "3" written about by Hurst. This item resurfaced in the April 2007 Longley Auction #13 as Lot 31, and I have had the opportunity to examine it with scanning techniques. A computer scan at 1200 dpi reveals a remarkable re-entry, part of which has been previously completely overlooked.



Figure 2. Original sketch of the re-entry by Hans Reiche.

Figure 3a: Scan of the re-entry in "CANADA".



Figure 3b: Scan of the re-entry in "POSTAGE".



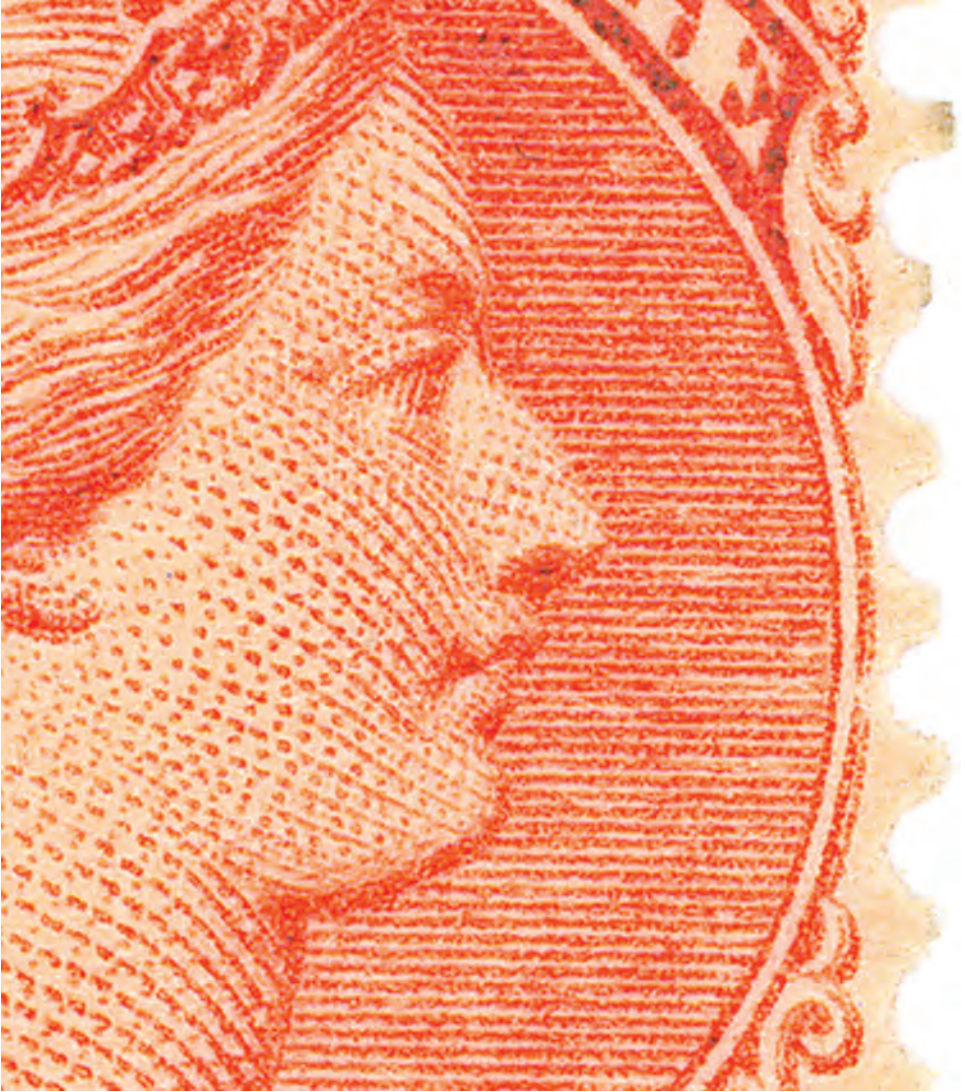


Figure 4. A mint normal image lacking any doubling.

Figure 4 above shows the Queen's face portion of an early printing mint stamp that shows no doubling. With the detail available from the computer scan, in Figure 5, below, we can see the previously unreported re-entry. The hatching around the Queen's eye is seen to be heavily doubled, in addition to the doubled lettering previously recorded. Similarly, the right-hand tips of the scroll-work and centre right-hand frame are also doubled.



Figure 5. The re-entered image showing extensive doubling throughout the Queen's face and on the right-hand frame.

Canadians in the North Russian campaign: 1918–1919

David H Whiteley

MEMBERS of the Canadian Armed Forces fought with great distinction and bravery in many theatres during the First World War, from the trenches of Flanders, to Palestine and Mesopotamia, to the vastness of Russia. One might well ask what Canadian soldiers were doing in Russia during 1918 and 1919 and, in some cases, into the summer of 1920. The answer is that they were there as part of the Allied War Cabinet's grand, but ill-conceived, schemes to establish an Eastern Front after the collapse of Russia and the Treaty of Brest-Litovsk, which effectively ended Russia's involvement in the war. Allied forces were sent to Siberia (Vladivostok to Omsk), and to North Russia (White Sea and south).

The Siberian Expeditionary Force was an organized Canadian Army unit and enjoyed the services of the Canadian Postal Corps. By contrast, the Canadians serving with the North Russian forces were under British command and had to rely on the British Forces Post Office to carry their mail. This article outlines what is—so far—known of the activities and postal arrangements of those Canadians serving with the British Forces in North Russia, 1918–19.

On March 16, 1918, the Imperial War Cabinet approved the creation and dispatch of a British Expeditionary Force to which Canada was asked to contribute units. Its objective was to seize the ports of Murmansk (“SYREN Force”) and Archangel (“ELOPE Force”). Both forces were to be under the overall command of Major-General Frederick C. Poole, with Major-General Charles M.M. Maynard in Command of “SYREN Force”. Before this expeditionary force could be organized, the peace negotiations at Brest-Litovsk between Russia and Germany broke off. The ensuing resumption of hostilities resulted in a new German advance into Russia. As a result, on July 6, 1918, the Murmansk Soviet, which was developing independently from the Moscow Soviet, authorized Allied intervention to re-form the eastern front. It also authorized Vice-Admiral Thomas W. Kemp, RN to undertake the defence and protection of the supply route to the Murmansk area.

On May 16, a meeting was held at the War Office, attended by representatives of the Dominions, where a request was made for sixteen Canadian, nine Australian, and four New Zealand officers and NCOs. The men, it was stated, were required for “training and leading the local forces raised in the theatre and to assist the Imperial authorities in administrative work”.

Keywords & phrases: Siberian Expeditionary Force, military mail, Syren Force, Elope Force

On May 27, 1918, five officers and eleven non-commissioned officers (NCOs) were seconded to “Elope Force” by the Canadian government. The sixteen members were all volunteers, many of them from the 18th Reserve Battalion of the Corps of Canadian Railway Troops. In addition to the British and Commonwealth contingents, the French, the Americans, and the Italians eventually contributed substantial numbers of troops to both the Murmansk and Archangel theatres.

To counter possible German activity in the White Sea theatre, the Supreme War Council of the Allied High Command, meeting on June 3rd 1918 at Versailles, issued Collective Note 31, which authorized the despatch of an Expeditionary Force of approximately 5,000 men to seize the ports of Murmansk and Archangel simultaneously. If this were not possible, Archangel was to be seized as soon as possible after Murmansk had been secured. The Allied Force was to have a unified command, the Commander-in-Chief to be appointed at the discretion of the British Government.

On July 12 1918, the Canadian Government received a request from the War Office to supply a full infantry battalion. After full discussions, the request was turned down, but a counter-proposal was submitted, offering a limited number of officers. The War Office responded by requesting eighty-eight officers and NCOs for a “special mobile force” to be assigned to “SYREN Force”. The personnel seconded to this force were to be acquainted with the use of snowshoes, sleigh transport and, if possible, be accustomed to driving dog teams. On August 2, the Canadian Government agreed and a search for suitable volunteers began. Eighteen officers and seventy-five NCOs, under the command of Lieutenant-Colonel J.E. Leckie of Vancouver, with Major Howard MacKenzie as his Adjutant, were selected. They assembled at Witley Camp, Surrey, on August 28, 1918 and embarked for Russia from Leith, Scotland on September 18, aboard the transport *S.S. Leicestershire*, arriving in Murmansk on September 27, 1918.

On August 3, 1918, the Canadian Government received yet another request for assistance. This time the War Office required artillery. On August 9, this request was met by authorizing the formation of the 16th Brigade, Canadian Field Artillery, to be commanded by Lieutenant-Colonel C.H.L. Sharman. The newly formed Brigade was composed of two Batteries: the 67th, commanded by Major F.F. Arnoldi of Toronto and the 68th, commanded by Major Walter C. Hyde of Beaconsfield, Quebec. With strength of eighteen officers and 469 other ranks, the Brigade was assembled at Witley Camp, England. Most of the Brigade entrained for Dundee on September 19, and sailed on the *S.S. Stephen*, a grossly overcrowded and ill-equipped vessel, arriving in Archangel on September 30, 1918.

The Canadians attached to both “ELOPE” and “SYREN” saw action until they were withdrawn in the summer of 1919. In addition to the ground forces, a number of Canadians serving with the RAF also saw action in North Russia. Table 1 lists those known to have served in this theatre.

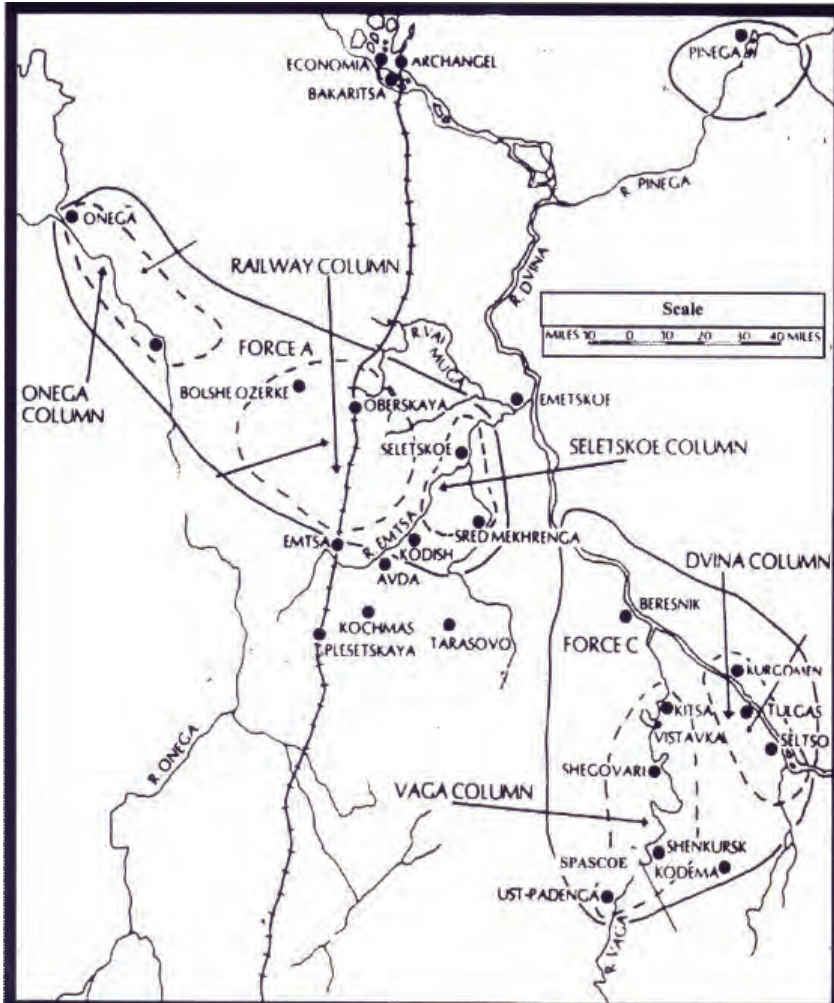


Figure 1. Operating areas for Elope force 1918–1919.

Postal arrangements for Syren Force

The units deployed in North Russia had to rely on the facilities of the British Royal Engineers Postal Service for their mail. Lieutenant-Colonel A.J.M. Carraws, A.D.P.S., who arrived in Murmansk on September 28, was responsible for the organization of postal affairs for the Expeditionary Force. On his arrival, Carraws established a Base Post Office at Murmansk, (A.P.O. P.B. 1, Whitney type 662); at first in railway wagons, but later in a new building near the quay.

As General Maynard's forces advanced and as postal service personnel became available, Field Post Offices were established at Kem (P.B. 88 Feb. 8 1919–Apr. 1919?) and P.B. 15 May 19–Sep. 19), Soroka (P.B. 11 Nov.–Jul. 5), Kandalaksha (P.B. 22 Dec. 18 1918–April 7, 1919), Petechenga (P.B. 33 Dec. 7–July 2, 1919), Kola (P.B. 99 Dec. 18–April 19, 1919), Onega (P.B. 12 April 3–June 6, 1919). An office was established at Medevaya Gora (P.B. 88 April 9–Sept. 23, 1919). In addition to these stationary Post Offices, a Russian Travelling Post Office carriage was found and put into service between Murmansk and Soroka as Army T.P.O. No. 1 N.R.E.F. (North Russia Expeditionary Force). It commenced operation on November 4, 1918. A second, train-based Army T.P.O., No. 2 N.R.E.F., was also put into service on the same run shortly thereafter, making it possible to operate a twice-weekly service. Mail from Petechenga was serviced irregularly by a trawler from Murmansk. It should be noted that, in many cases, two different date stamps were sent, and both are known used by some of the F.P.O.s. For example, F.P.O. P.B. 11 is recorded in type A and B sent on September 3 and November 20 respectively, but only Type A has been reported used. Similarly, F.P.O. P.B. 33 comes in two types: A and B, sent on November 9 and November 20 respectively. Type A is known used between December 7 1918–January 26, 1919, and Type B from April 15, 1919–July 2, 1919. P.B. 44 Types A and B were sent on August 13 and an unknown date. Type A has not been reported, but Type B is known used from December 9, 1918–September 23, 1919. Similarly, P.B. 15 Type A seen from June 8, 1919, and Type B was sent November 20, 1918 and used from August 22, 1919–September 22, 1919.

Regulations stated that all mail must be censored, and then signed by the officer censoring the mail, without displaying his rank [5]. Therefore, a number of different censor devices were also sent to North Russia, including the “X series,” with numerals X2 to X81, reported used between June 19, 1919 and October 10, 1919. Much more work, however, needs to be done before it can be ascertained which numbers were allocated to which units. “X42”, for example, has been seen on cover in conjunction with Army Post Office P.B. 1. Figure 1 shows “X61” used on a letter posted at FPO PB 44.



Another series used in North Russia was the double-oval “PE/C/no.” with numbers 5-45, which was in use from at least January 1919 to May 1919. (See Figures 4 and 5).

Figure 1. An early letter from Lt. Griffin to his lady friend in Markham. It appears to have been written on October 30, and handled at FPO PB 44 a week later on November 6. It bears the “X61” censor mark, signed J. Saunders(?). Figure courtesy C.D. Sayles.

A third series, a circular Passed by Censor with crown and numbers 2-32, has been reported. But, as with the "X series," much work has to be done before these devices can be assigned to particular units.

Instructions to members of SYREN Force were to have their letters addressed c/o the G.P.O., London. This mail was initially sent via the Union-Castle intermediate liner, *Braemar Castle* (6,200 tons)— which had been converted into a hospital ship—to Leith, Scotland, and then via London to the addressee. Only a few covers from Canadians that can be definitely connected with SYREN Force have as yet been reported, as have a few from Americans attached to SYREN Force.

Postal arrangements for Elope Force

Once General Poole had captured Archangel, Lieutenant-Colonel Carraws was able to establish a Base Post Office (Army Post Office P.B. 2) in the former Academy of Music, which was operational from October 1918 to September 1919. Carraws established stationary Field Post Offices at the following locations: Bakharitzta (P.B. 44 November 1, 1919–September 23, 1919); Beresnik, Dvina Force H.Q. (P.B. 55, December 18, 1918–August 19, 1919); Obozerskaya, Vologda Force H.Q. (P.B. 66, December 15, 1918–September 19, 1919; Emetskoe (P.B. 77, May 19–July 19, 1919), although this last is known to have been established by January 16, 1919. The relief force used additional date stamps used at Troitsa (F.P.O. P.B. 13) by Grogan's Brigade, and at Troitsa and Yakolevskoe (F.P.O. P.B. 14) by Sadler-Jackson's Brigade.

The following double-ring British FIELD POST OFFICE, (Whitney type 666) cancelling devices were also issued to the Forces in North Russia: P.B. 12, P.B. 15, P.B. 16 and P.B. 99. But, to date, no examples have been reported. Two other out-of-series F.P.O. numbers were sent to North Russia: 200 and 201. F.P.O. 200 was possibly held at 236 Brigade H.Q., but due to the piecemeal deployment of the Brigade along the Archangel front, it was never used. Censor devices, as outlined above, were allocated to units operating with Elope Force. PE/C/2, PE/C/29, PE/C/32 and PE/C/44 have been seen on mail from an officer serving with ELOPE Force.

Mail handling for Elope Force

Mail to members of Elope Force was originally to be addressed c/o Dominion Securities Corp., 6 Austin Friars, London, England, and from there it was redirected to Russia. Mail from soldiers of the Elope Force was passed either through the nearest British Army F.P.O. or the A.P.O. at Archangel and then forwarded, via England, to Canada. The P & O Liner, *S.S. Kahyan*, which had been converted to a Hospital Ship in 1917, was attached to ELOPE Force and served as a Base Hospital from November 1918 to September 1919. This vessel, like the *Braemar Castle* at Murmansk, was probably used to carry the mails between Archangel and a British East Coast Port.

The two known F.P.O. handstamps to be used on correspondence from a Canadian are FIELD POST OFFICE P.B. 44 and P.B. 2, both countersigned by A.K. Griffin.

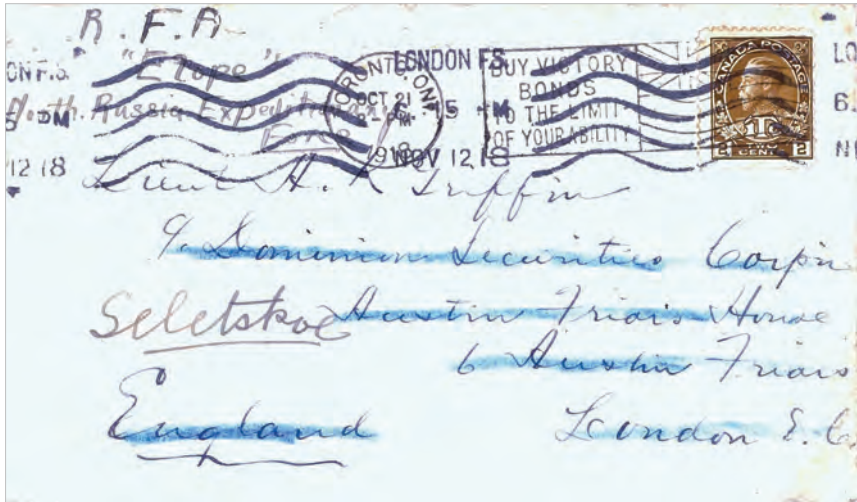


Figure 2. This letter was mailed from Toronto to Lt. A.K. Griffin c/o Dominion Securities Corp. Ltd., Cancelled with a LONDON F.S./ 6.15 PM/ OCT 10 18 machine cancel and redirected to R.F.A./“Elope”/North Russia Expeditionary Force, and finally to Seletskoe. (Ex Toop. Courtesy H. Burgers.)



Figure 3. Another example of a letter from the Griffin correspondence. It was mailed at Toronto January 3, 1919, addressed to Lt. A.K. Griffin, “C/Dominion Securities Corp.,” and redirected to R.G.A. “Elope” North Russia Expeditionary Force, after being postmarked London FS March 10, 1919. (Ex Toop.)

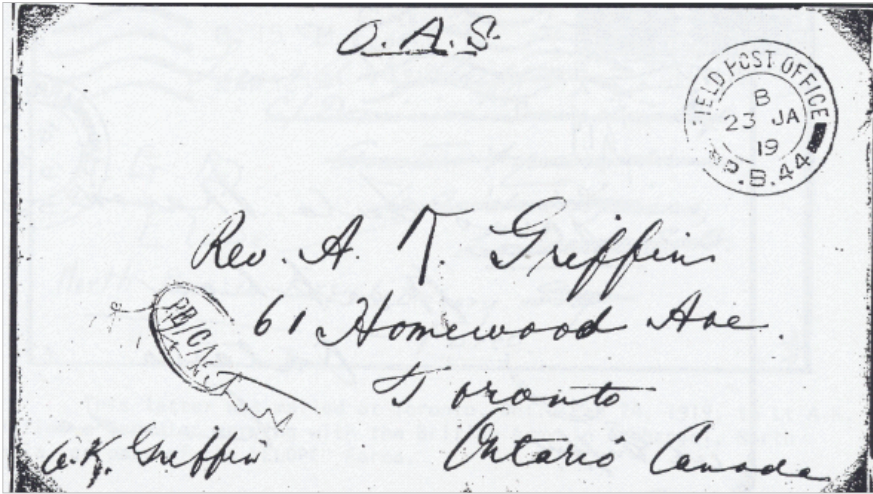


Figure 4. A letter from Lt. A. K. Griffin to Toronto endorsed O.A.S. and cancelled with a FIELD POST OFFICE P.B. 44/ B/ 23 JA/ 19. Oval PE/C/2 censor stamp countersigned by Lt. A.K. Griffin is an example of the later device. (Ex Toop).

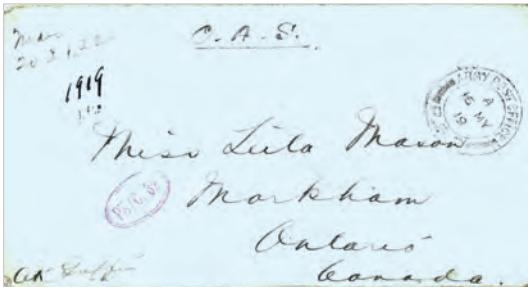


Figure 5. This is a cover from the same correspondence to Markham Ontario which is cancelled with an ARMY POST OFFICE P.B. 2/ A/ 16 MY/ 19 date stamp, endorsed O.A.S. and struck with an oval; PE/C/32 censor stamp. (Courtesy H. Burgers).

Table 1: Nominal Roll of Canadian Airmen in North Russia; 1918-1919

Name and Rank	Unit	Theatre	Hometown
Lt-Col. Maund DSO	C.O Elope Squadron	Archangel	Cando, Saskatchewan
Capt. F.V. Robinson	Elope Squadron	Archangel	Winnipeg, Manitoba
Capt. G.H. Simpson	Nairana	Archangel	Toronto, Ontario
Lt. D. MacDougall	Nairana	Archangel	Winnipeg, Manitoba
G.W. Ashbrook	Elope Squadron	Archangel	Winnipeg, Manitoba
A.H. Bill	Elope Squadron	Archangel	Saskatoon, Saskatchewan
F.A. Bradley	Elope Squadron	Archangel	Calgary, Alberta
P.V. Dobby	Elope Squadron	Archangel	Montreal, Quebec

Name and Rank	Unit	Theatre	Hometown
R.E. Gordon	Elope Squadron	Archangel	Montreal, Quebec
J.W. Grant	Elope Squadron	Archangel	Lacombe, Alberta
B.A. Heeney	Elope Squadron	Archangel	Calgary, Alberta
M.B. Henselwood	Elope Squadron	Archangel	Winnipeg, Manitoba
G.W. Jones	Elope Squadron	Archangel	Moncton, N.B.
James McDonnell	Elope Squadron	Archangel	Alexandria, Ontario
T.F. Naylor	Elope Squadron	Archangel	Watrous, Saskatchewan
Frank J. Shrive	Elope Squadron	Archangel	Hamilton, Ontario
F.F. Tattam	Elope Squadron	Archangel	Winnipeg, Manitoba
A.E. White	Elope Squadron	Archangel	Vancouver, British Columbia
L.A.A. Bernard	Elope Squadron 1919	Archangel	Montreal, Quebec
W.G. Boyd	Elope Squadron 1919	Archangel	Hamilton, Ontario
N.G. Fraser	Elope Squadron 1919	Archangel	Toronto, Ontario
L.W. Kidd	Elope Squadron 1919	Archangel	Listowel, Ontario
A.A. Leitch	Elope Squadron 1919	Archangel	High River, Alberta
Claude M. Lemoine	Elope Squadron 1919	Archangel	Toronto, Ontario
David Neil	Elope Squadron 1919	Archangel	Margaree Harbour, Nova Scotia.
L.S.E.S. Punnet	Elope Squadron 1919	Archangel	Victoria, British Columbia
A.J. Rankin	Elope Squadron 1919	Archangel	Montreal, Quebec
Earl Scramlin	Elope Squadron 1919	Archangel	Weyburn, Saskatchewan
F.O. Soden	Elope Squadron 1919	Archangel	?, New Brunswick
Lieut. R.A. Adams	Syren Force	Murmansk	Toronto, Ontario
2/Lieut. C.S. Booth	Syren Force	Murmansk	Victoria, British Columbia
L.C. Hooton	Duck Flight	Murmansk	Vancouver, British Columbia
R.W. Ryan	Duck Flight	Murmansk	Goderich, Ontario
F. J. Stevenson	Duck Flight	Murmansk	Winnipeg, Manitoba

Table 2: Partial Nominal Roll of Canadian Army personnel serving with SYREN or ELOPE Forces.

Name and Rank	Unit	Force/ Theatre	Home Town	Date Arrived
Capt. R.D.Adams	Mobile Force	Syren		Sept. 27, 1918
Capt. E.D. Allen	Mobile Force	Syren		Sept. 27, 1918
Maj. P. Anderson	Mobile Force	Syren	Edmonton	Sept. 27, 1918
Maj. F.F. Arnoldi	67 th Bat. CFA	Archangel	Toronto, Ont	Sept. 30, 1918
Sgt. R. Ball				
Lt. W.J. Bradshaw	67 th Bat. CFA	Archangel		Sept. 30, 1918
Maj. G.B. Brown				
Lt Col. R.B.S. Burton	Finnish Legion	Syren	Winnipeg, Man	
Sgt. A.D.P. Clarke				
Pte. W. Colville	67 th Bat. CFA.	Archangel		Sept. 30, 1918
Capt. E. H. Cope	Mobile Force	Murmansk	Saskatchewan	Sept. 27, 1918
Sgt. J.A. Crowe				
Sgt. E. Doherty				
Capt. E. Dorey				
F/Sgt. E. Dunford	67 th Bat CFA	Archangel		Sept. 30, 1918
Maj. A. Eastham	Mobile Force	Syren		Sept. 27, 1918
Sgt. C.I. Ericson	Mobile Force	Syren		Sept. 27, 1918
Capt. C. Fee	Mobile Force	Syren		
Sgt. R.J. Forbes	Mobile Force	Syren		Sept. 27, 1918
Bmd. D. Fraser	68 th Bat.CFA	Archangel		Sept. 30, 1918
Capt. A. Gillis	67 th Bat CFA	Archangel		Sept. 30, 1918
Capt. H.J. Griffen				
Lt. Col. J.Guard	G.S.O.1	Archangel		
Maj. W.C. Hyde	68 th Bat.CFA.	Archangel	Beaconsfield PQ	Sept. 30, 1918
Capt. J.W. Hunter	Mobile Force	Syren		Sept. 27, 1918
Sgt. Janes	Mobile Force	Syren		Sept. 27, 1918
Maj. A.H.W. Landon				
Lt. Col. A.T. LeFevre	Railway Unit	Syren		
Lt. Col. J.E. Leckie	Mobile Force	Murmansk	Vancouver, B.C.	Sept. 27, 1918
Maj. A. McArthur	Mobile Force	Syren	New Glasgow. N.S.	Sept. 27, 1918
Maj. L.H. MacKenzie	Mobile Force	Murmansk	Gairloch. N.S.	Sept. 27, 1918

Maj. P. Mills	Artillery Sch.	Archangel		
Capt. O.A. Mowat	68 th Bat. CFA	Archangel	Campbelltown. N.B.	
Brig-Gen. H. Needham			Vancouver	
Capt. J.K. Nesbit	Mobile Force	Syren		Sept. 27, 1918
Capt. A. Nowitski				
Capt. V. Nowitski				
Capt. T.P. O'Kelly	Special Dog Grp.	Syren	Vancouver, B.C.	Late Jan. 1919
Capt. C. Proctor	Mobile force	Murmansk	Millbrook. Ont.	Sept. 27, 1918
Gnr. F.H. Russell	68 th Bat CFA	Archangel		Sept. 30, 1918
Lt. Col. C.H.L. Sharman	16 Brig. CFA	Archangel		Sept. 30, 1918
Capt. E.M. Squairey	Mobile Force	Syren	Newfoundland	Sept. 27, 1918
Capt. V.E.K. Weldie	CFA	Syren		
Maj. W.O. White				
Maj. R.L.A. Turner				
Cpl. S.B. Wareham	67 th Bat.CFA	Archangel		Sept. 30, 1918
Lt. J.D. Winslow	68 th Bat.CFA	Archangel	Woodstock. N.B.	Sept. 30, 1918
Sgt. R. Wood				
Cpl. C.J. Worthington	68 th Bat CFA	Archangel		Sept. 30, 1918

References

- [1] All information has been taken from my monograph David H. Whiteley, *The British Missions to Russia 1918-1920*. (DHW Publications: Winnipeg, 1999)
- [2] Swettenham p. 52. Initially “Syren Force” consisted of 600 British Infantry, a machine-gun company, a half company of Royal Engineers and some 500 marines who had already landed in Murmansk.
- [3] Dr. J.T. Whitney, *Collecting British Postmarks*, Fifth Ed. (Ruddington, Nottingham: Adlard Print, 1990). pp 202, 208. All Field Post Offices are Whitney type 666.
- [4] A. Kennedy & G. Crabb, *The Postal History of the British Army in World War I*, (1927).
- [5] E.B. Proud, *History of the British Army Postal Service*. Vol. II. 1903-1927, (1980) pp 277-78. Kennedy and Crabb and Proud in some cases show different dates, I have preferred Proud to Kennedy & Crabb only because of publication dates.

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

Part 3

The Village of Drummondville

Doug Irwin

A community grew along the portage road around the falls just below the site of the bloodiest battle of the war of 1812 -1814, Lundy's Lane. The post office at Drummondville opened on April 6, 1830. Drummondville was



Figure 21. A rather idealized view of Drummondville c1800. A painting by Donna Marie Campbell. Courtesy Niagara Falls Public Library Digital Collection.

Keywords & phrases: Niagara frontier mails, Drummondville, C.W.; pence period

named after Sir Gordon Drummond, the General commanding the British forces in the Battle of Lundy's Lane. In 1831, Drummondville had a population of 150 but by 1850, it had increased to 500. Figure 22 shows the first double circle Drummondville hammer (1828 type), with the date added in manuscript on a single folded letter to London, England via New York and Liverpool. The handstamp "U.S.P. Paid 25¢" appears to have been applied at Lewiston and is known to have been used in late 1832 and early 1833. This first hammer saw usage from 1830 through 1842. A second hammer (1832 type double circle) saw usage from 1837 through 1841. Figure 23 shows an example of this second date stamp on a transatlantic folded letter to London, England.

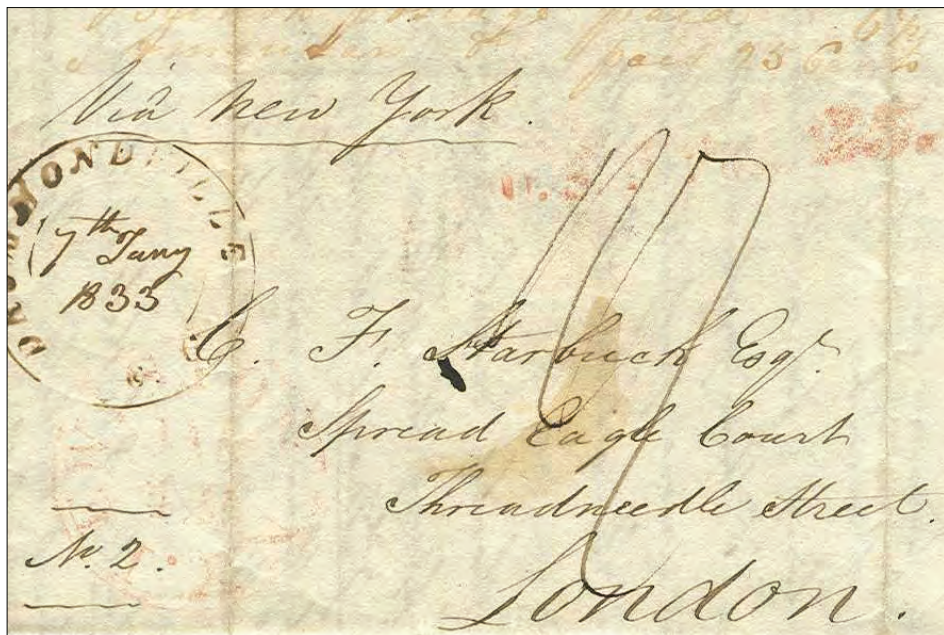


Figure 22. January 7, 1833 – Drummondville, U. C. to London, England – A single folded letter which paid 4½d Canadian postage plus 2d ferriage (from Queenston to Lewiston) for a total of 6½d plus 25¢ for postage to New York (over 400 miles). The letter went from New York to Liverpool, and then overland to London where it was rated 1sh 7d collect for ship and internal British postage.

Cross border mail and transatlantic mail (through New York) crossed at the Queenston – Lewiston exchange. The post office in Upper Canada imposed a 2d ferriage charge per letter on mail coming from and going to Upper Canada starting February 5, 1828 and ending March 5, 1837. Figure 24 shows a folded letter from Bath, UK to Queenston, U.C., forwarded to Drummondville. At Queenston, the

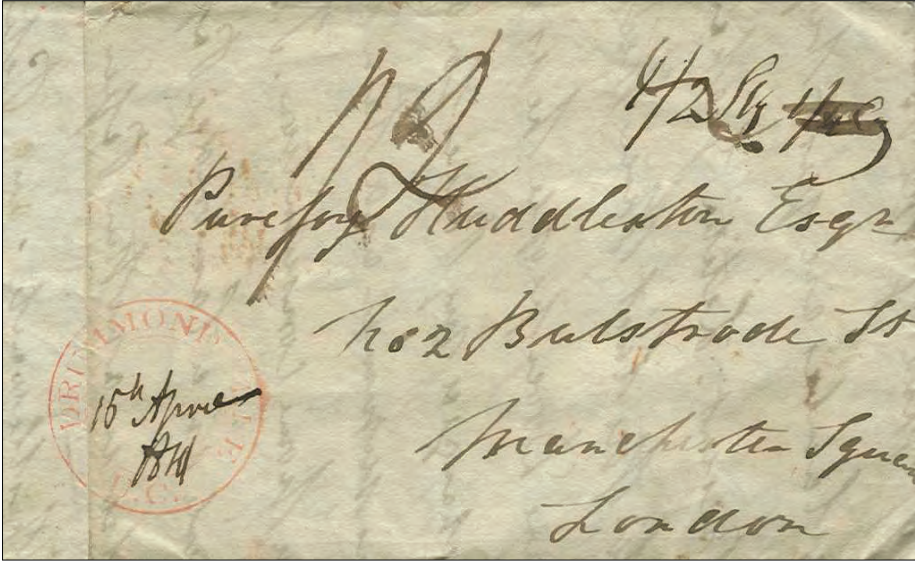


Figure 23. April 16, 1841 – Drummondville to London, England – A single folded letter, initially rated 1sh 2d Sterling, equivalent to 1sh 4d Currency (the denotation of a paid letter), re-rated 1sh 2d Sterling collect.



Figure 24. Bath, UK to Queenston, U.C., forwarded to Drummondville. A single folded letter rated 1sh 4½d for US postage + 2d ferriage to Queenston + 4½d for onward transmission to Drummondville for a total of 1sh 11d collect.



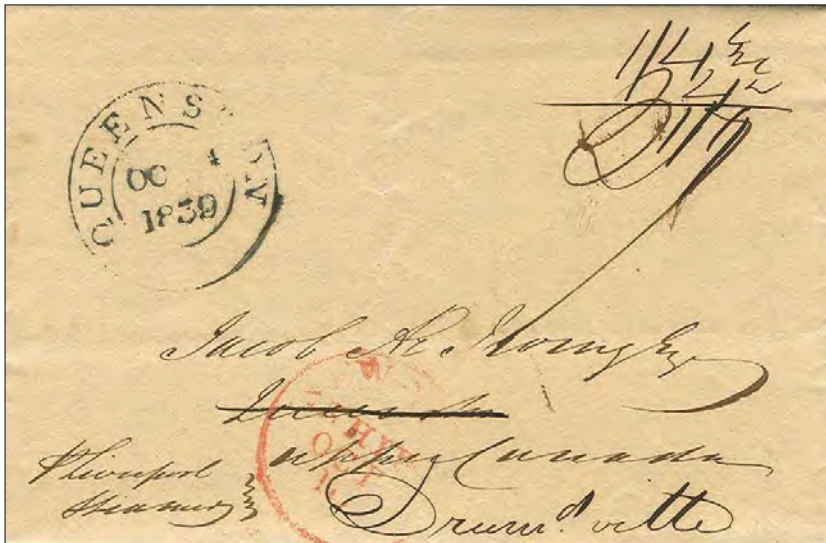
Figure 25. A closer look at part of the cover shown in Fig. 24 above

American Postage	1/ 4½
British do	<u>6½</u>
	1/ 11

scarce handstamp “American Postage British do” was applied. This handstamp was used during 1831 through 1833. The letter was rated 1sh 4½d for US postage + 2d ferriage to Queenston + 4½d for onward transmission from cross border exchange office to Drummondville for a total of 1sh 11d collect (Figure 25).

1837.

Figure 26 shows a folded letter from London, England to Drummondville, via New York, rated 1sh 4½ currency [equivalent to 2¢ ship fee plus 25¢ US postage to the border for a total of 27¢ (manuscript 27).



5,

Figure 26. A single folded letter from London, England to Queenston, Upper Canada via New York ship. Charged 27¢ (2¢ ship fee plus 25¢ postage to border) which equals 1sh 4½d currency. At Queenston, 4½d Canadian postage was added for redirection to Drummondville for a total of 1sh 9d collect.

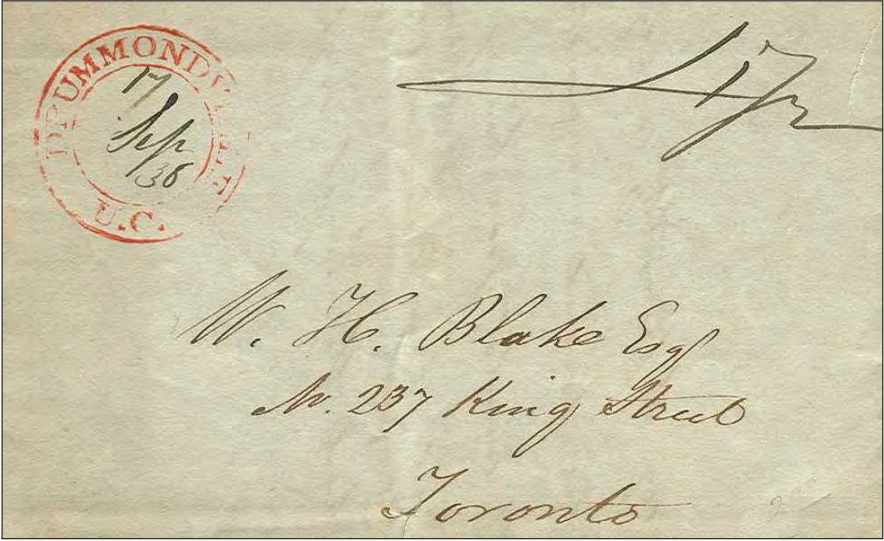


Figure 27. September 17, 1838 – Drummondville to Toronto (across the lake) – A single folded letter, rated $4\frac{1}{2}$ d collect for a distance of under 60 miles.

Prior to 1844, postage was charged by the number of sheets and distance. Drummondville to Toronto around Lake Ontario would be 7d for a distance of between 61 and 100 miles. However, during summer months, the mails would be carried by boat across Lake Ontario and the distance was considered less than 60 miles and single folded letters would be rated $4\frac{1}{2}$ d postage (rather than 7d) for this shorter distance (Figure 27).

There was also a Drummondville in Lower Canada (Canada East). At times, mail was sent to the wrong office. Figure 28 shows a folded letter addressed to Drummondville, Canada West but sent to Drummondville, Canada East initially by mistake. The letter originated at Quebec and was rated 9d collect to Drummondville, Canada East for a distance of 201 to 300 miles. It was then “Forwarded” (manuscript) to Drummondville, Canada West, rated an additional 11d collect for a total of 1sh 8d.

Drummondville had an 1839 type double split ring DRUMMONDVILLE U.C. hammer proofed on May 31, 1842. On April 1, 1851, uniform postage of 3d per $\frac{1}{2}$ ounce came into effect for letters within Canada. This double split ring datestamp was still in use in 1858 as illustrated in Figure 29. It shows a single weight registered letter plus envelope, with postage prepaid with a 3d beaver stamp on wove paper. The registration fee of 1d was paid in cash.



Figure 28. 13 Sept 1848 – Quebec to Drummondville, C.W. – A single folded letter, missent to Drummondville, Canada East and initially rated 9d collect for a distance of 201 to 300 miles. VILLE DRUMMONDVILLE 14 SEPT 48 receiving datestamp. It bears a hard to read DRUMMONDVILLE U.C. SP 18 1848 receiving datestamp.

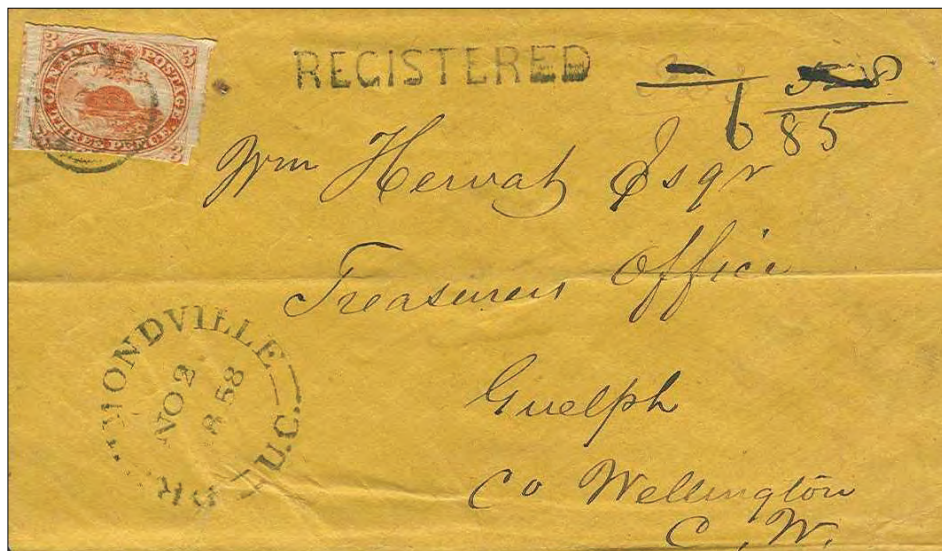


Figure 29. November 2, 1858 – A registered letter from Drummondville to Guelph. Postage was prepaid with a 3d stamp on wove paper. The registration fee of 1d was paid in cash.

Study group centreline

Robert Lemire

THE purpose of this column is to bring to the attention of BNAPS members some of the fascinating specialist work being done within each BNAPS study group. Highlights are provided for newsletters that have arrived in my mail box from mid-January through mid-April 2008.

George VI: In issue 12 of the *King George VI Post & Mail*, Gary Steele presents Part V of his study of postal history during the King George VI 1937–42 “Mufti Era”. This time he covers illustrate postage rates to Africa. Several of the covers shown were underpaid, a reflection of complicated, and oft-changed rates in the late 1930s and early 1940s. Doug Lingard discusses the markings on a cover sent from Canada to Australia in May 1939. The sender apparently intended to send the cover by surface mail, but only air service was available at that time. The cover was returned after passing through the dead letter offices of both countries. Gary Dickinson shows a selection of interesting cacheted covers from the 1939 Royal Visit to Canada, Newfoundland and the United States. Many of these were also First Day covers for the commemorative issues of Canada and Newfoundland. John Burnett outlines Canadian postage rates to Great Britain & Ireland during the Mufti period. Several nice items are illustrated, including a small canvas bag and envelope mailed to England (probably in 1939) with pairs of the \$1 and 20¢ stamps (possibly the 4 oz. airmail rate). Louis Fiset submitted a picture of a post card used in 1941, and assessed 2¢ postage due, which illustrates that post cards sent by air mail in Canada were subject to the air mail rate for letters.

Queen Elizabeth II: The January–February newsletter features an article by Pascal LeBlond on the surprisingly few variations in the “first day” slogan as used over the last fifty-eight years. Robin Harris illustrates reconstructions (based on measurements done at the Postal Archives) of British American Bank Note (BABN) Plate 1 of the 36¢ QE II stamp, and BABN Plates 1 and 2 of the QE II 30¢. On the 30¢ plates, positions of several constant plate varieties are shown. In the March–April issue, Leopold Beudet notes that one unintended result of Canada Post making available certain uncut press sheets is that “corner-fold” varieties can be manufactured that are indistinguishable from “corner folds” purchased over the Post Office counter. John Arn reports on a number of Cameo Issue booklet varieties that are unlisted in the third edition of the McCann Catalogue. Finally, a new tool for collectors: Robin Harris, in collaboration with Mirko Zatka, has designed a perforation gauge that can be used on modern self-adhesive stamps

issued by Canada Post. The gauges are being distributed at a nominal cost through the study group.

Military Mail: In the January 2008 newsletter, Dave Hanes shows the new military post office mailroom at Camp Borden, and illustrates many of the handstamps in use there. Colin Pomfret shows a number of World War I items that were delayed in the interests of maintaining security with respect to the movement of troops and transport vessels. In the March newsletter, Robert Toombs shows some “Forces Letters” as used between 1945 and 1957, and Colin Pomfret reports a card mailed in 1918 from someone in a Serbian mobilization camp in Levis. Other items were contributed by Colin Campbell, Dave Hanes, Colin Pomfret, Bill Robinson, Jerry Jarnick, Mike Street, Walter Plomish, and Editor Dean Mario.

Large and Small Queens: Newsletter issue #35 has a table that adds twenty-nine more covers to Art Bunce’s detailed census of 187 known covers bearing the 15¢ Large Queen. Richard Thompson attempts to harmonize the many different descriptions of the “soft white paper” used for a printing of the 6¢ Large Queen. Yannik Cartier discusses an unusual paper and shade combination for a 3¢ Small Queen stamp, while Ben Cohen discusses the three known copies of the 2¢ Large Queen with a stitch “watermark”. John Burnett shows Small Queen era covers addressed to (or through) various western territories of the United States.

Newfoundland: In issue #129 of the *Newfie Newsletter*, George McGowan continues with his column on Newfoundland’s slogan cancels. The period of use of the “ADDRESS/ MAIL/ TO/ STREET OR/ BOX NUMBER” slogan is discussed. 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. Peter Motson, in answer to Colin Lewis’ appeal (issue #127) for information concerning covers mailed by the philatelic faker Emil Reinhardt Krippner, illustrates six covers that might suggest a link between Krippner and mail clerk James Cox (source of various Newfoundland “philatelic creations”).

Fancy and Miscellaneous Cancels: In the March 2008 newsletter, David Lacelle shows several more fantasy or “joke” cancels (as submitted by Wally Gutzman, Ken Pugh, and Bruce Holmes) to supplement those illustrated previously. The issue also shows many of the limited number of fancy cancels reported for Assiniboia and the North West Territories (Alberta and Saskatchewan), a topic suggested by Don Thompson. Other reports are from Mike Street, George Pond, Paul Young, John Burnett, Wally Gutzman, and David Dawes.

RPO Cancels: In Volume 36, #2 of the newsletter, postmarks used on the Pacific Great Eastern Railway are described. Peter McCarthy provides information concerning the first Canadian RPO cancelling device, used on the St. Lawrence & Atlantic Railroad, and hammer studies are given for that line and for the early Ontario, Simcoe & Huron Railroad RPO. In the January–February newsletter, the RPO service on the Massawippi Valley Railway and Hereford Railway in south-eastern Quebec is described. The relationship between these lines and the Quebec Central Railway is outlined. Corrections and additions to items in earlier newsletters are reported by Brian Stalker, Warren Bosch, Bob Lane, Doug Lingard, Bob Livingstone, and Editor Ross Gray.

World War II: Issues #38 and #39 of *War Times* provide details and examples of blackout cancels from Nova Scotia—Halifax, Dartmouth, Liverpool, Shelburne, Sidney, North Sydney and Yarmouth. Issue 40 continues with information on the cancels from Moncton, N.B. and Rimouski, P.Q., and there is a discussion of blackout cancels used by the Foreign Exchange Control Board. The newsletter also contains excerpts from a WW II government document on Canadian postal censorship of civilian mail.

Revenues: As usual, the latest issues of this newsletter are packed with information. In newsletter No. 59, Chris Ryan provides details on the request for proposals for the new 2008 tobacco stamps. David Hannay describes the city of Vancouver poll tax (1925-1950) and provides illustrations of some of the receipts. Peter de Groot continues his series of articles describing statutes of Newfoundland “that required the use of stamps to collect fees and charges payable to the Crown.” Part IV describes the intent and fee schedules of the *Conditional Sales Act, 1955* and the *Bills of Sale Act, 1955*. From Chris Ryan, we have another list and more illustrations of municipal user-pay garbage tags and bags, this time those from Alberta. The March 2008 newsletter features an interesting discussion of a 1925 probate document bearing stamps of three different shades of the \$1 law stamp (Brian Peters), an illustration from Leopold Beaudet of a receipt for payment of the luxury tax of 1920 (in this case, \$2 as paid for by thirteen 10¢ and fourteen 5¢ Admiral issue stamps), and a scan of an unlisted BC motor-vehicle transfer stamp (Fritz Angst). There also is Part 8 of Chris Ryan’s series on Canada’s stamp taxation of tobacco products, in which the application of taxes to cigars during the period 1883-1897 is discussed. Copies of stamps used for “sample boxes” of cigars are illustrated.

British Columbia Postal History: Newsletters #64 and #65 have been received. Brian Plain reports on covers that supplement Bill Topping’s earlier article concerning Victoria sub-office X, and the nearby Willowpark office. Both offices appear to have provided service to soldiers stationed at Willowpark Military Camp

(Willows Camp), and Willowpark was the camp post office until Victoria sub-office X opened in early December 1914. (See Bill Topping's article, page 52, below.) There is an article describing the history of the Codville Landing, Sumas and Chilliwack post offices. Bill Topping illustrates a leaflet that was used to provide information on the introduction of the "postal zone system" after the Second World War, and shows a map of the Vancouver zones. There is a list of openings and closings of post offices in BC for 2007 (and early 2008), as provided by Canada Post. Pete Jacobi provided an illustration of a scarce "Manistee" cancel (on a post card). Gray Scrimgeour provides details of his research on why a February 15, 1897 cover from Vancouver to Victoria was endorsed "via New Westminster" (a hint, the date was a Monday).

Admiral Issue: The 110-page January 2008 issue of the *Admiral's Log* is a compendium of items submitted to Editor Leopold Beaudet over a 17-month period. The newsletter is arranged so that short "notes" on each stamp are grouped together. These are mainly related to re-entries, plate flaws, and relief breaks (Leopold Beaudet, Randall Van Someren, Ralph Trimble, John Jamieson, Charles Séguin, Richard Morris), though there are nice pictures of miscut booklet panes of the 3¢ red (Leopold Beaudet), and several other tidbits (Yohann Tanguay, Rob Turner, Robert Elias, Warren Bosch). There is also a discussion (Richard Morris, Leopold Beaudet) of constant, faint dots found in the upper margin of the stamps of several denominations, and Leopold Beaudet discusses Admiral Issue colour changelings. There is an extended article (Beaudet and Morris) on flaws and markings on the 7¢ red brown, the 3¢ brown, the 3¢ carmine and the 2¢ green, and also a beautifully illustrated discussion (Beaudet and Jamieson) of pyramid guidelines on the booklet panes. Charles Séguin has two more articles, one on the dry printing of the 2¢ green on thin paper, and one on the die proofs of the 1¢ and 2¢ war tax stamps.

Centennial Issue: The April 2008 newsletter shows another example of the rejected die proof of the 8¢ Library described in the previous newsletter. John Jamieson reported that this item was sent to him from New Zealand. Several miniature prints of redrawn versions of the scenes from some of the higher value definitives are also shown (thanks to Colin Bullock, John Jamieson and David Jones). Colin Bullock also has submitted a nice British American Bank Co. test booklet, which is shown in the newsletter in colour. Nick Fedorchuck reported badly smeared tagging on copies of the 8¢ #8 regular issue envelope. It is interesting that the tagging pattern was consistent on all copies in a package of 100 envelopes.

Delayed AR cards in the 10c registration period

Victor Willson

HANDELMAN [1], in an article written for the Postal History Society of Canada, has discussed the use of acknowledgment of receipt (AR) forms and cards for Canadian mail. These were designed to inform the sender of registered mail, by virtue of a signature on the form or, later, the card, that the recipient or his representative had received the mail. Cards replaced the forms some time in 1922, apparently. The fee for this service was equal to the registration fee. Through September 30, 1921, the registration fee for a letter was 5 cents, but the fee was raised to 10 cents on October 1. Thus, a registered item with requested AR service was 20 cents, not an inconsiderable sum in the 1920s. Handelman notes that the delayed AR fee forms or cards are quite scarce. This is an understatement, for the 10 cent registration fee to say the least. Only a few have been located to date. Below I show two examples, one domestic and the other foreign.

Figure 1 shows the front of a domestic-use AR, a 1923 card detailing registration of an item (presumably a letter, although all forms of mail could be registered at this time) from Regina to Keystown, Saskatchewan, on NO 16, paid with a 10 cent Admiral stamp and canceled with a Regina circular date stamp. This side indicates who the sender was, a law firm.



Figure 1. The front of a domestically used AR card in the 10¢ registration rate era.

Keywords & phrases: AR cards, delayed AR cards

On the other side, Figure 2, a second 10 cent Admiral is affixed and cancelled twice with a purple REGINA REGISTERED handstamp. Unfortunately, the date in the center is faint, but it appears to be NO 17. The recipient and the postmaster of the receiving Keystown post office signed it, and the card was returned on NO 20. The receiving firm also stamped its own private receiver on it dated NO 30. It is my understanding that only one other card with two 10-cent stamps has been located, and one with a 20-cent stamp in the 10 cent registration Admiral period for domestic delayed AR mail.

Figure 2. The actual acknowledgment, signed by addressee and postmaster.

POST OFFICE DEPARTMENT, CANADA. Administration des postes, Canada.	STAMP OF OFFICE OF DESTINATION. Timbre du bureau distributeur.
ACKNOWLEDGMENT OF RECEIPT AVIS DE RÉCEPTION	
THE UNDERSIGNED ACKNOWLEDGES THE RECEIPT OF A REGISTERED ARTICLE, THE ORIGINAL NUMBER OF WHICH APPEARS ON THE REVERSE SIDE. Le soussigné accuse réception d'un objet recommandé dont le numéro original apparaît au verso.	
When delivery is made to the authorized representative of the addressee, both addressee's name and representative's signature must appear in this receipt.	SIGNATURE  SIGNATURE OR NAME OF ADDRESSEE. Signature ou nom du destinataire.
Lorsque la remise est faite au représentant autorisé du destinataire, le nom du destinataire et la signature de son représentant doivent paraître sur ce reçu.	OF THE POSTMASTER OF OFFICE OF DESTINATION. de l'agent du bureau distributeur. 
N.B.—WHEN THIS RECEIPT IS PROPERLY SIGNED BY THE ADDRESSEE (OR Postmaster) AS REGULATIONS PROVIDE, IT IS TO BE DATE STAMPED AND RETURNED TO ADDRESS INDICATED ON THE OTHER SIDE WITHOUT ENVELOPE OR POSTAGE. Lorsque cet avis de réception sera dûment signé par le destinataire (ou l'agent des postes), tel que prévu par les règlements, il devra être timbré à date et renvoyé à l'adresse indiquée de l'autre côté, sans enveloppe ou affranchissement.	

The second card (Figure 3) was sent from Marks Stamp Co. on AP 14, paid with a 20 cent Admiral and cancelled with a purple DISTRICT SUPERINTENDENT POSTAL SERVICE/TORONTO ONTARIO handstamp. Again, the cancel is quite light and the date not readable. Fortunately, the required date of posting gives the date. Figure 4 shows the back of the card with the Syracuse, New York, handstamp and a manuscript APR 16, 1925, date, as well as manuscript April 16, 1925, date-of-delivery notation.

The recipient, Harold L Holmes, used a representative, Nellie Holmes. Since both names are listed, this appears odd, but likely Nellie signed for Harold, since the writing of Holmes is identical in both signatures. To the best of my knowledge, to date this card is unique as an example of a delayed AR card from a foreign destination at the 20 cent rate. Of course, correspondence about this material is sought at P.O. Box 10026, College Station, TX 77842, USA.

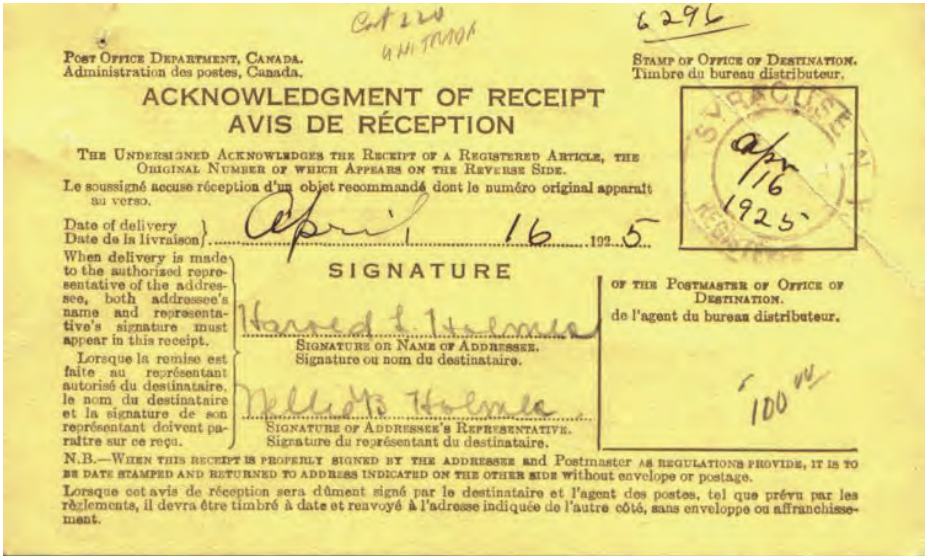


Figure 3. A single stamp pays both the 10 cent registration and the 10 cent AR fee. This card with the 20cent stamp is believed to be unique.

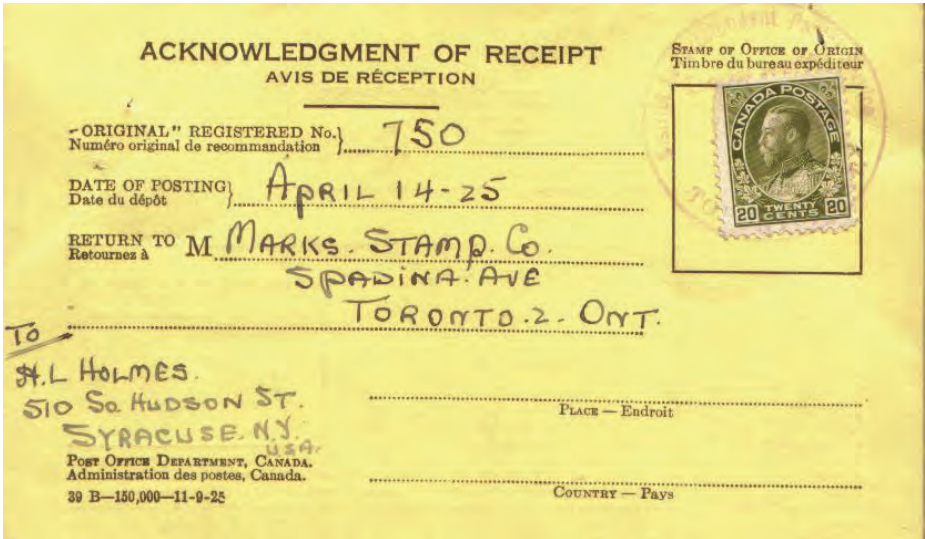


Figure 4. The signature side of the card in Figure 3.

Reference

- [1] Handelman, D. (2002). AR: Avis de reception. Toronto: *PHSC Journal*, No. 88, 31 December 1996. Published by the Postal History Society of Canada.

My favourite stampless covers

5. Letters between Eastern Canada and the capital of Vancouver's island

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.

THE letter in Figure 1 was posted in Quebec with a "Quebec/PM/AU 27/60/L.C." split ring, an octagon "C.L.D. [Crown Lands Department] FREE" [Jarrett # 1539] and a "FREE" hand stamp, all struck in black ink. It was determined that the letter could not go Free to the west coast and required that 15 cents per ½ oz. postage be prepaid. This is indicated with the manuscript '15' in black ink, and confirmed paid by the "PAID" hand stamp and "PAID/AU 27/1860/QUEBEC, L. C." double split ring, both applied in red ink. There is a "MONTREAL/AU 28/1860/L.C." double split ring transit on the reverse, with a partial embossed "[CROWN] LANDS" crest on the flap (Figure 2).



Figure 1. 1860 cover from Quebec to Victoria via the Panama route and San Francisco.

The cover is endorsed “Via New York”, from where it was forwarded in a closed bag through Colon and Panama to San Francisco, then to Victoria. The 5 pence local rate, indicated by the “5” manuscript in red pencil, was collected from the recipient. Unfortunately there is no Victoria receiver postmark, but the endorsement along the left side of the cover confirms that it was “Received 10 October 1860”, having taken 45 days, the usual length of time to make the trip.

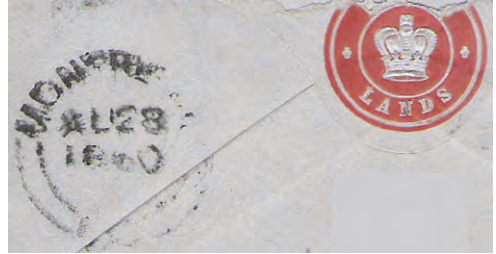


Figure 2. Crown Lands embossed crest and Montreal transit mark on reverse.

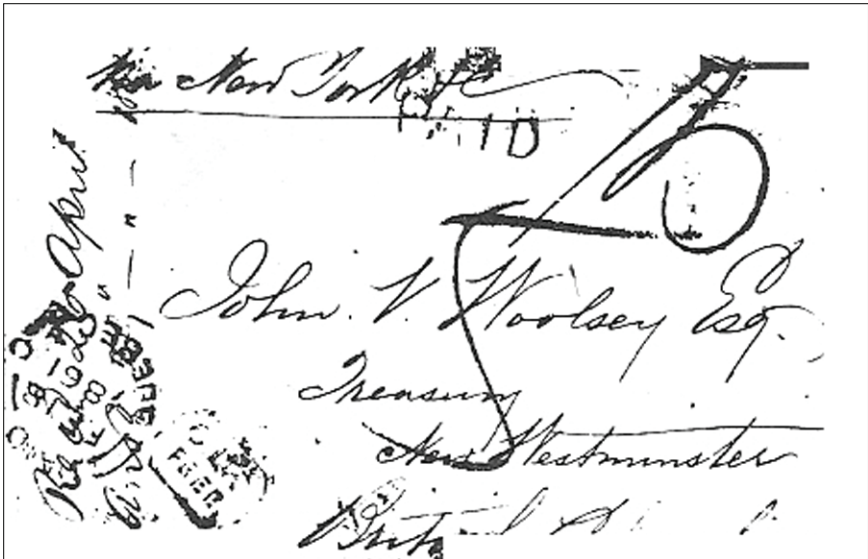


Figure 3. 1861 letter from the same Woolsey correspondence, addressed to New Westminster, Brit(ish Columbia).

During the period of these covers, the capitals of Vancouver's Island and British Columbia were Victoria and New Westminster respectively. After the two colonies united in 1866, the capital became New Westminster, but protests changed it two years later to Victoria, the older town. Figure 3 is a poor scan of an almost identical cover posted in Quebec on 18 February 1861 to the same person, but in New Westminster, where it is endorsed “Received 26 April 1861”, after 58 days in transit via the Colon-Panama route. The longer transit time was probably a result of the winter weather. I have been unable to find any information about John V. Woolsey,

to whom Figures 1 and 3 are addressed. Letters to him at both capitals, to the “Treasury” in the latter cover, makes me think Woolsey was involved in some capacity with both colonial governments. The cover in Figure 3 was lot 48 in Bill Longley’s “Just Covers Mail Auction #1”, of 20 January 1996.

Figure 4 shows a little mourning envelope going back east from Victoria to New Brunswick, six months after Confederation on 1 July 1867. It was posted prepaid in Victoria with the “POST OFFICE/PAID / VICTORIA VANCOUVER ISLAND” oval hand stamp in blue. This postmark, Lowe’s type HS 5, is known used from 1863–1871 in black, blue, green and red.



Figure 4. 1867 Mourning cover from Victoria to New Brunswick.

It was initially used, as it is on this cover, as a “Frank” to represent postage paid on letters. After postage stamps were available, it was used as a cancellation, as illustrated in Figure 7 below. Endorsed “Via New York & St. John N.B.”, the cover went through San Francisco, confirmed by the “SAN FRANCISCO/DEC/15/1867” transit CDS. Mail to and from Eastern Canada and British Columbia was also sent overland through the United States. Such mail normally had the United States postage paid in U.S. postage stamps. I believe this cover went this route, and that the red semi-oval hand stamp indicates the US postage was paid. This hand stamp appears to be a reverse impression of what Gerald E. Wellburn refers to as the “crescent ‘U. STATES’ border marking”, shown more clearly in Figure 5. The cover in Figure 5 is from Gerry’s album page, shown on page 62 of *The Stamps & Postal History of Vancouver Island and British Columbia*, an invaluable book that records Gerry’s superb collection in colour. Figure 6 is a pen

and ink sketch Gerry made of the Victoria Post Office from page 42 of the same book. It is one of many that brought dozens of his album pages to life.



Figure 5. 1861 cover from New Westminster to Bowmanville showing the “crescent ‘U. STATES’ border marking” in blue (from the G. E. Wellburn collection).

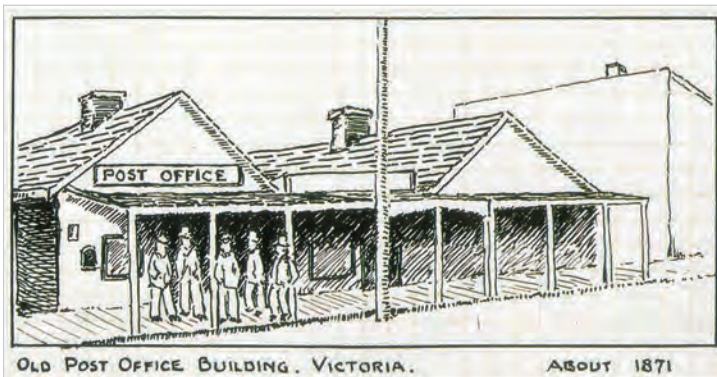


Figure 6. G. E. Wellburn’s drawing of Victoria Post Office building.

There are no back stamps because the envelope in Figure 4 is only a front. Naturally, I would prefer a complete envelope, but this is the form in which many early postal historians collected their covers, and it is better than nothing. Conversations I had in the past with several old time collectors, including Vinnie

Green, Fred Jarrett, Colin Bayley and R.A. Jamieson confirmed this was done because, initially, the back of the cover was not considered important and it reduced the space the cover took to store in half! Fortunately, by the 1870s collectors eventually saw the light. By the way, those four gentlemen were quick to mention they were not guilty of following this practice.

Figure 7 is the postage stamp that could have been used on the cover in Figure 4 if the postage had not been paid in cash. It is Vancouver Island Sc # 6, on paper watermarked Crown and C.C., and perforated 14. The first postage stamp of “British Columbia and Vancouver’s Island” was issued in 1860 with a pence denomination. There are two of these stamps on the cover in figure 5. On 19 September 1865 “Vancouver Island” issued two of its own stamps with decimal values. “British Columbia” soon followed on 1 November, but retained the denomination in pence on its single stamp. On 19 November 1866, the two colonies were again united and their respective stamps were valid throughout the entire territory. Beginning in 1867 unissued “British Columbia” pence stamps were overprinted with decimal values and used until British Columbia joined the Dominion of Canada as the fifth province on 20 July 1871. For an overview of the “Postal Systems in Nineteenth Century British Columbia” see my article by that title in *BNA Topics*, Vol. 59, No. 2, April–June 2002, pp. 6-25.



Figure 7. Vancouver Island stamp Sc. 6.

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- [1] Jarrett, Fred. *Stamps of British North America*, Quarterman Publications, Lawrence, Mass., 1975, p. 560.
- [2] Lowe, Robson. *The Encyclopaedia of British Empire Stamps Volume V, The Empire in North America*, Robson Lowe Ltd., London, 1973, pp. 108, 550, 571.
- [3] *The Stamps & Postal History of Vancouver Island and British Columbia*, formed by Gerald E. Wellburn, privately published by Jack Wallace and Daniel Eaton, Vancouver, 1987.
- [4] *Unitrade Specialized Catalogue of Canadian Stamps*, Unitrade Press, Toronto, 2008

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Matters military

4. Victoria, B.C. / Sub. Office X

Bill Topping, FRPSC

CANADA entered World War I on August 4, 1914, and the Canadian government immediately began the recruitment of military personnel. Initially, recruits were assigned to the existing military camps, but it was soon obvious that these camps could not accommodate the rapid influx, and the search for additional locations began. One of the first sites to be selected was the Victoria Willow Park Exhibition grounds, located to the north of the city in the municipality of Oak Bay. The site was ideal since, unlike most sites in Canada, the mild climate permitted the tent camp to be used on a year-round basis.

The fair grounds at the time were used mainly as a racetrack, since the main exhibition building had been destroyed by fire in December 1907. The 60-acre site had been acquired by the City of Victoria in 1907 and was the site of the Victoria Provincial Exhibition, usually held in late September or early October. The federal government leased the fair ground immediately after the 1914 exhibition, and the camp appears to have opened in late October. A post card, dated December 14, 1914, addressed to “Mother”, shows 97 tents and adds “the tents are pitched in a corner of the barracks: none of the barracks buildings can be seen”.



Figure 1. Post card of tents at Willows Camp, December 14, 1914.

Colin J. Campbell [3] lists the following units as having been stationed at the camp: the British Columbia Horse (30th Regiment), 260th Infantry Battalion, the Pioneer (48th Battalion), Victoria Fusiliers (88th Regiment), the Gordon Highlanders (50th) and others. Most of the recruits stationed at Willows Camp came from British Columbia, mainly from Vancouver Island.

Initially, the Willowpark post office provided postal service for the Willows Military Camp. The Post Office was located at 2405 Willow Street (now Hampshire Street), near the loop at the north end of the Willows street car line. (Note; Willow Park is spelled as one or two words and with or without an “s”.) The earliest-reported cover from Willows Camp is dated Willowpark, November 12, 1914 and was sent by L Cpl. John H. McNeill, 120th Regiment, 30th Battalion, Willow Camp to Mrs. J. McNeil in Vernon, B.C. Mail both to and from the camp is known from this early period.

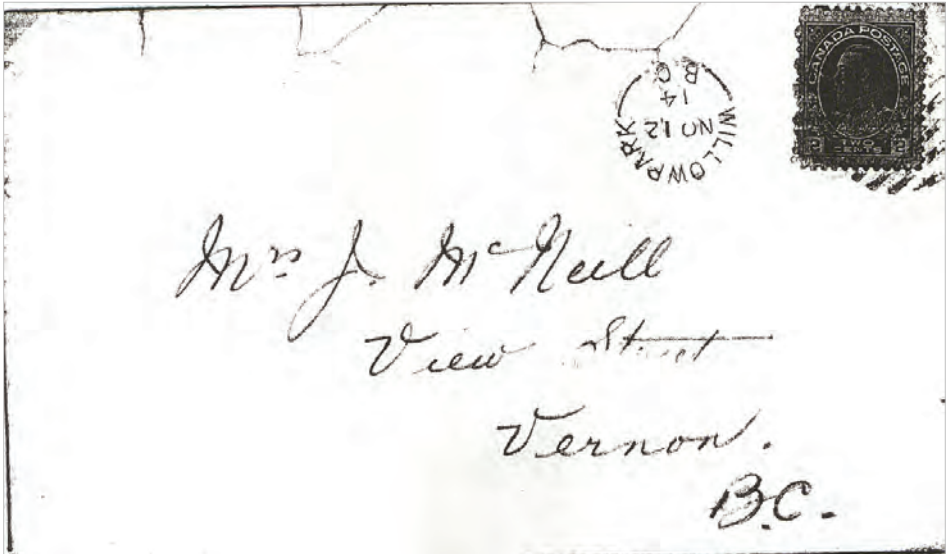


Figure 2. Earliest-reported letter from Willows Camp, November 12, 1914, to Vernon, B.C. - from L/Corp. John H McNeill, 102nd Regiment 30th Battalion, Willow Camp

The problem of mail delivery to Willows Camp was soon rectified, and a hammer reading “SUB.OFFICE X / VICTORIA-B.C.” was proofed “AM / NO 14 / 14” for use there. Unlike most of the other camps established in 1914/15, this camp was identified by a letter rather than the name (Toronto Sub X is the only other one). According to *The Canada Gazette*, Sub X is listed as opening December 1, 1914, although postal records in Victoria show the date as December 11, 1914. As with most military post offices, no postmaster is listed.

2606 **THE CANADA GAZETTE.**

THE FOLLOWING NEW POST OFFICES WERE ESTABLISHED IN CANADA ON THE
1st DECEMBER, 1914.

NAME OF POST OFFICE.	TOWNSHIP OR PARISH.	ELECTORAL COUNTY AND PROVINCE OR TERRITORY.	POSTMASTER.
Vanderhoof.....	Yale-Cariboo.....	B.C. John Macfie.
Victoria Sub-office "X".....	Nanaimo.....	B.C.
Willowview.....	Sec. 4, Tp. 4, R. 9, W. 3rd M.....	Moose Jaw.....	Sask. Mrs. J. W. Hefner.
Willow River.....	Yale-Cariboo.....	B.C. Chas Hanuan.
Woodroyd.....	Sec. 24, Tp. 15, R. 1, W.P.M.....	Macdonald.....	M. Gilbert Muir

Figure 3. *The Canada Gazette*, December 1, 1914, p. 2606, listing post offices opened.

Two post cards dated December 17, 1914, both addressed to Vernon, are the earliest-reported use of the Victoria X cancellation. One is on a post card showing the tent camp (see Figure 1) and includes a message from Spencer Sewell to his mother, father, and brother, saying he is enjoying himself. The other post card shows the “Government Buildings” in Victoria.



Figure 4. Victoria Sub office X December 17, 1914 – earliest reported usage.

The official records cause some confusion, as later entries in *The Canada Gazette* and the *Canada Official Postal Guide* list Victoria Sub-office X in both the Nanaimo and Victoria Electoral Districts, as well as being listed in August 1916 as being at the “Military Camp Nanaimo”. There was an internment camp at Nanaimo, but the Willows Park Camp remained on the Exhibition Grounds throughout the war and remained open through the winters of 1914/15 and 1915/16.

The majority of the mail originating at Willows Camp was from soldiers stationed there, but it also appears that the general public used the post office. Figure 5, a post card announcing a meeting of the Saanich Ratepayers Association, is an example of civilian use of the post office.

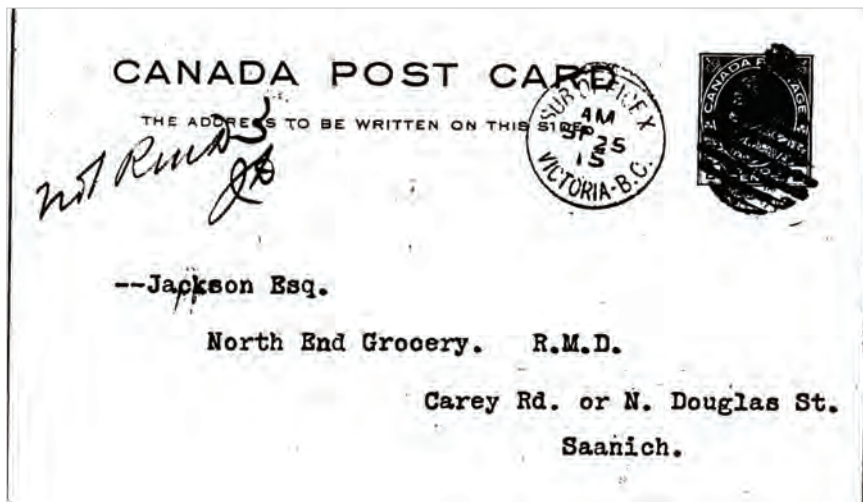


Figure 5. The back is a notice of meeting of the Saanich Rate Payers Assn.

By 1916, there was no longer a need for the Willows Park Camp, and the *Canada Official Postal Guide* shows the camp as closing July 15, 1916, although *The Canada Gazette* lists “a military training camp (not a field office)” as being opened about half a mile from Sidney, B.C., probably near the site of the present Patricia Bay Airport. A YMCA Willows Camp envelope dated at Sidney, August 16, 1916 shows that the Sidney military training camp used the Sidney Post Office for the dispatch of the camp mail.

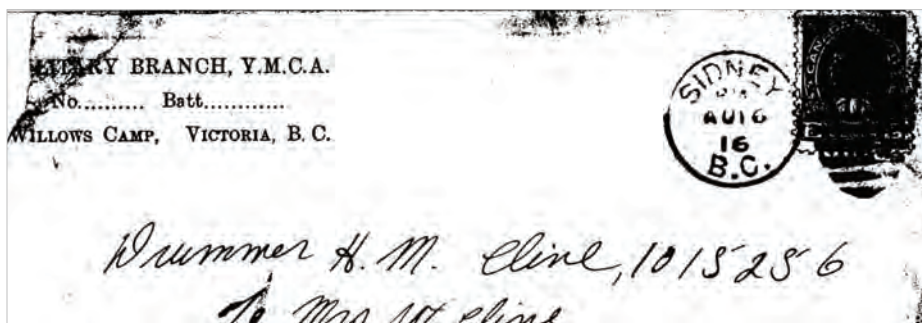


Figure 6. Military Branch, YMCA, Willows Camp, Victoria, but from Sidney, August 16.

The Willows Camp remained closed thru 1917, as most of the tent camps had been replaced by permanent structures but, according to the *Canada Official Postal Guide – Post Office Transactions*, it re-opened in April 1918 and remained open until January 15, 1919, when it closed, as did many of the other field camps. At this time the location is listed as “District Victoria City”. It appears to have been re-opened as a staging area for the Siberian Expeditionary Force and, at the same time, to assist in the demobilization of returning soldiers, rather than as a training centre. The latest-reported cover from the camp is a registered Y.M.C.A. cover dated at Victoria X August 16, 1918 and addressed to the “Government Land Office, Clinton”.



Figure 7. Registered YMCA cover AU 16 / 18 to Government Land Office, Clinton. This is the latest-known usage of the Victoria Sub. Office X hammer.

The author wishes to thank Dr. Brian Plain and Doug Sayles for some of the illustrations used in this article.

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- [1] *The Canada Gazette*, various dates.
- [2] *Canada Official Postal Guide: Post Office Transactions*, various dates.
- [3] Colin J. Campbell, *Post West*, November/December 1974, pp 17-20.

Cover stories (14)— DLO Mail – Anything but dead! – Part 2

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

AS discussed in the last installment of Cover Stories, Dead Letter Office can be absolutely fascinating. In Part 2 of the story we look at more examples of DLO mail from the 1920s into the 1950s. For ease of reference, the Figure numbers are continued from the previous article.

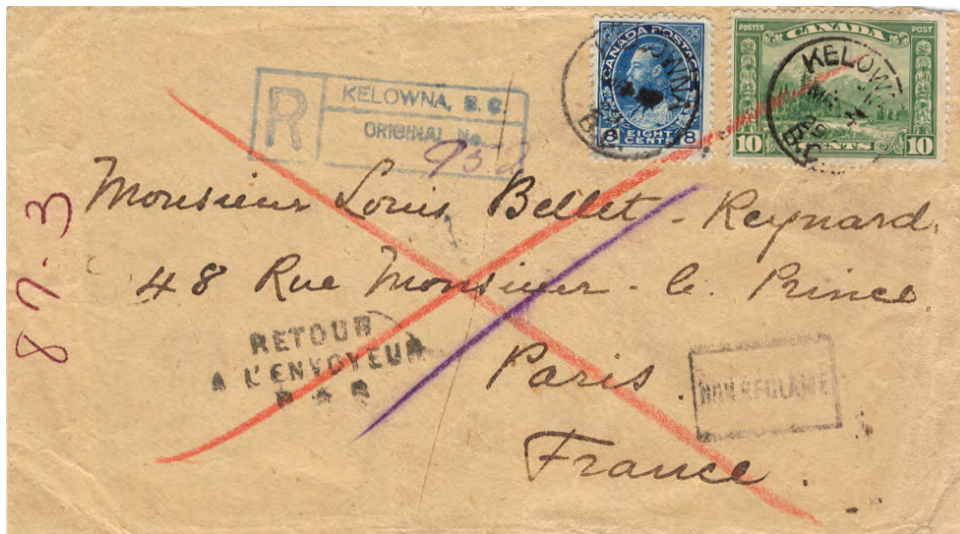


Figure 11. Registered letter from Kelowna, B.C. to France, 1929. (Courtesy B.C. Plain)

Registered in Kelowna, B.C. on MR 4/29 the letter in Figure 11 travelled to France and back in an amazingly quick time for the era before overseas airmail. The letter was mailed 2½ months before the 2¢ preferred rate to France came into effect, so the 8¢ Admiral (SC#115) was required to pay the UPU rate to France, while the 10¢ Mt. Hurd (SC# 155) covered the registration fee. The two handstamps applied by the French Post Office on the front say that the item was returned to the sender because it was unclaimed; the endorsement and a handstamp on the reverse (Figure 12) tell us why – the addressee was deceased.

Reading the postmarks on the back of the cover we see that the letter reached Montreal on MR 9/29 and the Montreal B(ritish) & F(oreign) Div(ision) on MR 10/29, and Paris on 21 – 3/29. In Paris the handstamps—‘NON RÉCLAMÉ’ and



Figure 12. Reverse of cover in Figure 11

“DÉCÉDÉ”—were added, as was the *Destinataire Décédé* endorsement - which translates as “Addressee deceased” - on the flap. After taking 12 days to reach Paris, our cover then took 16 days to get back to Canada, arriving in Winnipeg on AP 6/29. Why it went to Winnipeg instead of directly to Ottawa is uncertain.

In any case the letter was sent on the same day to the Winnipeg Branch of the DLO, where it received the ‘District Superintendent of Postal Service / D.L.O. / 2 / Winnipeg, Man.’ double circle handstamp (Plain # WIN3c-a2) [1] [2]. The cover was then forwarded to Ottawa, probably because that was the rule for registered mail. The rectangular ‘Inspection Division / Dead Letter Office / No. 6 / Ottawa, Canada.’ (Plain # OTT4a-k6)’ handstamp dated APR 9 1929 confirms its arrival at the main DLO, after which it apparently was returned to the sender.

If the sender of the cover in Figures 13 and 14 intended to annoy the addressee, it appears that the ploy was successful. The markings tell the tale.

Figure 13. Handstamps on reverse of Fig. 14 cover.





Figure 14. A rather philatelic drop letter prepaid only by a 2¢ Registered Letter Stamp (RLS) of 1875-1881. (Courtesy B.C. Plain)

Prepaid only by a copy of the 1875-88 vintage 2¢ Registered Letter Stamp (RLS) (SC # F1), the letter in Figure 14 seems to have been deposited in a letter box and not handed to a postal clerk. This is deduced mainly from the fact that the stamp was cancelled by a TORONTO/ONT. machine on JUN 6/1932, and the TORONTO (CARLTON STREET).ONT. JUN 7/1932 MOOD cancellation (Figure 13) on the reverse.

It appears that the clerks at Carlton Street, not sure what to do with the letter, consulted with other offices before it was forwarded, because it was six days until the next cancellation was applied, this being the 'Reg. Div. Postal Terminal A./Toronto, Ont.' Handstamp, in purple, added to the reverse on 13 JUN 1932.

My conclusion is that the clerks at Terminal A went to the Postal Guide and applied Section 175, "*Should a registered article not be fully prepaid both as regards postage and registration fee; it may be forwarded to destination subject to the collection of double the total deficiency as regards postage and registration charge on delivery. (In the absence of any indication to the contrary, the intention of the sender to prepay a registration fee of 10c. will be assumed.)*" [3]

As far as I can tell the clerks at Terminal A decided the presence of the 2¢ RLS clearly "indicated the intention of the sender to prepay" the 10¢ registration fee. As it was a drop letter, the two cent rate was covered by the RLS, leaving a double deficiency postage due charge of 20 cents to be levied. The boxed "TERMINAL STN. A./TORONTO, ONT." 'large R' registration handstamp in the same dark purple as the Terminal A mark on the reverse and the CENTS/DUE handstamp with handwritten '20' were then added to the front of the letter.

At this point the letter would have gone to the letter carriers. When the postman tried to collect on the postage due, however, the addressee refused to accept the letter, as was his right. The carrier wrote 'Refused' and '17FHG', presumably his route number and initials, and put the letter back into the system.

That wasn't all the carrier did. Note the remains of two stamps below the RLS. From size and shape these are clearly the residue of a pair of 10¢ postage due stamps. Seeing that 20 cents was due, the carrier affixed the two stamps in order to be able to pen cancel them when he received the money that was due. When the letter was refused he had to return the stamps to his stock, so he removed them from the envelope.

Judging by the shade of the 'REFUSED' handstamp added to the front, the cover was returned to Terminal A and then forwarded to the Toronto Dead Letter Office, where it was received JUN 14 1932 as shown by the 'District Superintendent of Postal Services/D.L.O./No. 9/Toronto, 2 Ont.' Handstamp (Plain # TOR3a-h9). Although the sequence is not certain, it is likely that the next day, 15 June 1932, the docketing notation 'G-255/15-6-32-' was written on the front of the cover and the 'District Supt. Postal Service / D.L.O. / CLERK IN CHARGE / Toronto, Ont.' (Plain # TOR4b-a1) handstamp applied on the back. Given the lack of later markings, the sender may have been contacted and retrieved the letter on June 15.



Figure 15. 1933 letter mailed in the USA without US postage. (Courtesy Jeffrey Wallace)

The spectacular cover in Figure 15 shows what can happen when one mails a letter in another country but don't use that country's stamps. In this case the letter

was mailed in Buffalo, NY on JAN 17/1933 with a 3¢ Arch (SC #167) as postage. The United States Post Office Department (USPOD) rightly rejected the offering.

On JAN 21 the letter was processed by the Buffalo General Delivery office, as seen from the double circle cancel on the reverse (Figure 16). Judging from ink colour, the 'Held for Postage' handstamp applied on top of the Buffalo machine cancellation was added at General Delivery as well.



Figure 16. Canada and USA DLO cancellations on the reverse of the cover in Figure 15.

Because the next dated action is 13 days later, it appears that in the absence of a return address Buffalo General Delivery contacted the addressee to try to obtain the missing United States postage. None being received, the cover was passed on to the USPOD Division of Dead Letters. The American DLO opened the letter, presumably to try to find a return address, resulting in the brown sealing tape and the American Officially Sealed stamp being added to the cover. The 'DIVISION OF DEAD LETTERS/P.O. DEPT.' double ring handstamp cancelling the Officially Sealed stamp and repeated on the back tell us that the American DLO activity took place on FEB/3/1933.

On FEB 6 1933 the letter arrived in Toronto, where the 'District Superintendent of Postal Service/D.L.O./No. 11/Toronto, 2 Ont.' (Plain # TOR3a-h11a) handstamp was applied to the reverse. The boxed 'C. HAMILTON./General Delivery' handstamp dated the next day, the large '6' postage due mark and the three 2¢ Postage Due stamps (SC # J7) cancelled by a boxed Postage Due handstamp show that a charge of six cents was levied and paid, almost certainly by the addressee. If someone had not made a small mistake we would not be able to enjoy this item today!

One of these days the writer hopes to find a DLO item scarce enough to persuade Brian Plain to trade for the Peace Issue cover shown in Figure 17. Not only is this a nice example of late 1940s postal history, but it also shows an interesting aspect of DLO mail routing.

Mailed in New Westminster, B.C. DEC (?) /1947 the letter was addressed to *Lista Correo* (General Delivery), Managua, Nicaragua. The 30¢ double weight rate for a letter between ¼ and ½ ounce was correctly paid by the 10¢ and 20¢ Peace Issue (Sc # 269, 271) combination. So far, so good..



Figure 17. 1948 letter to Nicaragua (Courtesy B.C. Plain)

The indistinct boxed *Correo Aereo* (Air Mail) receiver in blue on the reverse (Figure 18) appears to have a January 1948 date. The letter was held by the Nicaraguan Post Office for about ten months, after which the *DEVUELTA (A)L*



Figure 18. Montreal DLO markings show processing of the letter on its return to Canada.

REMITENTE (Return to Sender) handstamp was added to the front and it was returned to Canada. Why, with a return address typed on the back flap, the letter went to the Canadian DLO is unclear. Why it went to the Montreal DLO is interesting. One would have expected an international dead letter to be sent to the main branch of the DLO in Ottawa. The fact that it was sent to and processed in Montreal says that at this time post offices in Central America (and likely in South America and the Caribbean) had been instructed to send DLO mail to Montreal.

In the event, the boxed 'BUREAU DES REBUTS/DEAD LETTER OFFICE/2 X 1948/No. 1/MONTREAL, CANADA.' (Plain # MON4a-d1) and red Pitney-Bowes meter impression 'THE DEAD LETTER OFFICE/BUREAU DES REBUTS/MONTREAL/OCT- 2 '48/CANADA' (Plain # MON9-a1) tell us that this letter was received in Montreal, given the French/English 'RETURNED TO SENDER' 'finger' and dispatched on the same day. The boxed 'TAX/CHARGES | 3/CENTS' handstamp shows that sender was assessed an additional 3 cents for the DLO's services. Whether it was paid is unknown.

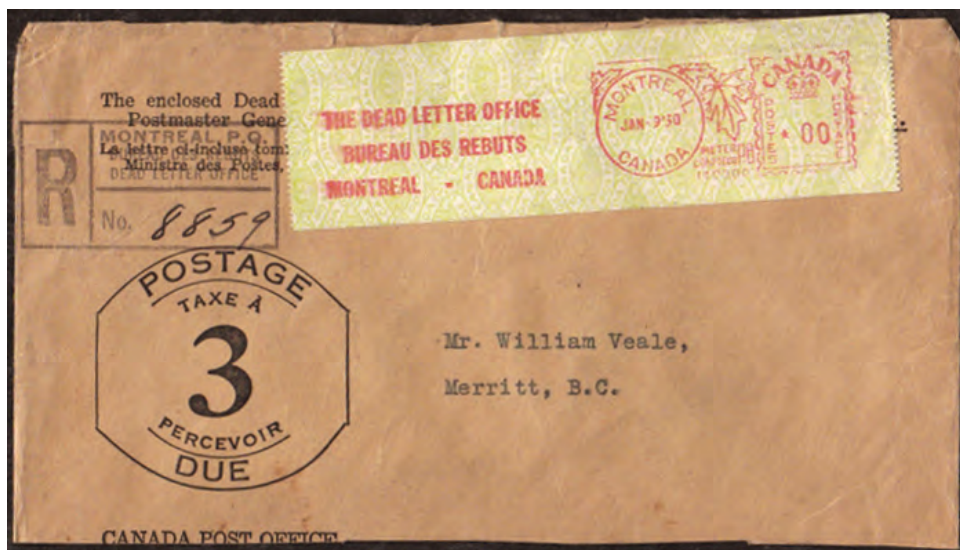


Figure 19. Boxed Registered DLO handstamp and meter tape on an 'ambulance' envelope (Courtesy Gary Steele)

The last item in this story illustrates an obvious but not often seen aspect of DLO operation – the handling of valuable articles. The envelope shown in Figure 19 is one of a long series of 'ambulance' envelopes printed for the Canada Post Office to carry returned dead letters back to the originator. Perhaps the best known

use of DLO ambulance envelopes came when they were used to return to senders' letters damaged in the sinking of the *Empress of Ireland* in 1914.

What makes this cover particularly interesting is the R/MONTREAL P.Q./BUREAU DES REBUTS/DEAD LETTER OFFICE/No.' (Plain # MON7-a1) hand stamp. If a letter contained valuables – a cheque, money, jewellery, etc. – then the DLO would put the original envelope inside the return envelope and register it.

The red Pitney-Bowes meter tape with 'THE DEAD LETTER OFFICE / BUREAU DES REBUTS/MONTREAL/JAN- 9 '50/CANADA' (Plain # MON9-a1) was used as a dispatch cancellation. The printed round top and bottom box at left shows that DLO charged three cents for this service; and as for the previous cover, whether or not the three cents was collected is unknown.

In 1954 the name of the Dead Letter Office was changed to Undeliverable Mail Office (UMO). In a future installment of Cover Stories we will look at UMO mail.

Submitting items for Cover stories

BNAPSers are invited to submit favourite covers for inclusion in this series. Please FIRST contact me by mail (73 Hatton Drive, Ancaster, ON L9G 2H5) or email at: <mikestreet1@gmail.com>. Please do not send covers or illustrations until requested.

Acknowledgement

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

References

- [1] Brian C. Plain, *The Dead Letter Office in Canada, 2nd Edition*; 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] Canada Official Postal Guide, The King's Printer, Ottawa, 1934, pp. 49. NOTE: the double deficiency charge for a shortpaid registered letter was changed to a single deficiency charge in Section 177 of the 1936-37 Postal Guide.

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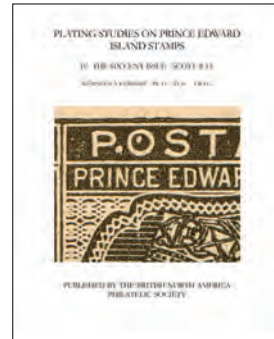
New book releases from BNAPS

AMONG the latest releases from the British North America Philatelic Society (BNAPS) Book Department are two new books on the plating of the classic stamps of PEI.

Plating Studies on Prince Edward Island Stamps IV. The Six Cent Issue - Scott #15, by Kenneth A Kershaw. ISBN: 978-1-897391-29-7. Spiral Bound, 158 pages, 8.5 x 11, colour. Stock # B4h035.1; \$106.00

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Ken Kershaw continues his amazing output of plating information on classic Prince Edward Island stamps with two new books, this time on the Six Cent and Twelve Cent Issues - Scott #15 and #16 respectively. In the Six Cent book he reviews the 19th century based discussion over whether or not the early stamps of PEI were produced by electrotyping or by lithography, and concludes that the cents values were produced by lithography using much higher quality stone than was used for the pence issues. In the 12-Cent book he concludes that only one die, not three as suggested earlier, was used to produce the plates.



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Ken Kershaw was born in England and became fascinated by plants at an early age. He graduated from Manchester University with a B Sc degree in Botany in 1952. After military service he went on to a Ph. D. degree working on pattern in vegetation, and was appointed lecturer in Plant Ecology at Imperial College London in 1957. He was seconded to Ahmadu Bello University in northern Nigeria for two years. On his return to Imperial College he became involved with lichen ecology, particularly in alpine and arctic areas, in addition to his work on computer modeling and data analysis. He obtained his D Sc in 1965 and was

appointed Professor at McMaster University, Hamilton in 1969. His research was then devoted heavily to the ecology of the Canadian low arctic and northern boreal forest areas, and in 1982 he was elected a fellow of the Royal Society of Canada. He is the author of several university texts.

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

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Delays in publication of *BNA Topics*—An apology.

This issue is late—very late. Editor Doug Sayles has been under-the-weather all summer and into the autumn. The intent is to get publication of *BNA Topics* back on schedule later this year (though Q4 may not appear until early 2009). For now, all new material/advertising for the journal should be sent to Mike Street, (mikestreet1@gmail.com; 73 Hatton Drive, Ancaster ON L9G 2H5) who will forward it for editing. The final touches in the preparation of the current issue have been done by other members of the Publications Committee, and the results may not be consistent with Doug's usual high standards. In any case, please rest assured that all members will receive four full 2008 issues. The members of the Publications Committee offer their apologies to BNAPS members and our advertisers, and thank them for their continued patience.

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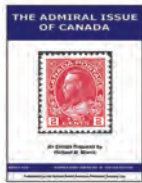


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Philatelists adapt as Newfoundland joins Canada: Reflections on a Diamond Jubilee

Gary Dickinson

WHEN Newfoundland joined the Canadian confederation some 60 years ago on April 1, 1949, it marked the culmination of a long and bitter process dating back to the heyday of the British Empire. The controversy engendered by discussions of Newfoundland's future affected the philatelic world as it did almost every aspect of life in that fledgling province, and brought changes to the postal service along with myriad other social, political, and economic changes. This article describes the impact of Newfoundland's entry into confederation on philatelists, with particular reference to the leading Canadian stamp periodicals of the day. Representative covers from before and after confederation are shown to illustrate key points in Newfoundland's transition from crown colony of Great Britain to province of Canada.

Historical background

The road to confederation with Canada was complex, controversial, and lengthy for Newfoundland and its people. Prior to the Great Depression, Newfoundland had a form of responsible government which had been in place since 1855. By the early 1930s, however, the market for Newfoundland's products had withered and the government was deeply in debt. A Royal Commission was appointed by the United Kingdom to determine Newfoundland's future governance. The outcome was that responsible government was suspended and an appointed six-person Commission of Government chaired by a Governor was put into place in 1934. This unelected Commission governed Newfoundland for fifteen years until March 31, 1949.

With the outbreak of World War II, the strategic importance of Newfoundland became apparent, and military bases were established there by the United Kingdom, United States, and Canada. Heavy defense expenditures led to a rapid improvement of Newfoundland's economy, and soon after the war the United Kingdom established a National Convention of 45 members, elected by the people of Newfoundland, to make recommendations about future governance. After a period of fact-finding and discussion, the Convention recommended, in January, 1948, that the people be given two choices: Restoration of responsible government in the form that had existed earlier, or a continuation of the Commission of Government. Confederation with Canada as an option was defeated by the Convention.

The United Kingdom's government ultimately decided to include confederation as an option in a referendum held on June 3, 1948 so that the people of

Keywords and phrases: Newfoundland philately, Confederation

Newfoundland were presented with three alternatives. More than 88% of the 175,000 registered voters actually voted, but none of the options obtained a majority of the votes cast. The Commission of Government obtained the fewest votes and was dropped from a second poll held on July 22 when Confederation with Canada received 52% of the votes while 48% voted for responsible government.

After two months of negotiations with Ottawa, Terms of Union were signed by representatives of Canada and Newfoundland on December 11, 1948, with financial issues proving the most difficult to settle. The Terms were approved by Canada's Parliament and Newfoundland's Commission of Government and received royal assent on March 23, 1949. At the end of that month Newfoundland became Canada's tenth province with Joseph Smallwood its first Premier. Among the services to be taken over by Canada as enshrined in the Newfoundland Act were "postal and publicly-owned telecommunication services."

Pre-Confederation

The assumption of Newfoundland's postal services by the Government of Canada had far-reaching implications for philatelists. At the forefront of the discussions was Rev. John. S. Bain and Bill and Dan Myerson (writing as "Freres Myerson") who wrote regular columns in *BNA Topics* in the years leading up to confederation. As early as the January, 1946 issue, Bain declared that it was "theoretically possible that Newfoundland could have its philatelic end in 1946!" He recited some of the key historical events noted above and speculated about the possible outcomes. Should Newfoundland join Canada, Bain noted that the latter would be "the only stamp issuing country of British North America left." He thought that "in time Newfoundland stamp prices would fall and lose their popularity among collectors."

The final regular stamp issued by Newfoundland was Scott No. 270 which appeared on June 24, 1947, almost two years before confederation. This stamp commemorated the 450th anniversary of John Cabot's arrival at Newfoundland. At least one FDC cachet (see Figure 1) made note of the fact that Newfoundland was "Britain's Oldest Colony," a status which in 1947 already appeared to some to be in jeopardy.



Figure 1. A FDC for Scott No. 270 honouring the 450th anniversary of Cabot's arrival. The cachet features a map of Newfoundland, a portrait of Cabot, and his ship "Matthew." The cover was posted from Corner Brook to St. John's on June 24, 1947.

Rev. Bain provided a brief progress report in his August, 1947 column indicating that he had heard that the United Kingdom wanted Newfoundland to join Canada, and concluded by exclaiming, "What philatelic fears!!" In their April, 1948 column the Freres Myerson allowed that they were "for anything but Confederation!" In July, 1948 the Myersons reported the results of the inconclusive first referendum and reiterated that their sympathies were "definitely against Confederation" on the grounds that they "would rather collect a stamp-issuing country." By the September, 1948 issue of *BNA Topics*, the referendum outcome had been determined. Although the Myersons were unhappy with the result, they suspected that it might "foreshadow a greater interest and study of Newfoundland stamps of the past." They lamented that there was "no future before us," but noted: "There is still much to be learned about the early Newfoundland stamps. So, let's get at it!"

With the issue of Newfoundland's political future apparently resolved, philatelists' discussions started to turn towards the remaining stocks of Newfoundland's stamps. The Myersons, writing in *BNA Topics* in September, 1948, had expressed the hope that all remaining stocks would be destroyed. In the *C.P.S. Bulletin* for December, 1948, W.M. Gladish took an even stronger stand, calling for a "wide protest" if the remaining Newfoundland stamps were not destroyed. Gladish concluded that "it would be a shame if the balance of Newfoundland supplies were allowed to fall into the hand of stamp-trade speculators."

In February, 1949 the Myersons reported that the Office of the Trade Commissioner for Newfoundland in New York would not be selling any Newfoundland stamps after February 28. In their March column they reported that the supply had indeed been exhausted by March 1. In the April issue, Rev. Bain noted that a stock of Newfoundland stamps would be maintained for sale at the Philatelic Section in Ottawa after April 1, 1949. The following month, W.M. Gladish noted in the *C.P.S. Bulletin* that eighteen items were available through Ottawa, that there were "plenty of Newfoundland remainders," and that "the stock may last for some time."

The fears of some collectors that Newfoundland stamps would lose their value were allayed with news of the prices realized at a H.R. Harmer auction in London, England held in January, 1949. As noted by the Myersons in the March, 1949 issue of *BNA Topics*, prices realized totaled 93% of the estimated or catalogued value and 104% of the Gibbons catalogue value.

Confederation Eve

As the time between the final arrangements for Newfoundland to enter confederation with Canada and the event actually taking place was quite short, provisions for postal services to continue uninterrupted had to be made hastily. The *Newfoundland Post Office Circular* for March 24, 1949 indicated that as of April 1, "unused Newfoundland postage stamps and other stamped postal supplies of all denominations will be acceptable anywhere in Canada as equivalent to Canadian

postage.” The circular went on to list the Canadian postage rates as being applicable in Newfoundland. Canada’s *Weekly Post Office Bulletin* issued March 25 also authorized the use of Newfoundland stamps anywhere in Canada. However, as Dean Mario noted in *The Newfie Newsletter* in 2002, “Very little is known about Newfoundland’s postal history during the dying days of the island’s pre-confederation ‘independence.’”

A philatelic phenomenon occurring immediately prior to confederation was the appearance of a considerable number of “last day” covers and cachets intended to mark the end of Newfoundland’s period as an independent stamp-issuing country. One such cachet by an unknown maker (see Figure 2) showed Newfoundland’s Scott No. 145 with the one cent values blacked out and the printed legend, “NINETY-TWO YEARS/ OF PHILATELIC PROGRESS/ 1857-1949/ LAST DAY COVER/ MARCH 31, 1949.” Another was published by Barrett’s Print Shop in Curling. It was intended for use as a FDC for Canada’s Scott No. 282 and several variations of the Barrett cachet were used for that purpose.

The cover shown here (see Figure 3) was postmarked March 31 at Corner Brook and has a registration label along with 15 cents in Newfoundland postage paying the registered letter rate to New York.

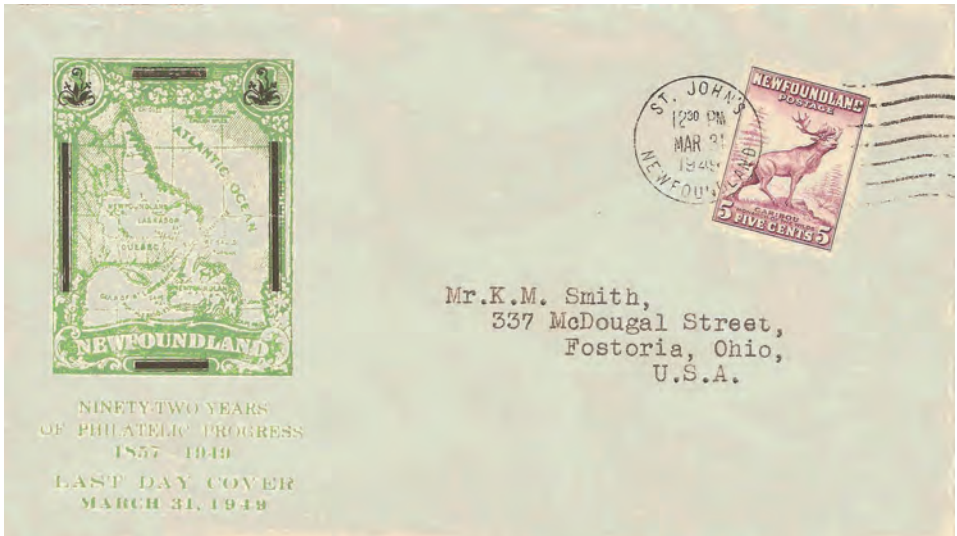


Figure 2. A “last day” cover marking “Ninety-two years of philatelic progress.” The cover is franked with #191 and postmarked with a St. John’s machine cancellation on March 31, 1949.



Figure 3. Registered “last day” cover from Corner Brook to New York with back stamps including Corner Brook (March 31), an illegible Newfoundland R.P.O. (April 1), Buffalo and Buffalo Station H (April 6), and Boston (April 9). But why Boston when the cover had reached its Buffalo destination three days earlier?

The third example of a last day cover is shown in Figure 4. This was a dual-purpose cachet made by Henry Meisel of Clintonville, Wisconsin, with the last day version printed in brownish-red and the first day in dark blue. There were appropriate differences between the texts of the two versions, including the date shown in the lettering within the square of the cachet and the messages shown at the tops and sides of the squares. The last day cachet wording was “CROWN/ COLONY/ LAST DAY/ 31 MARCH 1949” while the FDC version was “PROVINCE/ CANADA/ FIRST DAY/ 1 APRIL 1949.”



Figure 4. Cachets for “last day” and “first day” covers by Henry Meisel. The last day cover in red is franked with Newfoundland #270 and postmarked with a March 31 St. John’s machine cancellation while the FDC in blue has Canada #282 and a St. John’s first day slogan cancel. *To be continued*

Readers write

From Bob Lane, some interesting additions to the Bill Longley's story about the Estevan – Winnipeg first flight.

I noted with great interest the article by Bill Longley regarding the Estevan-Winnipeg FFC. I include an example in my exhibit: "RPOs on the Mysterious Estevan Line". Although I am not a collector of FFC, I have gathered a few more legends or facts about that flight and can share these for what they are worth.

As Longley pointed out, most of the covers did not have the red semi-official stamp and these were signed by the pilot. Any examples of covers with the red stamp that I have seen have not carried that signature but I do not know why. In some instances, the red attachment is described as an advertisement and not a "stamp".

A very few of the covers were franked with U.S. stamps and postmarked in at least one town in North Dakota. I do not know how nor why this was accomplished but I gather that there are fewer than five such reported. One was on eBay this past year with a starting bid of \$1,200. The owner said that this variety was on record.

Why would I include a FFC in a gold medal exhibit about RPOs? As Longley describes, the covers travelled most of the trip on the CPR mail car. I occasionally have the opportunity to visit an RPO clerk who worked that same line. He is Clarence Hopkins, in his 90s, living in Brandon. A year ago, I mentioned to him how ironic it would have been if the FF covers had been given a transit mark for the RPO and he told me that the RPO clerks would not have been allowed to open the bag. They simply provided transportation to Winnipeg.

On that same trip to Manitoba and Saskatchewan, I went to Estevan, Bienfait and Alameda to ask about the flight. The librarian for the SE Saskatchewan region told me he had heard about it but did not believe it. I showed him the story on one of the several web sites that describe it and he was quite amazed. The post office at Bienfait did not know about it but were interested, though I think skeptical. I felt sad that such an interesting local event would not be better known today.

A.R. Govier wonders if he has noticed an unreported variety on the Newfoundland 1¢ 'Trail of the Caribou' issue (Sc. 115).



And it is the word SUVLA that this is all about. I have been looking at copies of the 1¢ 'Trail of the Caribou' in my collection. I have 16 singles of No. 115 plus a block of 20 from the top right hand corner of the pane. I have noticed that in only one of these 36 has the V in

SUVLA a short right hand leg. This is shown below with the regular stamp superimposed over the stamp showing the short 'V'

The 'V' in question is otherwise perfectly formed which makes me think that the difference is not the result of, say, a foreign body interrupting the printing process; it could therefore be a recurring feature which can only be confirmed or refuted by the examination of a complete plate. This unfortunately, is a tall order as the plate consists of two panes of 100 stamps each. Are any Topics readers fortunate enough to have access to a complete plate? It would be valuable to learn the result of an examination to see whether this irregularity can be spotted in the complete setting..

I have consulted Boggs, Robson Lowe, Gibbons, Scott and NSSC but no mention is made of this irregularity – perhaps I need more up-to-date catalogues!



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Study groups & contact persons

Admirals Andrew Chung, P. O. Box 89111, Westdale Postal Outlet, Hamilton ON L8S 4R5 (e-mail % newsletter editor Leopold Beaudet (leopold.beaudet@sympatico.ca))

Air Mail George Dresser, 501 Fairview Ave, College Station TX 77840 (g-dresser@suddenlink.net)

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