

2008 • third quarter

BNA

Tpics



Whole number 516

Volume 65 Number 3



Christmas items from the Post Office, p. 5.

The official Journal of BNAPS
The Society for Canadian Philately

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BNA pics

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Now is the time for all good men and women to come to the aid of BNAPS

Mike Street

We're back. For the second time in three years illness has forced the Editor of BNA Topics to relinquish his duties. Once again Robert Lemire and I, ably assisted by my sister Lorraine, are working hard to prepare several issues and return Topics to its normal schedule. It's a lot of work, complicated by the fact that Robert has three official and three unofficial – but still time consuming - BNAPS positions, while I have two of the former and three of the latter. We both have many interests outside BNAPS, but it has become very difficult to find time for those.

The above may sound like a complaint, but it is just a statement of fact leading up to an appeal. At the BNAPS Board meeting in Halifax it was estimated that about 4% of the membership actually helps out with the work required to keep the Society going and provide all the things our members have come to expect, and that most of the people who make up that 4% are doing more than one job.

Some of our volunteers are spending as many as 40 hours a week on BNAPS work, and this cannot go on much longer. Folks, BNAPS needs YOUR help. If you can give even 3-5 hours of your time a week it could make a big difference. Presumably you are getting something from BNAPS and our mutual hobby; this would be a good occasion – and opportunity - to ask yourself if it isn't time to give something back to philately.

What kind of help is needed? Well, we obviously need an Editor for Topics. We need people to give some relief to others who have been working continuously for BNAPS for as many as 25-30 years. We need people to take on the tasks of officers of the society down the road a year or two or three. We need people to organize future conventions. Some of the study groups need leaders. We need help with promoting the society and philately. One task that is going undone involves trying to attract people currently not collecting by preparing articles on BNA topics for non-philatelic publications. Take a look at the lists of officers and committee people on pages 79 and 80 of this and the previous issue of Topics and see for yourself how often someone's name is repeated in multiple roles. Do you have personal or work experience that might enable you to pick up one of those tasks and give someone else a break?

In addition to an Editor for Topics, Topics itself also needs articles. If you have found yourself saying "Topics seldom has anything in my area of interest." Then why not take pen in hand and write something? If you are interested in a subject then it's almost guaranteed someone else will be too.

If you would like to help BNAPS contact me at <mikestreet1@gmail.com> or by mail at 73 Hatton Drive, Ancaster, ON L9G 2H5.

BNAPEX 2009 SEAWAYPEX
September 11-13, 2009

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of the
British North America
Philatelic Society



The year 2009 is the 50th anniversary of the opening of the
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Study Group Meetings
Seminars
Partners Program
Awards Banquet

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and
The Kingston Stamp Club

Contacts: Don Ecobichon <e.ecobichon@sympatico.ca>
Richard Weigand <rweigand@kos.net>

Kingston
September 11-13, 2009

Postal potpourri

16. Still more Post Office Christmas

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.

THE Christmas theme of *Postal potpourri* 11 and 14 [1, 2] has proven popular, with more items, some of them more than 60 years old, turning up! This instalment includes flyers advising customers of mailing deadlines and posters urging them to mail early, as well as Christmas-time ‘Gift Suggestions’ from Canada Post.

2007 HOLIDAY SEASON SUGGESTED MAILING DATES FOR USA & OTHER DESTINATIONS

In addition to the holiday send-by dates listed below, Canada Post has several other fast, cost-effective shipping services:

To the USA		International	
Purolator™ ¹ International	Noon next day ² *	Purolator™ ¹ International	2 and 3 days ³ *
Xpresspost™ – USA	3, 4 and 5 days ⁴ *	Xpresspost™ – International	4 days up to 7 days ⁵ *
Expedited Parcel™ – USA	6 days up to 12 days ⁶ *		

DESTINATION	BY AIR (from all locations in Canada)	BY SURFACE (from all locations in Canada)
	Letters, Cards & Parcels ⁷	Small Packages & Parcels
Africa	Nov. 26	Oct. 12
Asia	Dec. 3	Oct. 19
Australia	Dec. 3	Oct. 19
New Zealand	Dec. 3	Oct. 12
Caribbean	Dec. 3	Oct. 26
Central/South America	Nov. 26	Oct. 19
Europe	Dec. 3	Oct. 26
Middle East	Dec. 3	Oct. 12
USA	Dec. 10	Nov. 23

For details and more information on our reliable shipping options, visit a post office or our website at www.canadapost.ca

Subject to change without notice.
¹Delivery speeds are in business days for items sent between major urban centres and are dependent on origin and destination. Please consult Postal Guide for details at canadapost.ca/postalguide.
²International Air Parcel service is available only to countries not served by Xpresspost-International service.
³To 19,000 U.S. cities.
⁴Trademark of Canada Post Corporation.
⁵Trademark of Purolator Courier Limited.
803192

CANADA POSTES
POST  **CANADA**
From anywhere... to anyone

Figure 1. English side of Canada Post’s 2007 ‘Holiday Season’ mailing date flyer.

Every year the Post Office lets customers know the dates by which cards and gifts should be mailed in order to reach domestic and foreign destinations in time for Christmas. The bilingual flyer (Figure 1) gives those dates for the USA and other destinations for the 2007 ‘Holiday Season’.

Keywords & phrases: Post Office Christmas, flyers, posters

MAIL EARLY

for Christmas

Better to Observe Early
Mailing Dates Than to
Suffer Disappointment of
Late Delivery

No Mail Delivery Christmas Day

**For a Merry Christmas
Please Follow These Dates**

1946		1946
United States (especially parcels to allow for Customs examination)	Before Dec.	9
British Columbia	"	Dec. 14
Alberta and Saskatchewan	"	Dec. 15
Manitoba and Maritime Provinces	"	Dec. 16
Ontario and Quebec	"	Dec. 17

LOCAL DELIVERY — BEFORE DEC. 18
IF POSTED LATER DELIVERY BY CHRISTMAS NOT GUARANTEED

LETTERS: For Local Delivery—3 cents first ounce.
 1 cent each additional ounce.
 Canada and United States—4 cents first ounce.
 2 cents each additional ounce.

POST CARDS: Canada and United States—3 cents each.
 Canada and United States—7 cents first ounce.
 5 cents each additional ounce.

AIR MAIL: Europe 15 cents; Latin America 10 cents; Africa,
 Asia, Orient, Australia and New Zealand 25 cents
 (all per quarter ounce).

CANADA AIR LETTER FOR SPEED AND ECONOMY
 To places in the British Empire and certain other countries.
 Enquire at Post Office. (over)

ONTARIO— HON. ERNEST BERTRAND, *Postmaster General.*

Figure 2. 1946 Canada Post Office 'Mail Early for Christmas' flyer. (Courtesy Mike Street)

Contrast the flyer in Figure 1 with the 1946 flyer shown in Figures 2 and 3. In addition to acknowledging the Christmas holiday season, the instructions cover many different methods of mailing, including the saving of a penny on cards mailed locally over those mailed out-of-town, and ask for help in preparing mail properly and early for postal employees, partly because "trained staffs are still depleted" after

World War II. Similar flyers in French were issued in Quebec and wherever else in the country there were significant French-speaking populations.

Your Post Office is facing a tremendous flood of Christmas mails — trained staffs are still depleted — thousands of new employees must be temporarily engaged to cope with the rush.

You can help maintain efficient mail service by simply addressing and packing your mail properly and **BY MAILING EARLY.**

It is in your own interests to co-operate.

Please tie your local and out-of-town mail in separate bundles — with stamps in upper right corner.

ADVANTAGES OF SENDING YOUR GREETINGS FIRST CLASS MAIL:— may be sealed — more personal — may contain written messages — preference in delivery — will be re-directed or returned if undeliverable.

3 CENTS LOCAL — 4 CENTS ELSEWHERE

IMPORTANT

Standard size envelopes and cards run swiftly through cancelling machines and speed delivery.

Over-size cards or envelopes more than $4\frac{1}{8}'' \times 9\frac{1}{2}''$ or under-size less than $3'' \times 4''$ have to be set aside for slower hand-cancelling.

Check to see that you address all mail correctly and legibly — for cities always include street name and house number.

Mail posted for **LOCAL DELIVERY**, when insufficiently addressed, is not given Directory Service, but is treated as undeliverable.

PURCHASE your **POSTAGE STAMPS EARLY** — Handy postage stamp booklets available from your Letter Carrier or nearest Post Office.

PARCEL POST — CHEAP — SAFE — AND CONVENIENT
FREE INSURANCE UP TO \$50.00 ON PARCELS DELIVERED IN CANADA IF REQUESTED BY SENDER.
REACHES PEOPLE EVERYWHERE — ACCEPTED UP TO 25 LB. WEIGHT.

Your parcel is but one of the hundreds of thousands of parcels handled in the mails during the busy Christmas season — **please make sure it is securely packed.**

Write your return address on every letter or parcel posted.

USE AIR MAIL FOR SPEED

Enquire at Post Office for particulars

AIR MAIL YOUR GREETINGS THIS YEAR—IMPROVED SERVICES IN OPERATION.

PLEASE RETAIN FOR READY REFERENCE

(OVER)

Figure 3. Reverse side of the Christmas flyer in Figure 2.

The posters in Figure 4 (1940) and Figure 5 (1947) speak pretty much for themselves. The 1940 poster was dated from the cancellation on the stamp! Note the pillar mailbox in the 1947 poster.



Figure 4. Season's Greetings poster from the Mufti era, issued in 1940, a year after the start of World War II. (Courtesy Gary Steele)

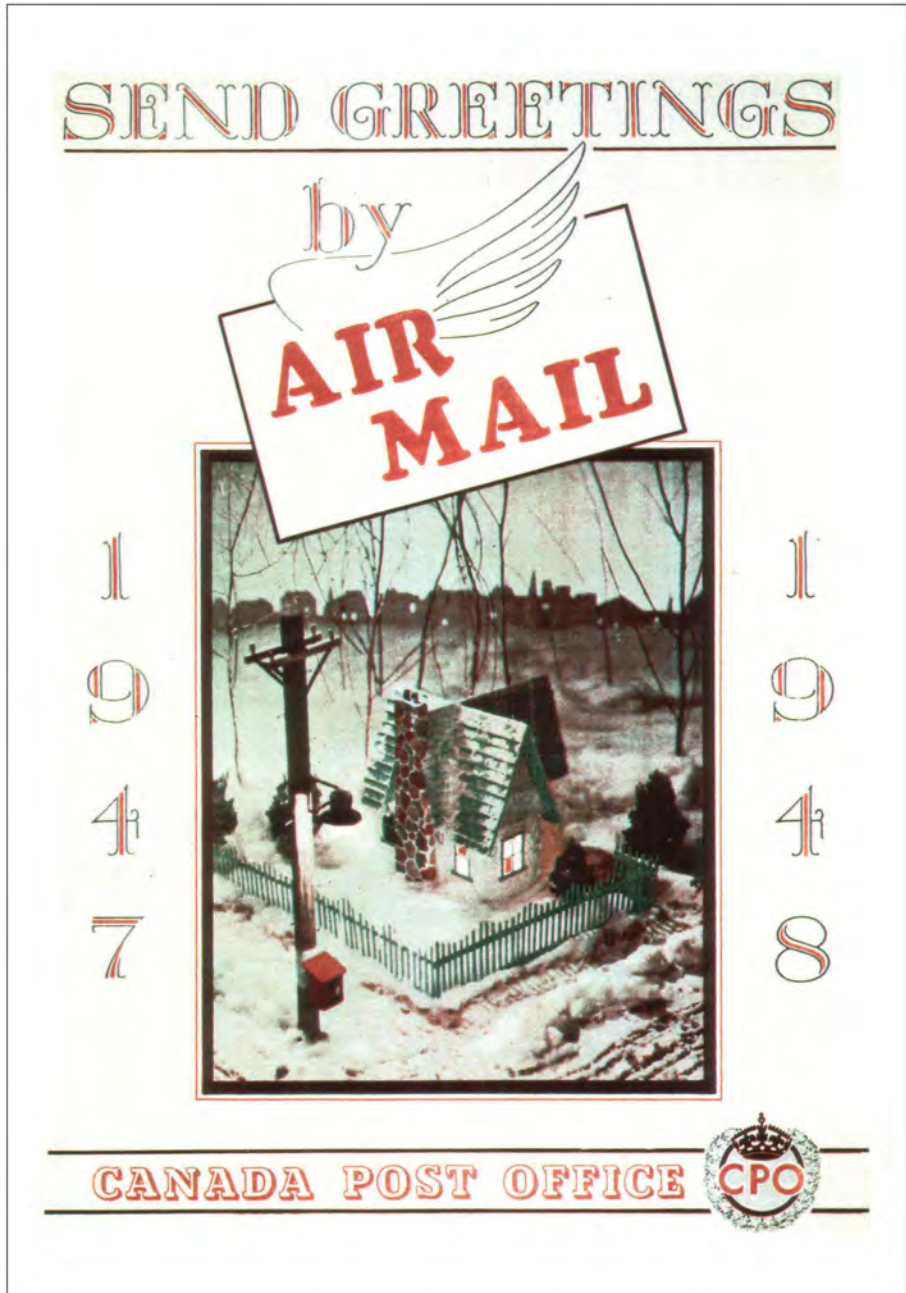


Figure 5. 1947 'Send Greetings by Air Mail' poster, featuring Christmas colours of red and green against a snowy background. (Courtesy CR McGuire)



Canada Post / Postes Canada

Gift Suggestions / **Suggestions de cadeaux**

Distinctively Canadian gifts... sure to please you, your family, and friends!

Endangered Wildlife Souvenir Stamp Pack
Between 1977 and 1981 Canada Post issued postage stamps focusing attention on the plight of eight Canadian wildlife species threatened with extinction. Now there's an attractive souvenir stamp pack for you with all these popular stamps and their technical specifications, plus information about the species and the artists who portrayed them. A welcome gift for anyone who cares about animals, and it's only \$3.

Annual Souvenir Collections of the Postage Stamps of Canada
Each year Canada Post prepares a special collection, which includes a set of all the stamps issued during the year in an illustrated book featuring the fascinating stories behind the stamps. And it's priced just slightly above the face value of the stamps. The 1980 collection is still available for \$8.50; this year's collection at \$7.50 will be released in November 1981. With these economically priced annual collections you can easily start and maintain your own Canadian stamp collection. Encourage those special youngsters on your gift list to discover more about Canada...give them a collection every year!

**Singing Songs to the Spirit
Inuit Heritage Stamp Collection**
The Inuit people, who have inhabited the Far North of Canada for over 4000 years, were commemorated by a series of 16 different postage stamps issued between 1977 and 1980. Canada Post now offers you a collection of these exquisite stamps, plus a richly illustrated and well-researched book portraying the Inuit way of life as related to hunting, travel, shelter, community and spiritual life. This fine Canadiana collection is yours for \$7.95.

Canadian Aviation Series of Souvenir Stamp Packs
Four military aircraft are featured in the second of this popular series saluting Canadian aviation. This 1980 pack offers you a set of the stamps with their specifications and lots of information about the aircraft, well illustrated with photographs and line drawings. A great little gift for aircraft enthusiasts that sells for \$2.

Visit philatelic or stamp-collecting centres and selected post offices across Canada, or order your souvenir collections and stamp packs from the Philatelic Mail Order Service in Ottawa.

Canada

Figure 6. 1981 Canada Post Gift Suggestion flyer sent to philatelic customers. (Courtesy Mike Street)

In 1981, the newly named Canada Post Corporation issued a bilingual Gift Suggestion flyer (Figure 6) in the familiar PS14 format used for announcements of new issues.

Acknowledgements

Thanks to CR McGuire, Gary Steele, and Mike Street for illustrations in this article.

References

- [1] Earle L Covert, Postal potpourri 11, *BNA Topics*, Vol. 63, No. 4, Whole No. 509, December 2006.
- [2] Earle L Covert, Postal potpourri 14, *BNA Topics*, Vol. 64, No. 4, Whole No. 513, December 2007.

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 On the website you will find a short review and often a scanned image of the book cover. A text-only list is also available on the web site. A hard copy will be sent free on request.

New Titles




C\$ Retail

	<p>Mrs. Brown -- The Canada Ten Cent 1898 Numeral Issue, 2008 by Peter Spencer. The first major plating study of the Ten-cent value (only the Five-cent Numeral issue has more retouched plate positions than the Ten Cent does). The fourth volume in Peter Spencer's Numeral series. 8.5x11, spiral bound, 128 pp, colour. \$89.00</p>
	<p>Studies on Prince Edward Island Stamps IV. The Six Cent Issue - Scott #15, 2008 by Kenneth A. Kershaw. The fourth book in this series, showing the many varieties that can be found in the Six cent value of the PEI cents issue. In colour. Spiral bound, 158 pp. 8.5 X 11. \$106.00</p>
	<p>Plating Studies on Prince Edward Island Stamps V. The Twelve Cent Issue - Scott #16, 2008 by Kenneth A. Kershaw. The fifth book in this series, showing the many varieties that can be found in the Twelve cent value of the PEI cents issue. In colour. Spiral bound, 202 pp. 8.5 X 11. \$128.00</p>
	<p>Canada 19th Century Nonletter Mail, 2008 by Victor L. Willson. A comprehensive collection of Victorian newspapers, circulars, parcel wrappers and book post items mailed in and from Canada between 1840 and 1901. BNAPS Exhibit Series #46. 8.5x11, Spiral Bound, 140 pp, (also available in black & white at \$33.95). \$94.00</p>
	<p>The Dominion of Canada: The Large Queens 1868-1896, 2008 by Fred G. Fawn. International Gold award winning exhibit of the first stamp issue of the new Dominion of Canada, with two 16-page single frame exhibits shown separate from the main 8-frame exhibit. 8.5x11, Colour edition (also available in black & white at \$34.95). Spiral Bound, 172 pp. \$115.00</p>

Pricing

The biggest change you might notice from prior years is that most BNAPS Book lists are now published with only a Canadian retail price shown. BNAPS members receive a forty percent discount from this price, which makes all new prices almost exactly equal to the old members' price. There are three reasons for doing this. We want to have greater market penetration, outside traditional BNAPS venues. Showing only retail prices helps in this effort. Secondly, with the fluidity of currency markets quoting US\$ prices can lead to inequities either for BNAPS or the purchaser. Finally, quoting only one price reduces the likelihood of mistakes.

More New Titles (See website for full list) C\$ Retail

	<p>The Admiral Issue of Canada, 2008 by Richard Morris. An award winning in-depth look at the many varieties to be found in the major stamp issue of the George V period. BNAPS Exhibit Series #48. 8.5x11, Spiral Bound, 176 pp, colour version. Colour edition (also available in black & white at \$34.95). \$115.00</p>
	<p>Canadian Money-Letters Forerunners of Registered Mail, 2008 by Horace W. Harrison. A necessary companion to the three Harrison Registered Mail exhibit books. Revised and digitally scanned version of BNAPS Exhibit Series #49. 8.5x11, Spiral Bound, 204 pp, colour version. (also available in black & white at \$37.95). \$114.00</p>
	<p>The Postal History of World War II Mail between Canada and Switzerland, 2008 by Charles J. LaBlonde and John Tyacke. A valuable summary of the most recent information about WWII correspondence between these two countries, published by the American Helvetia Philatelic Society, black and white. (NB: Not eligible for BNAPS member discount.) 8.5x11, Spiral Bound, 250 pp, black & white version. \$26.95</p>

Shipping

A few of the BNAPS books when shipped individually will qualify for “other lettermail” postal rates which are reasonable; similarly U.S. and overseas “small packet” rates can sometimes apply. Many other packages have to be sent Parcel Post (starting at about \$8.50), or, sometimes, Xpresspost can be less expensive. We will find the most cost-efficient mailing system and charge exact postal charges plus \$2 per order (regardless of the number of books) for packaging and handling. Please e-mail us giving your address with Postal Code or Zip Code and we will give you the exact postage and handling charge. If you do not have e-mail, please telephone. We will do the calculation and return your call.

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New issues

William J F Wilson

TWO stamps commemorating Canadian universities were released on March 7, marking the centenaries of the University of British Columbia and the University of Alberta. According to The President's Report, 1957-58, by UBC President NAM MacKenzie, available at <http://www.library.ubc.ca/archives/history.html>, and the timeline given in http://www.library.ubc.ca/archives/hist_ubc.html, the idea of a provincial university for B.C. had its official beginning with the passing of the *British Columbia University Act* of 1890. However, rivalry between Vancouver Island and the Mainland killed the Act. The Universities of Toronto and McGill did provide higher education in the province for several years, but the drive for a truly provincial university was not forgotten, and the foundation for the University of British Columbia was laid in the *University Act* of 1908. Construction began on the Point Grey campus in 1914 but was interrupted by World War I, and the first classes were held in temporary quarters in 1915. Seven years later, with the old "Fairview shacks" very overcrowded and classes spilling out into tents, neighbouring churches, and Sunday schools, the student body took matters into their own hands with public campaigns, a 56,000-signature petition, and a Great Trek from downtown Vancouver to Point Grey. Government response was quick: building resumed in 1923, and the university moved into its new quarters in 1925. Memory of the Great Trek has inspired UBC students ever since.

The University of Alberta began more serenely. *An Act to Establish and Incorporate a University for the Province of Alberta* was passed during the very first sitting of the Alberta Legislature in 1906, and classes began on either September 23 or 25, 1908, in the pre-existing Duggan Street School. The first building of the new campus, Athabasca Hall, opened its doors in 1911. More information can be found at <http://www.ualbertacentennial.ca/history/beginnings/index.html>.

The fifth and final stamp in Canada Post's series on the French settlement of North America honours the four-hundredth anniversary of the founding of Québec by Samuel de Champlain on July 3, 1608. Champlain had decided that controlling the fur trade along the St. Lawrence River would be much more lucrative than trying to maintain the colony in Acadia, and convinced the Sieur de Monts to back an expedition. The French king granted the Sieur de Monts a one-year trading monopoly that was binding on all the king's subjects. Sieur de Monts equipped two ships for New France. The first, under Pont-Gravé, left on April 5, 1608; the second, under Champlain, on April 13.

The fur trade was already active along the St. Lawrence, but because of unfamiliar rocks and shoals further upstream, oceangoing ships rarely ventured past Tadoussac at the mouth of the Saguenay River. Fur traders had established a trading post there in

1599. Various European countries were using it. Champlain's idea was to sail to Tadoussac, build smaller barques there, and use them to establish and maintain a settlement further upriver. In this way, they could pre-empt the other traders by intercepting the furs on their way downriver.



When Champlain arrived at Tadoussac on June 3, he found that Pont-Gravé had already tried to enforce the monopoly on the Basque traders there, an effort to which the Basques had replied with cannon and muskets, seriously wounding Pont-Gravé. The Basques were, however, worried about retribution from France and open to negotiation, so in the interests of business Champlain quickly settled the dispute, began construction of the barques and, at the end of June, set sail upriver. (The Basques almost had the last word, however, collaborating with the Spaniards at Tadoussac to support an unsuccessful attempt on Champlain's life, by some of his own men, within days of his arrival at Québec.)

After a short search, he decided to build on the promontory below the cliffs at Québec, which he had visited once previously on an expedition from Acadia. Jacques Cartier had found the native village of Stadacona near here in 1535 but, unfortunately for Champlain, the area was now uninhabited. Cartier had learned the cure for scurvy from the people of Stadacona, but failed to record what it was (apparently an infusion

of arborvitae) and, without the benefit of the native wisdom, of the 28 men in Champlain's party who overwintered, only eight survived to see the supply barque the following June. Fortunately, Champlain was one of the survivors, and what followed, as they say, is history.

Except for the lithographed date, the entire stamp was engraved by master engraver Jorge Peral. He used two different intaglio techniques, contrasting the line engraving in the foreground with a softer-lined acid etching in the background to help make the mountain recede. It is the most detailed stamp he has ever engraved, and it took him nine weeks of work spread over five months. For more details, Canada Post's write-up on the website (address below) is well worth reading.

Canada's best known fictional heroine, both nationally and internationally, is Anne of Green Gables, and Canada Post released a pair of stamps on June 20 to honour Lucy Maud Montgomery's creation. On the souvenir sheet, the two stamps are perforated se-tenant with Anne on the left and Green Gables on the right. Between them is a little maple leaf cutout. This cutout produces an interesting quirk in the vertical perforations. Along the left side of the Anne stamp and right side of the Green Gables stamp the gauge is 13.3 but, between the two stamps, the gauge above and below the cutout is 13.7 or 13.8. (The uncertainty arises because the measurement lengths are so short.) Also, the perforations above and below the cutout do not match up; when the lines on my Instanta Gauge are centred on the perforation holes below the cutout, they fall at the edges of the holes on those above, and *vice versa*. The most likely explanation is that the cutout pin was an integral part of the perforator assembly, rather than being applied later. This is certainly the most efficient way to perforate the sheet, and this explanation appears to be confirmed by the fact that the maple leaf is perfectly centred and aligned with the perforations, and the teeth adjacent to the cutout are the same width as the rest of teeth in the line. Along a side with a cutout, the gauge would be determined by the size of the cutout and the desire to have an exact number of perforations between the cutout and the top or bottom of the stamp. Along a side without a cutout, the gauge is determined by the total height of the stamp and the same desire for an exact number of perforations. The different constraints produce stamps with different perforation gauges on their left and right sides.

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

Table Abbreviations: *number*CL = (*number of colours*) colour lithography; Bk = booklet; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Co.; G4S = general tagging (four sides); L-M = Lowe-Martin; N/A = not applicable; P = permanently equal to the domestic rate; P-S = pressure-sensitive; SS = souvenir sheet.

Table 1. 2008 Commemorative Stamps

Stamp	Year of the Rat	Celebration	Peonies	UBC, UofA	Hockey	Guide Dogs
Value	52¢, \$1.60	P	52¢	52¢	52¢	52¢
Issued	08 Jan	15 Jan	03 Mar	07 Mar	03 Apr	21 Apr
Printer	L-M	L-M	L-M	L-M	L-M	L-M
Pane	SH: 25 52¢ SS: 1 \$1.60	6	Bk: 10 SS: 2	8	10	10
Paper	C	C	C	C	C	C
Process	9CL, pearlescent foil, gold foil, embossing	7CL	UBC: 6CL§ UofA: 5CL§	UBC: 6CL§ UofA: 5CL§	7CL	4CL + varnish and embossing
Qty (million)	SH: 8 SS: 0.75	Continuous	Bk: 12 SS: 0.275	1.5 (each)	1.25	3.5
Tag	G4S	G4S	G4S	G4S	G4S	G4S
Gum	PVA	P-S	Bk: P-S SS: PVA	P-S	P-S	P-S
Size, mm	30 x 40	38 x 28	Bk: 33.75 x 23.25 SS: 32 x 25.5	30.75 x 23.25	41.25 x 24.75	38 x 27
Perf	13.3 x 13.5	Simulated	Bk: Simulated SS: 13.1 x 13.4	Simulated	Simulated	Simulated
Teeth	17 x 27	N/A	Bk: N/A SS: 21 x 17	N/A	N/A	N/A

§ Canada Post quotes 8CL for both booklets, but only six colour “dots” are shown on the UBC booklet and five on the UofA booklet.

Table 1. 2008 Commemorative Stamps (cont'd.)

Stamp	Oil & Gas	Quebec City	Yosuf Karsh	Royal Canadian Mint	Canadian Nurses Assoc.	Anne of Green Gables
Value	2 x 52¢	52¢	52¢, 96¢, \$1.60*	52¢	52¢	2 x 52¢*
Issued	02 May	16 May	21 May	04 Jun	16 Jun	20 Jun
Printer	L-M	CBN	L-M	L-M	L-M	L-M
Pane	Bk 10	16	SH (52¢): 16 Bk (96¢, \$1.60): 8 SS: 3	16	Bk: 10	Bk: 10 SS: 2
Paper	C	C	C	C	C	C
Process	6CL	1CL + 3 colour intaglio	6CL + varnish	6CL + embossing	8CL	7CL
Qty (million)	2.25	2.5	SH: 1.75 Bk: 0.325 SS: 1.6	2	2.5	Bk: 6 SS: 0.35
Tag	G4S	G4S	G4S	G4S	G4S	G4S
Gum	P-S	PVA	SH, SS: PVA Bk: P-S	PVA	P-S	Bk: P-S SS: PVA
Size, mm	47.25 x 26.25	39.7 x 40	32 x 40	34 x 45	30.75 x 30.75	40 x 30
Perf	Simulated	13.1 x 12.5	SH: 13.1 x 12.5 Bk: Straight	12.9 x 13.3	Simulated	Bk: Simulated SS: 13.5 x 13.3**
Teeth	N/A	26 x 25	SH: 21 x 25 Bk: N/A	22 x 30	N/A	Bk: N/A SS: 27 x 20

* Se-tenant on souvenir sheet. ** The vertical perforations differ along the two sides of each stamp; see discussion in text.

Cover stories (15) – Canadian permit postage stamp mail

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

IN a ranking of Canadian Philatelic study subjects that don't get the respect they deserve, Canadian Permit Postage Stamps would come high on the list. Dieter (Dick) Staecker of London, ON has spent more than 25 years trying to bring to light the scope and intricacies of the study, most recently with the Third Edition of his *Canadian Permit Postage Stamp Catalogue*, published by BNAPS in 2007. The 186-page catalogue covers all aspects of permit mail, which was established by the Canada Post Office Department on February 2, 1903.

From the beginning, prepayment in cash has been indicated by a rectangular or circular symbol, the permit or indicium, usually in the upper right hand corner of the envelope or wrapper conveying the mail. What does not immediately come to mind amid a listing of the thousands of types of indicia is the graphic artistry used on this type of mail to show the products and services being offered, pictures and designs which often show vividly what life was like at the time of mailing. Rather than a philatelic treatise on permits, this instalment of Cover Stories is more a treat for the eyes, a tribute to the illustrators and entities responsible.



Figure 1. QUEBEC, QUE. 'E R' permit on an illustrated Dominion Corset envelope. Staecker Catalogue # B1-1.

Keywords & phrases: permit postage stamp mail

Early permits were quite standard—the period was indicated by the initials of the King, in the case of Figure 1 ‘E R’ for King Edward, the name of the city or town of mailing and, for accounting purposes, the account number of the mailer.

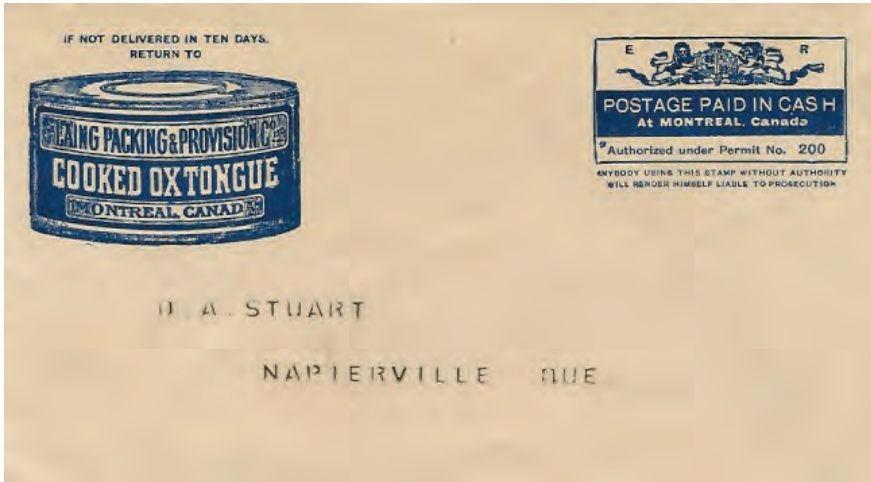


Figure 2. MONTREAL, ‘E R’ permit indicia on an illustrated Lang Packing & Provision Co. envelope. Staecker Catalogue # B1-1.

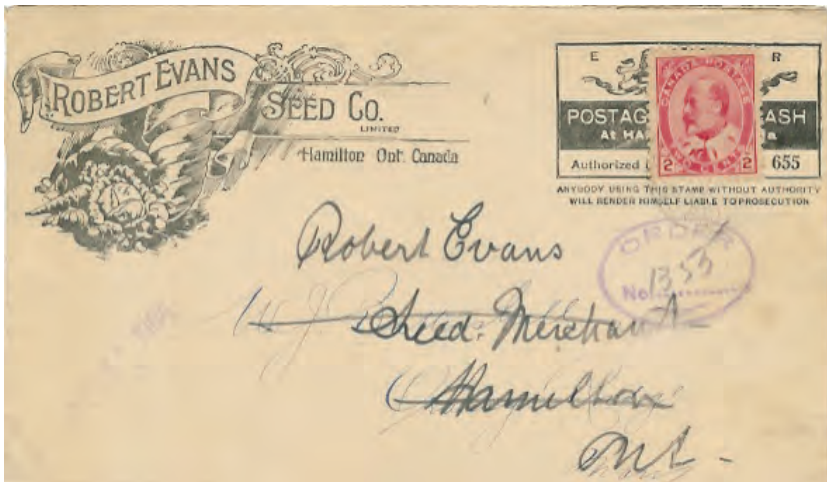


Figure 3. HAMILTON, ‘E R’ permit indicia on an illustrated Robert Evans envelope. Staecker Catalogue # B1-1.

Because prepaid bulk mail was valid for one-time delivery only, the 1904 remailed envelope with changed delivery address in Figure 3 carries a correctly added 2 cent Edward VII postage stamp.



Figure 4. MONTREAL, 'E R' permit indicia on an illustrated International Postcard Company envelope, backstamped 'Dover, N.H. MAR 1907'. Staecker Catalogue # B1-1.

The envelope in Figure 4 was mailed to the United States with a 1 cent adhesive stamp added, because a 'Postage Paid in Cash' permit was not valid to the United States at the time of mailing. The Postage Paid in Cash system was only extended to mail delivered to the United States in 1909.

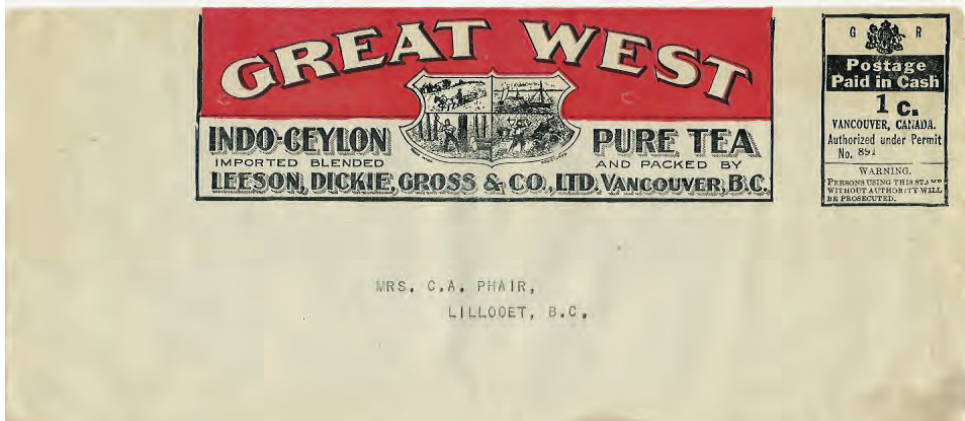


Figure 5. VANCOUVER, 'G R' 1 ¢ permit indicia on an illustrated Leeson, Dickie, Gross & Co. envelope. Staecker Catalogue # B6-2.

With the ascension of King George V to the throne in 1910, a vertical permit indicia design was introduced, and 'G R' replaced 'E R', as shown in Figure 5. On the next two pages, we see Edward and George era catalogue wrappers from the stalwarts of twentieth century Canadian retailing, the T. Eaton Company and Simpsons.



THE T. EATON CO. LIMITED
TORONTO - CANADA

E R
POSTAGE PAID IN CASH
AT TORONTO Canada
Authorize under Permit No. 969
ANYBODY USING THIS STAMP WITHOUT AUTHORITY
WILL RENDER HIMSELF LIABLE TO PROSECUTION

READ OUR LIBERAL GUARANTEE
COLORED PAGES INSIDE

POSTMASTER
PLEASE - -
NOTICE - -

If this Catalogue is not delivered or called for in 30 days, the POSTMASTER is hereby requested to RETURN the same to senders in accordance with instructions to be found on page eighteen of the OFFICIAL POSTAL GUIDE, which provides for direct return of this class of matter. The reason for non-delivery must be LEGIBLY MARKED on the wrapper.

THE T. EATON CO. LIMITED TORONTO, CANADA

To: D. Smith
Box 422
SARNIA, ONT.

Figure 6. TORONTO, 'E, R' permit indicia on an illustrated T. Eaton Co. catalogue wrapper: Stackler Catalogue # B1-1.

SIMPSON'S
DELIVERY-PAID
MAIL ORDER
SERVICE

Simpson's Guarantee
Protects You Against Loss
By guaranteeing every purchase you make, Simon and his agents will be able to give you satisfaction and your purchase money will be immediately refunded together with all return shipping charges.

Brings the World's Markets to You
The Simpson buyer sends the markets at home and abroad for the right merchandise at the right price. It is all gathered together and presented to you in the best and clearest manner, by illustration and description, in the pages of this book.
Take full advantage of it—this saving will astonish you.

Use the Index
on the Inside
Back Cover

THE
SIMPSON COMPANY
LIMITED
TORONTO

See the Bargains
on Pages 145,
146 and 147

NOTICE TO POSTMASTER
If this Catalogue is not Delivered within Thirty Days please return to sender, stating reason, for non-delivery.
SIMPSON COMPANY
TORONTO

WASHINGTON
Authorized under Permit
No. 148
POSTAGE PAID IN CASH
PARCEL POST
6c

MRS. C. COOP BR
R. R. 1
ATHERCLIFFE STA. ONT. 192

POSTAGE PAID IN CASH
PARCEL POST
6c

Figure 7. TORONTO, 'G R' 6 ¢ permit indicia with 'PARCEL POST' added on an illustrated Simpson's catalogue wrapper. Staecker Catalogue # B6-106.

In Figure 7, we see an indicium with 'PARCEL POST' to obtain a reduced postage paid in cash rate.



This Union Pacific Railway Company post card was used to publicize the Winnipeg Fair. As the railway did not run near Manitoba it appears that the card was sold widely for non-railway uses. This appears to be the same card shown by Vic Willson as Figure 3 of "For a Penny or Two", *BNA Topics*, 2008, first quarter, p. 72.

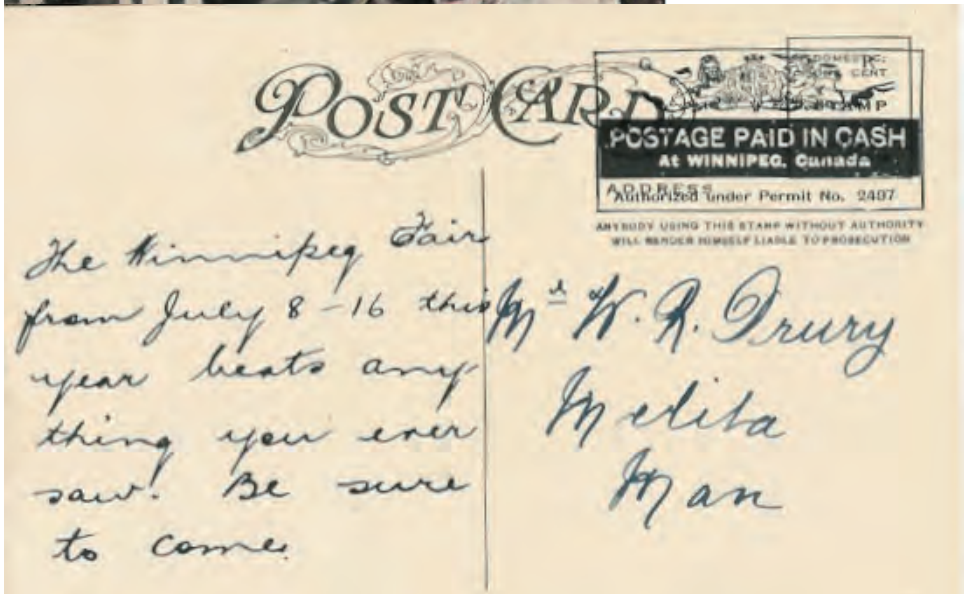


Figure 8. WINNIPEG, 'G R' permit indicia on a picture post card showing "First Ride on a Wild Broncho". Staecker Catalogue # B2-1.



In 1918, a new smaller design of indicium was offered as an alternative to the earlier versions. The rectangle was in three sections and included the letters 'G' and 'R'. In 1933, the Post Office implemented a program of bilingualism for the permit postage system, and this same indicium was issued with bilingual text.

The card shown in Figure 9 uses both humour (box on front) and the emotional appeal of Valentine's Day to speak to a potential customer.

Figure 8. TORONTO, 'G R' 1 ¢ 1918-style permit indicia on a Canadian Oil Company (White Rose) advertising post card. Staecker Catalogue # B9-15.

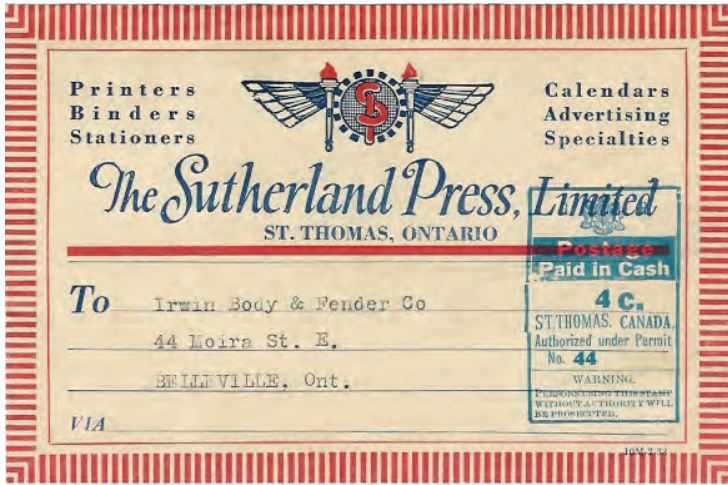


Figure 9. ST. THOMAS, 'G R' 4 ¢ permit indicia on a Sutherland Press parcel label. Staecker Catalogue # B6-21.

In addition to being used on wrappers, envelopes and postcards, permit indicia were also used on gummed labels, as shown in Figure 10.

Although the permit items shown above are from the early part of the twentieth century, permit use continues, perhaps more than ever today, as illustrated by the examples shown below, most of which have been received in the last year.



Acknowledgement

My sincere thanks to Dick Staecker for the idea for this article and for the scans used in Figures 1-10.

Postal history during the King George VI, 1937–42 “Mufti” Era

Postage rates to Great Britain and Ireland

John Burnett

Seventh in a series of articles originally printed in the *King George VI Post and Mail*, newsletter of the BNAPS King George VI Study group. This version of the article has been modified and updated from the original.

IN Parts I–VI of this series of articles on the postal history of the Mufti Era (1937–42), we have documented domestic mail, mail to the United States and international destinations in the Americas, Africa, the Middle East, and India. In Part VII, we will look at mail delivered to the British Isles, including Ireland.

Probably the most important international mail destination (along with the United States), and certainly the number two recipient of mail from Canada, was Great Britain, considered by many Canadians at the time to be the ‘mother country’. It was here, in Great Britain, that mail to distant parts of the Empire started its ‘All Up’ journey under the Empire Air Mail Scheme (EAMS). Under the EAMS, first class letters posted in Canada would be sent by air beyond England to certain countries in the Empire for a fee of 6¢ per ½ oz. The EAMS was discontinued when World War II started in September 1939.

When Canada entered the Empire Air Mail Scheme on February 23, 1938, the only means of conveyance of mail from Canada to the British Isles was by ship across the Atlantic. First class surface letters to the British Isles were charged the same rate as domestic mail, that is, 3¢ for the first ounce and 2¢ for each additional ounce. This service applied to all destinations within the British Empire, and the corresponding postage rates are sometime referred to as the Empire Rates’. Canadians could speed up delivery by franking their correspondence at domestic air mail rates. In this case, a letter would be sent by air mail to the nearest convenient seaport and then forwarded by seagoing vessels. This situation persisted until the commencement of transatlantic air mail service by Pan American and Imperial Airways in June 1939. Soon after the start of World War II, alternative routes and methods for full transatlantic airmail service were soon developed.

A summary of rates applicable to destinations in Great Britain and Ireland is provided below.

Keywords & phrases: Air mail, surface mail, transatlantic, United Kingdom, Ireland

**Canadian Postage Rates and Fees
for Mail to Great Britain and Ireland (193742)**

Category	Rates	Effective Periods
Letter (First Class Surface)	3¢ first oz., 2¢ per additional oz.	July 1, 1931 through the entire Mufti period
Post Cards (Surface)	2¢ each	July 1, 1931 through the entire Mufti period
Air mail letters Air conveyance within Canada, Atlantic surface to UK Air conveyance both within Canada and Transatlantic	6¢ first oz; 5¢ per added oz. 30¢ each ½ oz	October 1936 through entire Mufti period June 1939 through entire Mufti period
Third Class Matter	1¢ per each 2 oz.	July 1, 1930 through the entire Mufti period
<u>Additional Services</u>		
Registration	10¢ for \$25 indemnity (maximum allowed)	July 15, 1920 through the entire Mufti period

First class (surface) letter to Great Britain



Figure 1. 3¢ surface rate letter to Lundy Island, 1939.

Figure 1 illustrates one of my more interesting 3¢ surface rate covers to Great Britain. The letter was franked with a strip of three 1¢ Mufti definitive stamps (Sc #231) paying the one ounce letter rate and mailed March 13, 1939 from Sherbrooke, Quebec to Barnstaple, North Devon, with onward passage to Lundy Island.

A ½d Lundy Puffin stamp added to pay the local delivery charge was cancelled with a nice “LUNDY LIGHTS AND LEADS” Puffin slogan cancel. A Lundy Atlantic Coastal Airlines ½d stamp-like Cinderella sticker affixed to pay for air mail conveyance to Lundy Island from mainland Great Britain was cancelled with a circular “L.A.C.A.L.” (Lundy Atlantic Coastal Air Lines) killer. All together, this makes a most impressive example of the simplest of rates to Great Britain.

Double first class (surface) letter rate to Great Britain



Figure 2. Registered double weight surface letter to England.

The envelope above (Figure 2) is franked with a 5¢ Mufti definitive stamp (Sc #235) to pay the 3¢ for the first ounce and 2¢ for up to a second ounce rate on an overweight letter. Mailed from Victoria, British Columbia on January 3, 1940, the envelope was marked ‘REGISTERED/FRAGILE—WITH CARE’, the registration fee paid by a 1938 10¢ Memorial Chamber definitive stamp (Sc #241).

The envelope has the characteristic blue cross across the front. This British protocol, applied to registered envelopes to catch the attention of postal employees, advised that the envelope required special handling.

Air mail letter (within Canada), then by surface to Ireland



Figure 3. Letter sent at the 6¢ 'Air mail in Canada then surface to' Ireland rate.

The envelope in Figure 3 is a quite rare example of a letter paid for conveyance by air within Canada to an east coast port (likely Montreal or Halifax), where it was then forwarded by sea to its final destination in the United Kingdom or Ireland. Mailed on April 27, 1942 from Vancouver, B.C. to Birr, Ireland, it was franked with a 1938 6¢ Air mail stamp (SC #C6) to pay the 6¢ per ounce rate for this service.

The letter displays both Canadian and Irish censor markings and took nearly seven weeks to reach its final destination, confirming that it did in fact cross the Atlantic by ocean-going transport. Transmission via the transatlantic air mail service was available, but at a higher cost, which the sender apparently felt was unnecessary in the case of this piece of correspondence.

Air mail (transatlantic) letter to Great Britain

The letter in Figure 4, addressed to Gnr. (Gunner) Bennett, H.B., Canadian Army Overseas, was franked with fifteen 2¢ Mufti definitive stamps (SC #232) paying the 30¢ per ½ oz. transatlantic air mail conveyance rate. Mailed from Woodstock, Ontario on August 20, 1941, this envelope must have contained a very flimsy letter to keep the weight less than ½ oz. Backstamps show that, after leaving Woodstock, it travelled to the 'Base APO' in Ottawa for forwarding. It arrived in the United Kingdom at both the clearing post office in London and its final destination 'FPO 247' in Hampshire on August 29th. The nine-day delivery time to England is pretty good, even by today's standards.



Figure 4. 30¢ Transatlantic air mail rate letter to a soldier overseas.

Air mail (transatlantic) letter forwarded to Canadian forces in Tunisia via Great Britain



Figure 5. 30¢ Transatlantic air mail rate letter to a Canadian officer overseas. The officer having been transferred to Tunisia, the letter was redirected to him there.

The example of a 30¢ transatlantic air mail rate cover in Figure 5 has as much value to military postal history collectors as it does to collectors of international rates. As the members of the KGVI Study Group we should do all we can to help other groups when we have a cover that crosses into their areas of study. I have shared the information on this letter with members of the BNAPS World War II Study Group through their newsletter.

Mailed from Sheffield, Nova Scotia on November 14, 1942 and franked with ten 1937 3¢ Mufti stamps (SC #233) to pay the 30¢ per ½ oz. transatlantic air mail rate, the letter was addressed to the officer commanding the Headquarters Company of the “North Shore (N.B.) Regiment / Canadian Army Overseas”.

On arrival in England, letters were directed to the location where the addressee was stationed. Labels and various markings used help identify the movements of military personnel, especially if they had been transferred to a different theatre, as is the case with this cover.

The small receiver on the reverse, F.P.O.-T.C.3/1 (Bailey-Toop M15-57) was added on DE 24/42 by a Canadian Third Division unit, which forwarded it to the Canadian Postal Corps for redirection. There the forwarding label on the front of the envelope ‘attached to HEADQUARTERS/FIRST BRITISH ARMY/(Canadian Personnel)’ was applied on 28 DEC 1942, per the large circular cancel, ‘DIRECTORY SERVICES/ PARCELS/ CAN. POSTAL CORPS H.Q.’ This postmark is unreported in Bailey-Toop, but is very similar to M9-110, the difference being that M9-110 has the word ‘LETTERS’ in place of “PARCELS”. [1]

Also on the back of the envelope, written in script by Captain McMillan, is ‘Received North Africa, Tunisia, 1 March 1943’ and a note, ‘Coral couldn’t get air mail stamps so had to put on 10, 3 centers!’. A nice personal and postal touch!

Double weight transatlantic air mail letter to Scotland

Scotland, as part of Great Britain, was also afforded the 30¢ per ½ oz. air mail rate. The envelope illustrated in Figure 6 is a nice example of a letter paying double rate. It was mailed at Hamilton, Ontario on August 8, 1939, just one month before Britain’s declaration of war against Germany. Clearly marked “Transatlantic Air Mail” in the upper left corner, this letter likely flew via Imperial Airways to England and then on to Scotland.

The 60¢ rate for letters weighing over ½ and up to one ounce was paid by a 50¢ Vancouver Harbour high-value definitive (SC #244), a 6¢ ‘Plane over Sternwheeler’ (SC #C6), and a 4¢ Mufti stamp (SC #234), a really nice combination for both colour and interest. I find it interesting that after finally arriving in Scotland via London, the letter was redirected right back to London. I always like to find overweight letters, because they add to a collection and make excellent examples of rates in an exhibit.



Figure 6. 60¢ double rate transatlantic airmail to Scotland.

Quadruple weight transatlantic air mail to Great Britain



Figure 7. \$1.20 quadruple rate transatlantic airmail to Bristol.

Another example of an overweight letter addressed to England is shown in Figure 7. Mailed from Souris, Manitoba on April 29, 1942 and addressed to Bristol, England, this oversized envelope is franked with \$1 Château de Ramezay (SC #245) and 20¢ Fort Garry (SC \$243) high-value definitive stamps, from the 1938 Pictorial issue, to make up the \$1.20 rate for a letter weighing over 1½ and up to two ounces, conveyed via transatlantic air mail service.

Clearly marked 'By Air Mail/Par Avion' by the blue air mail stickers applied to the front, the envelope was censored in Great Britain as evidenced by the British sealing tape 'Examiner 6625'. Had it been opened in Canada, the sealing tape would have carried the letters 'C' or 'DB' or both. Finding the 1938 \$1 stamp used on cover and paying proper postal rates is sometimes difficult. I urge members to keep their eyes open for such an application as they are scarcer than most believe.

Post card to Great Britain

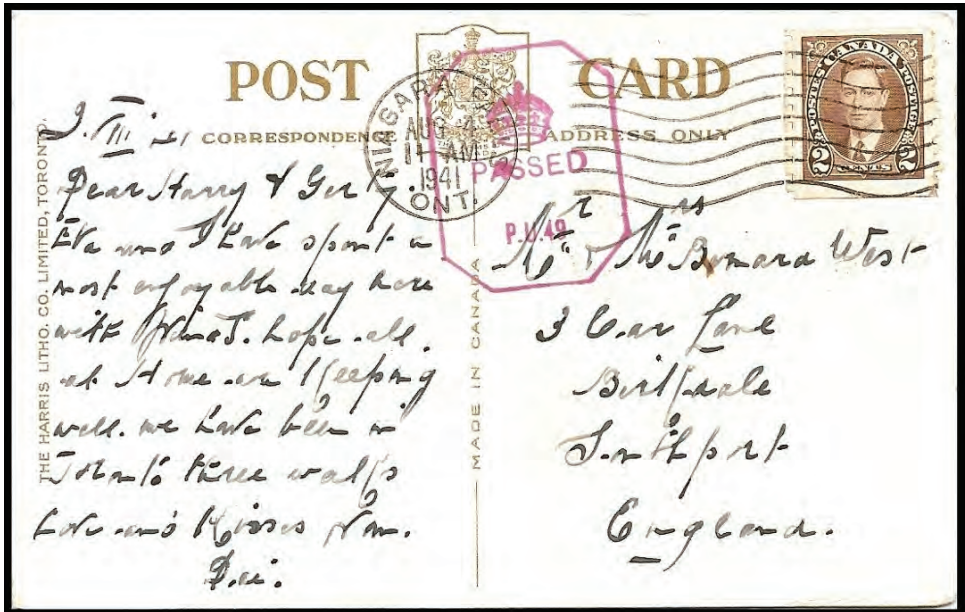


Figure 8. 2¢ post card rate to England.

International destination post cards from the WWII era are not common; I only have a few in my collection. The post card in Figure 8 was mailed to the Birkdale suburb of Southport, England. For golf enthusiasts, Birkdale is the home of the Royal Birkdale Golf Club which, in 2008, hosted the British Open for the eighth time in club history. The postcard was mailed August 4, 1941 from Niagara Falls, Ontario and franked with a coil version of the 2¢ Mufti stamp.

The 2¢ post card rate to a British Empire country had existed since at least April 1915. Can you imagine Canada Post holding a postage rate that long in this day and age? The purple 'PASSED/P.U.49' censor mark was applied, on arrival in England, before it was forwarded to Birkdale.

Surface parcel post to Great Britain



Figure 9. 96¢ rate on surface parcel post tag to Great Britain.

Moving on to other classes of postal service to Great Britain, the last two items described in this article are rare. The parcel post tag in Figure 9, mailed at Royal Oak, British Columbia on February 19, 1942, was franked with a 50¢ Vancouver Harbour and a vertical pair of the 20¢ Fort Garry stamps of the 1938 Pictorial issue, plus a 4¢ and a 2¢ 1937 Mufti, totalling 96¢ to pay the surface parcel post rate for a package over four pounds and up to five pounds in weight.

Tags such as these are really quite difficult to find as they were generally lost when the string binding the parcel was cut off and discarded. A parcel of this size was probably for a small ‘Care Package’, often sent by people in Canada to relatives in England who were seeing serious rationing at the time. I have memories of such packages being sent off to England when I was a small boy in British Columbia.

Bag and letter by transatlantic air mail to Great Britain

The item illustrated in Figure 10 is a prize of mine. It is a small, fine canvas bag attached to a cloth envelope, which measures 5" x 3¼", and on the bottom of which is printed “LETTER INSIDE”. Affixed to the envelope are a pair of the \$1 Château de Ramezay and a pair of the 20¢ Fort Garry high-value definitive stamps from the 1938 Pictorial issue. The date is a little difficult to read, but it appears to be October 1939, shortly after the 30¢ per ½ ounce transatlantic air mail rate was introduced.

Figure 10. Canvas bag and enclosed letter sent to England at the first class transatlantic airmail rate.

The parcel was sent from Royal Oak, British Columbia to Oldbury, Great Britain.

Because a letter was enclosed with the package, first class rates applied; therefore, the \$2.40 in postage tells us, that at 30¢ per ½ ounce, this parcel weighed between 3 ½ and 4 ounces. I would like to hear from anyone who has seen any other examples of such a mailing.

Reference

- [1] *Canadian Military Postal Markings 1881–1995*, William J. Bailey and E. Richards Toop, 1996, Charles G. Firby Publications, Waterford, MI. pp. 182, 449.



Communications across the Atlantic from the 1860s to the end of an era

CR McGuire

Part 1 of 2

PERHAPS one of the biggest success stories to date in the field of BNA Postal History is the tremendous amount of information put together by those [1] who have researched the Transatlantic mails of the 18th and 19th centuries. With few books [2]—and no Internet!—their main sources were old records in often dusty archives; today's work on Transpacific mail [3] is a direct result. My intention was to discuss the first cover in this article in the 'My Favourite Stampless Covers' series. While writing it up, however, I realized that in many ways it not only fell outside of normal discussion of Transatlantic mail but also, because of different aspects of the story, it pointed the way to a larger story—how the proportion of mail carried by ship across the Atlantic gradually was reduced by advancing technology to a fraction of what it once was.

The *PSS Great Eastern*

In 1833, at the young age of 27, Isambard Kingdom Brunel was named Chief Engineer of Britain's Great Western Railway. His bridge and tunnel work and entrepreneurial mind led to the launch in 1837 of the *PSS Great Western*, the first paddle steam ship designed specifically for Transatlantic crossings. Twenty years later, he designed the *PSS Great Eastern* (depicted in the 2006 British stamp in Figure 1).

Figure 2 shows Brunel with the chains for the *Great Eastern's* 6,500 pound anchor in the background. Note that he is smoking a cigar, which he was known to do at the rate of 40 a day! Undoubtedly this contributed to his poor health and to the stroke that killed him at age 53, shortly after his last great ship, the *Great Eastern*, was launched on 31 January 1858. At the time she was the largest passenger ship ever built, 679.6 feet long and an unloaded gross weight of 18,915 tons.



Figure 2. PSS Great Eastern

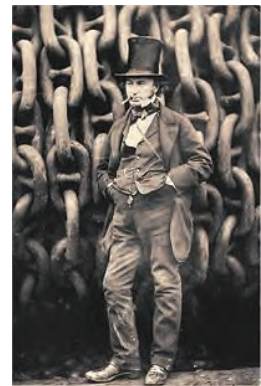


Figure 1. Isambard Kingdom Brunel

Keywords & phrases: Transatlantic mail, passenger ships, cables, aircraft, dirigibles



Figure 3. P.S.S. Great Eastern letterhead and matching envelope with embossed flap.

After encountering many technical difficulties during construction, together with the deaths of two people in the course of the difficult sideways-launch operation; the *Great Eastern* became known as an unlucky ship. She could carry 4,000 passengers—many more than the *Adriatic*, the previous holder of the passenger ship record—and with sail, paddle and screw propulsion could sail around the world fully loaded without refuelling, another record.

Originally, the *Great Eastern* was intended to be used on the route from England to India and China, thus the ‘Eastern’ in her name, but she never sailed on that route. On 17 June 1860 she began her eleven-day maiden voyage from Southampton to New York. Despite her great capacity, on this trip she carried only 35 paying passengers and eight non-paying executives of the owner, known as ‘dead heads’, with a crew of 418 to look after them and the ship! [4]

While ship letterhead and envelopes were common by the 1890s, examples as early as the 1860s and as attractive as the *Great Eastern*’s (Figure 3) are rarely seen, particularly together [5]. The letter was written on Sept. 9th [1861] in Perth, Ontario by Anne Fraser and posted the next day. It received an almost undecipherable ‘[P]ERTH/ [SP 1]0/-’, U.C. or C.W. split ring, the ‘5’ [for the 5 cent per ½ ounce domestic postage rate] and ‘PAID’ hand stamps. On the back are a nice clear ‘KINGSTON/SP 10’61/U.C.’ transit split ring in black and a ‘BATH SP 11/61/C.W.’ receiver split ring in pale green ink. If the Perth postmark was as clear as those on the back I think this cover would make a rather spectacular addition to the collection of a split ring postmark or county specialist.

While I would like to be able to tell you that Anne’s four-page letter describes, in vivid detail, her exciting voyage across the Atlantic on the *Great Eastern*, alas it concerns mundane personal matters and makes no reference even to how the stationery was acquired! As a matter of interest, on 10 September 1861, the day the letter was posted and transited through Kingston, the *Great Eastern* sailed from Liverpool for New York with 400 fare-paying passengers. The date also offers a possible explanation for how Anne came to have the *Great Eastern* stationery.

On 12 April 1861, the terrible United States Civil War broke out when Confederate forces attacked Fort Sumter in South Carolina. As a result of the outbreak of war, the British government decided to reinforce garrisons in case any fighting extended into British North America and the *Great Eastern* was chartered to carry troops to Quebec. The military complement of 46 officers, 2,079 men, 159 wives, 244 children, and 40 civilians—a total of 2,568 people was, up to that time, the largest number people ever carried across the Atlantic on any ship. [6]

Sailing from Liverpool on 27 June 1861, the *Great Eastern* reached Quebec in a very fast 8 days, 6 hours despite the fact that she encountered thick fog, during which she narrowly escaped a serious collision with the Cunard wooden paddle steamer *PSS Arabia* off Cape Race. Note that on the top of the list of the *Great Eastern*’s attributes in the column on the right of the letterhead (enlarged in Figure

4), Anne added a comma to the '10000' in the same ink she used to write the letter. Perhaps she was a school teacher and could not stop herself from correcting the text to read 'Will carry 10,000 Troops'. However, this was indeed an accurate prediction that the *Great Eastern* would someday be a troop carrier, though carrying nowhere near that number of troops. To my knowledge, this was the only time that the *Great Eastern* was used for military purposes.



Figure 4. Top of Great Eastern letterhead showing comma added to troop number.

The new Imperial troops were quickly sent to reinforce various military establishments, including Fort Henry near Kingston. The *Great Eastern's* 27 June 1861 voyage was the last one before the letter in Figure 3 was written. 'Dreaming in technical colour' (an old saying I once frequently used), I want to believe that one of the soldiers on that trip passed the ship's stationery to Anne, whom he knew or was related to, during a visit with her soon after arriving at Fort Henry (Figure 5). How she acquired the stationery will never be known; I am just happy she used it and that I have it to help tell one of the many fascinating stories about this truly 'great' and appropriately named ship of a by-gone era.



Figure 5. An uncommon 1909 postcard of Fort Henry showing cannon supports, cannon balls and its Martello Tower, with Royal Military College in the background. [7]

Figure 6 is a rare *carte de visite*, an early forerunner of advertising postcards, showing the *Great Eastern*, which continued to carry passengers until August 1863. Financial losses forced the company into liquidation in December, and in February 1864, despite her estimated original cost of close to £720,000, the *Great Eastern* was sold at auction for a mere £25,000!



Figure 6. A rare *Great Eastern* 'carte de visite'.

A new career—laying cable

Over a decade, four attempts were made to lay a cable across the Atlantic Ocean between Europe and North America. All four failed, but the fifth try succeeded. The first transatlantic cablegram [the original name for the telegram] was sent from Valentia, Ireland to Newfoundland on 6 August 1858. The service was only in operation until 1 September when the line failed. It was not until 1864 that the Telegraph Construction & Maintenance Company was able to manufacture a new cable.

In the meantime, the *Great Eastern* had been converted into a cable-laying ship. Her new owners obtained the cable-laying contract and she left Liverpool for Sheerness in July 1864 under command of Captain Sir James Anderson. Ten of her boilers and one of the funnels had been removed, along with some cabins and saloons, to accommodate three large tanks capable of storing the cable, which had taken six months to splice and coil.

On 4 June 1865, the *Great Eastern* left Medway with 4,600 tons of cable and 7,000 tons of coal. Operations began at Valentia on 22 July, and by 1 August over 1,000 miles of cable had been paid out, though not without many anxious moments. After two faults had been rectified a third was discovered. The cable parted and sank in two miles of water.

After all recovery efforts had failed, the *Great Eastern* returned to port on 10 August 1865 and did not leave Valentia again until 13 July 1866. She received the shore end of the cable from an escort ship and began to pay out. On the next day, hundreds of feet of cable became twisted, but by skilful handling it was successfully straightened. The remainder of the task was completed without problems and on 26 July the *Great Eastern* steamed into the harbour of Heart's Content, Newfoundland.

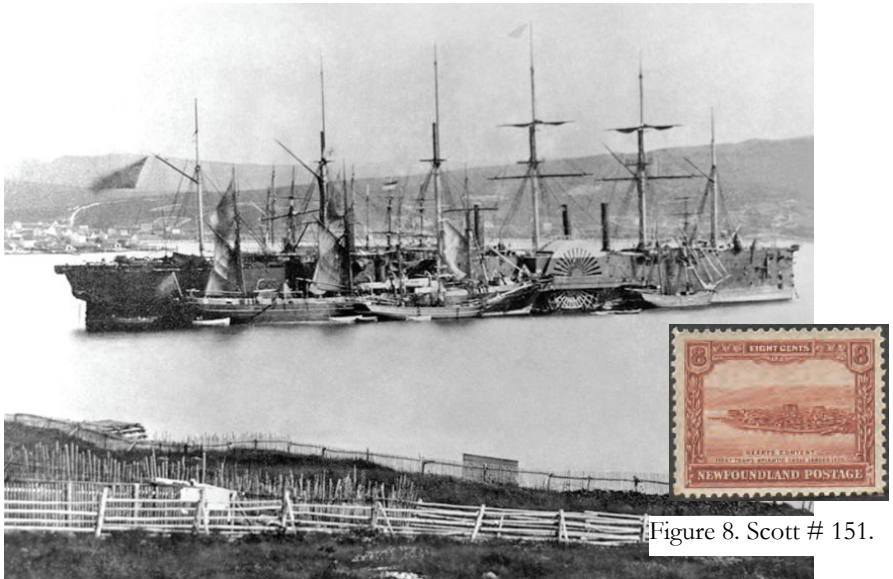


Figure 8. Scott # 151.

Figure 7. The *Great Eastern* in the bay at Heart's Content, Newfoundland.

The shore end of the new cable was landed on the following day. Figure 7 is an historic photograph of the *Great Eastern* at Heart's Content. On 2 September the ship succeeded in recovering the 1865 cable from where it lay offshore, and six days later arrived again at Heart's Content, thereby completing the laying of a second transatlantic cable and the first step in the replacement of transatlantic mails. Figure 8 (inset) is Newfoundland Scott #151, one of two of the former Crown Colony's many beautiful stamps depicting this typical, but more important than most, outpost village.

More changes

The *Great Eastern* was then thoroughly refitted at a cost of about £50,000 and chartered to carry passengers to and from the Paris Exhibition of 1867. On one of the voyages, Jules Verne, author of *20,000 Leagues Under the Sea*, and many other science-fiction books, was a passenger. He wrote a book describing his trip, aptly entitled *A Floating City*.

The service was not well used and the financial losses were high; as a consequence, the contract was terminated and the *Great Eastern* returned to Liverpool. In 1869 she was reconverted and again engaged in cable laying between Brest, France and St. Pierre & Miquelon, still under the command of Captain Anderson. The next year, she was chartered to lay a cable from Bombay to Aden. Other cable-laying work followed; in total, between 1866 and 1878, the *Great Eastern* laid over 26,000 nautical miles of submarine cable before she was once again refitted

as a passenger liner. Unfortunately, these voyages were not a commercial success, repeating her past poor financial record.

For the rest of her days, many other uses were made of the *Great Eastern*, including being a showboat, a floating palace/concert hall and gymnasium, but again, none were profitable. In 1883, there was a plan to purchase and use her to transport sacks of coal between the Firth of Forth and the Thames. Fortunately, this demeaning scheme for the once-great ship fell through. In 1886, the *Great Eastern* became an exhibition ship, initially at Liverpool and, in 1887, at Dublin and Greenock.

For the last time later that year, she was sold at auction for £26,000. The intention was to employ her as a hulk to store coal at Gibraltar, but luck again intervened and saved her from this pitiful destiny when the deal failed. She was resold a month later for only £16,000! Unfortunately, these buyers, Henry Bath & Sons, were ship-breakers. The *Great Eastern* left the Clyde on 22 August 1888 for Birkenhead, where she was scrapped. While a sad fate for what was still one of the world's largest ships, it was quick, and certainly better than ending her days as a giant scow or derelict.

Rise of the telegram



Figure 9. Anglo-American Telegraph Company envelopes.

The Anglo-American Telegraph Company later established a cable station at Heart's Content. Figure 9 (above) shows two illustrated Anglo-American envelopes used to mail telegrams and other matter. The smaller has three copies of Scott 82 paying the 6 cent registered drop rate (5 cents +1 cent), probably for a telegram that must have been very important. The covers show that by the early 20th century the company, established in 1866, had five Atlantic cables; this was in addition to those of their competitors, and indicates clearly that the telegram was now a serious alternative to the postal system.

[8] Figure 10 is the St. John's oval registered backstamp on this cover. Note the spelling of 'registered', 'REGISTERFD', where an 'F' was used in error for the second 'E'.



Figure 10. 'REGISTERFD' backstamp on lower cover in Figure 9

Newer ships

It was not until the turn of the 20th Century that two Royal Mail Steamers of the White Star Line surpassed two of the *Great Eastern's* records; her

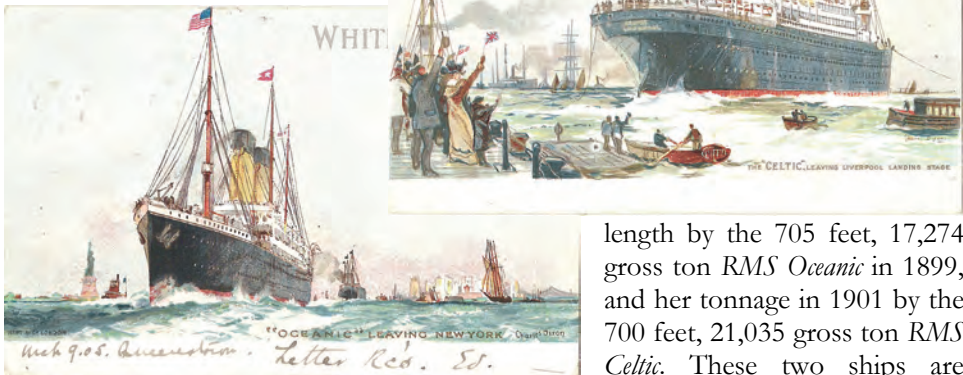


Figure 11. Early picture postcards showing the White Star liners, *Oceanic* (lower) and *Celtic*.

Queenstown, Ireland upon arrival after a voyage from North America to Europe in 1905. The *Celtic* card was postmarked in New York after a North America bound voyage in 1906. Had either card been written and posted on board the ship it would

length by the 705 feet, 17,274 gross ton RMS *Oceanic* in 1899, and her tonnage in 1901 by the 700 feet, 21,035 gross ton RMS *Celtic*. These two ships are illustrated on the picture postcards in Figure 11. The *Oceanic* card was posted in

have received paquetbot markings.[9] In addition to carrying mail, Royal Mail steamers and similar ships of other lines of the early 1900s carried a great many of the immigrants who would populate Canada and the United States, as well as better-off people travelling as tourists. Beautifully framed, full-size reproductions of the original paintings were hung in shipping line and tourist offices at home and around the world. Figure 12 shows such illustrations on the walls of the American Steamship Line office in Berlin, Germany. It appears that the painting on the wall a little bit left of centre is the *Oceanic*.



Al. Peters' American Steamship Office and Reading Room,
6 Unter den Linden, Berlin.

Figure 12. A wonderful and scarce early 1900s view of a once-common business premise located on main streets in cities around the civilized world. It is the equivalent of today's travel agent offices, which are now often found in shopping malls.

Wireless telegraphy

Telegram messages were sent by the underwater cable using the Morse code method of dashes and dots. After experiments by different people on both sides of the Atlantic, some involving ships at sea, on 12 December 1901 Italian inventor Guglielmo Marconi became the first to send a radio-telegraphy signal—the letter 'S' repeated many times—across the Atlantic. The signal travelled from a station in Cornwall to a



Figure 13. Guglielmo Marconi.

receiver using a kite-supported antenna, located in an old hospital known as the Lazarette situated near the Cabot Tower on Signal Hill in St John's, Newfoundland.. The postmark shown in Figure 13 marks the event. Wireless telegrams, also called 'Marconigrams', soon almost completely replaced telegrams sent by cable.

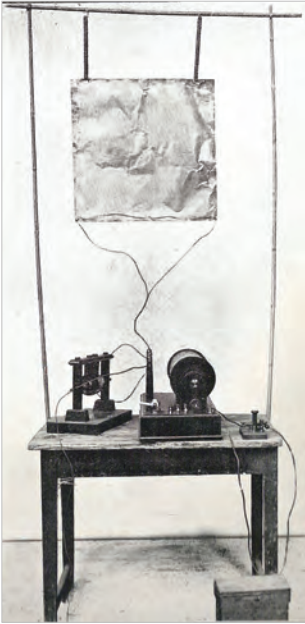


Figure 14. Wireless equipment used by Marconi.



Figure 15. Wireless telegraph station at Point Amour, Labrador.



Figure 16. Interior of a wireless telegraph station of the period.

Figures 14-16 show some of the equipment Marconi used, the 'Marconi Wireless Telegraph Station' at Point Amour on the Straits of Belle Isle in southern Labrador, the still-functioning tallest lighthouse in the Atlantic provinces, and the interior of an American wireless telegraph station of the period.

Mail via Father Point

In addition to carrying passengers, ships were obviously very important in transporting freight of all kinds, including the mail. Shipping firms and postal administrations have always stressed the need for speedy crossings. The Canada Post Office Department [CPO] also took steps to get mail aboard ships both before and after they left the departure port. There was also the need to accommodate passengers who arrived too late to board the ship before its departure.



Figure 17. This postcard, intended for passengers on the *SS Doric*, arrived after the ship sailed and was sent to the Montreal Dead Letter Office.

The picture postcard in Figure 17 was addressed to passengers care of the 'White Star/S.S. Doric/Sailing June 7th/Montreal' [10] was postmarked 19/JU 3/24 with a railway post office CDS cancel, MONT & TOR G.T.R.-R.P.O./No15. I have several examples of mail received before a ship's departure and others, like Figure 17, that were not delivered because the passenger was not on board or the ship had sailed. However, unlike any others I have seen of the latter type, this one has contradictory purple handstamps: 'Received Too Late for Steamer' and 'NOT ON BOARD'. There is also a red pencil 'Try B??C' which was crossed out in black

pencil and a straight line purple 'RETURN TO SENDER'. The pale purple rectangular Montreal Dead letter office mark (Plain Type MON4b-b1) dated 'JUL 10/11 1924' confirms where the postcard finally ended up.



Figure 18. Father Point /Pointe-au-Père, Quebec, on the shore of the St. Lawrence.

Today, as in the last century, ships departing and arriving at Quebec City and Montreal require a Pilot, a mariner who guides it through dangerous or congested waters on the St. Lawrence River. The vessel's Captain remains in command; the Pilot acts in an advisory capacity. It is one of the oldest professions and one of the most important in terms of maritime safety. The economic and environmental risks of today's large cargo ships and cruise liners still make the Pilot's role essential everywhere in the world.

Father Point (Figure 18), a village in Rimouski County, Quebec on the south shore of the St. Lawrence River, was for many years a very important Pilot Station because of its location at a point where the St. Lawrence begins to broaden out into the Gulf of St. Lawrence [11]. Here, inbound ships would pick up a Pilot before proceeding upriver to Quebec and Montreal; outbound ships would drop off their Pilot before heading for the open sea.

The lighthouse, built in 1909 and replaced with an electric light in 1975, can be seen in Figure 18. It is now part of a National Historic Site complex including the Pilot Station, which is devoted to recording and displaying local maritime history. One of its main attractions is the display on the *Empress of Ireland*, which during the night of 28 May 1914 collided in the fog with the collier *Storstad* and sank

nearby with the loss of 1,012 lives, making it Canada's worst maritime disaster. A temporary mortuary was established at Father Point for bodies that were recovered.

As part of normal operations, the *Empress of Ireland* carried a large amount of mail destined for the United Kingdom and points beyond. The envelope in Figure 19, with the stamp missing due to being immersed in the water, is one of the many items recovered from the wreck of the *Empress*. After drying, the mail was processed in Ottawa, where two blue-green handstamps, the oval BRANCH DEAD LETTER OFFICE/OTTAWA, ONT (Plain Type OTT2b-a3a) and straight-line 'Recovered by divers from wreck of S.S. *Empress of Ireland*', were applied. [12]



Figure 19. Envelope recovered from the wreck of the *Empress of Ireland* after it sank in the St. Lawrence off Father Point.

On 29 December 1914 the letter was forwarded by the Canada Post Office to the addressee in an 'ambulance envelope' (Figure 20).

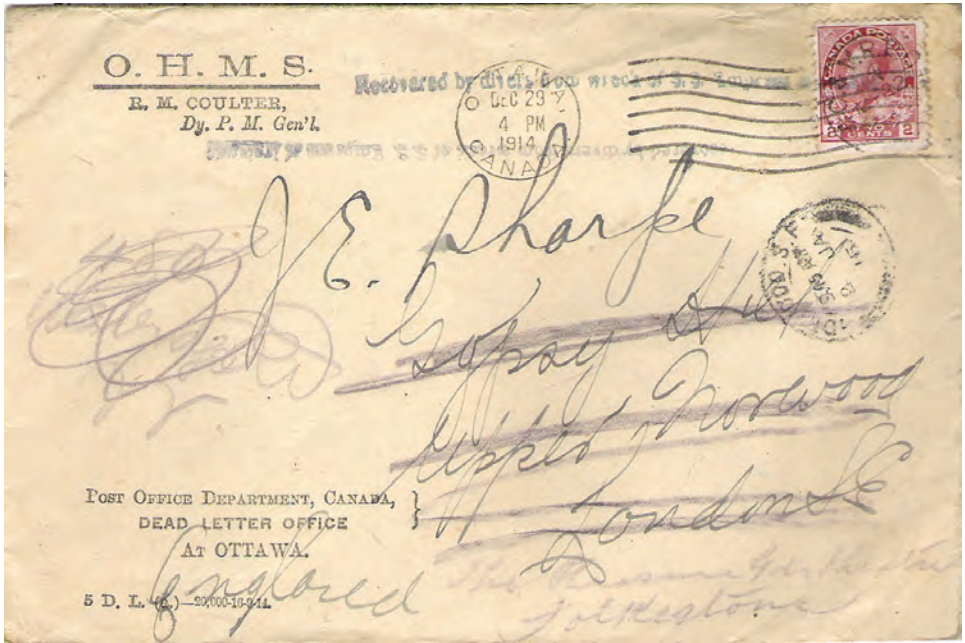


Figure 20. ‘Ambulance envelope’ with straight-line handstamp ‘Recovered by divers from wreck of S.S. Empress of Ireland’ that carried the cover in Figure 19 to the addressee.



Figure 21. Early landing boat used to convey Pilots, mail and passengers to ships. Note the finely dressed ladies at the stern.

In addition to Pilots, mail and sometimes passengers were transferred to outbound ships. The rowboat seen in Figure 21 was replaced by a small steamer. The National Postal Archives of Canada listing of Post Offices and Postmasters [13] indicates that a post office first opened at Father Point on 20 July 1863 and became a year-round office on 1 December 1867. On 11 February 1970, the name of both the village and the port facility, which is still open today, was changed from Father Point to Pointe-au-Père.

In my collection, I have examples of five different postmarks and three straight-line handstamps (Figure 22) that were used at Father Point. My earliest postmark, a small dispatch split ring, is dated 15 August 1904. It is followed by a larger split ring used as a receiver on 30 August 1914. My dispatch duplex cancel is dated 25 October 1931. The most common postmark is a large CDS, of which I have eleven examples, most used as dispatch postmarks; the earliest is 1 October 1927 and the latest 10 August 1954.

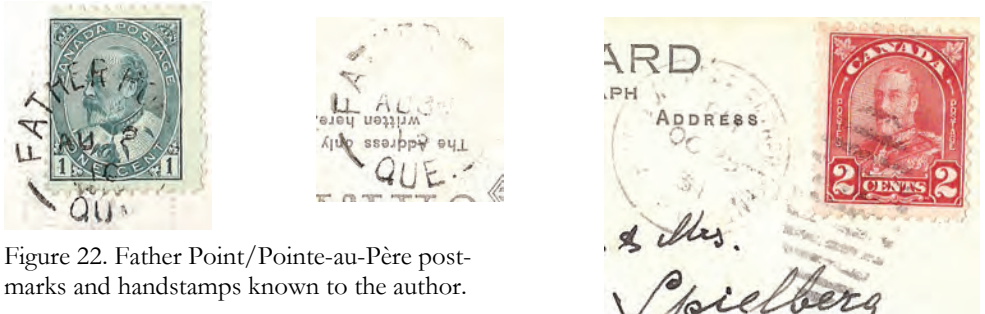


Figure 22. Father Point/Pointe-au-Père postmarks and handstamps known to the author.



PAQUEBOT

Mailed on the High Seas.
Exempt from War Tax.



**MAILED ON THE HIGH SEAS
EXEMPT FROM WAR TAX**

There may be more than one large CDS hammer (middle left) but all appear to be the same device to me. From my observations, the rarest is the 'FATHER POINT/PAQUEBOT' CDS (middle right); both my examples have only the

numeral '1' for the year indicia, but each cover has other information that confirms the year of use, 1919 in the first case and 1937 in the second. It appears that there was never a year date slug for this device. [14]

If senders knew their mail would not arrive before a ship left port, wanted to ensure it was received before the ship left Canada, or wanted to write to someone arriving from overseas, they could address mail to the ship at Father Point. Figure 23 is an example telling a passenger arriving on the *S.S. Empress of Australia* that the writer would meet the ship and 'be waiting for you at the gangway'. Posted at Ottawa on 30 August 1939, a receiver postmark was added on the front the next day at Father Point. This voyage of the *Empress of Australia* was made shortly after the one on which she had brought King George VI and Queen Elizabeth to Canada for their Royal Visit. [15]

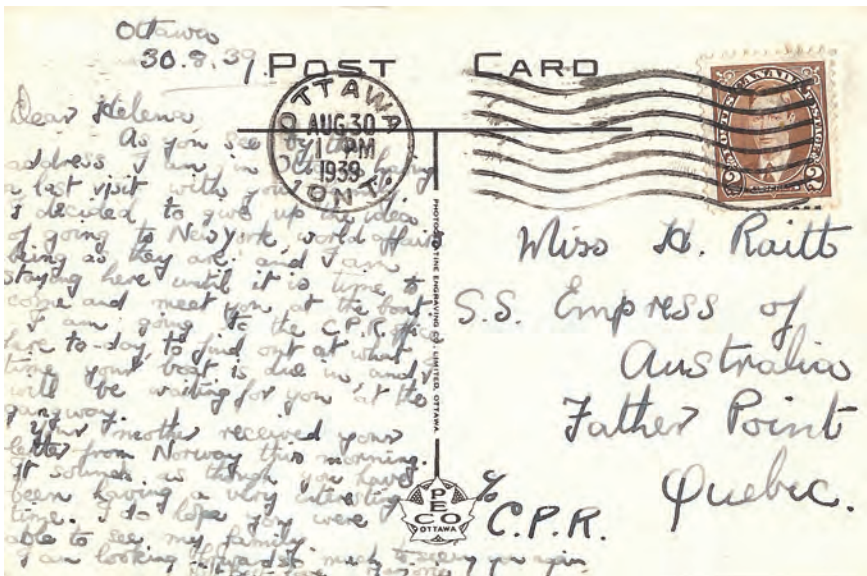


Figure 23. Postcard mailed to a passenger on the *Empress of Australia*, arriving at Father Point from overseas in 1939.

The cover in Figure 24 was addressed to: '3rd officer SS Colborne/c/o Pilot Station /Father's [sic] Point/PQ' and posted at Montreal, 19 August 1931. It has Father Point receiver dated 'SEP 4' on the back. Why it was sixteen days in transit is a puzzle. It obviously missed the ship and was readdressed back to Montreal to 'c/o Can(adian) Cruiser/Shed 15/Montreal, P.Q.' There is no Montreal receiver on the back, but there is a Halifax September 9, 1931 machine postmark—another puzzle, as it does not appear to have had anything attached readdressing it to Halifax. In any case, this is a scarce example of mail being sent to a ship crew member on an outward bound ship.



Figure 24. Letter to a ship's crew member c/o the post office at Father Point.

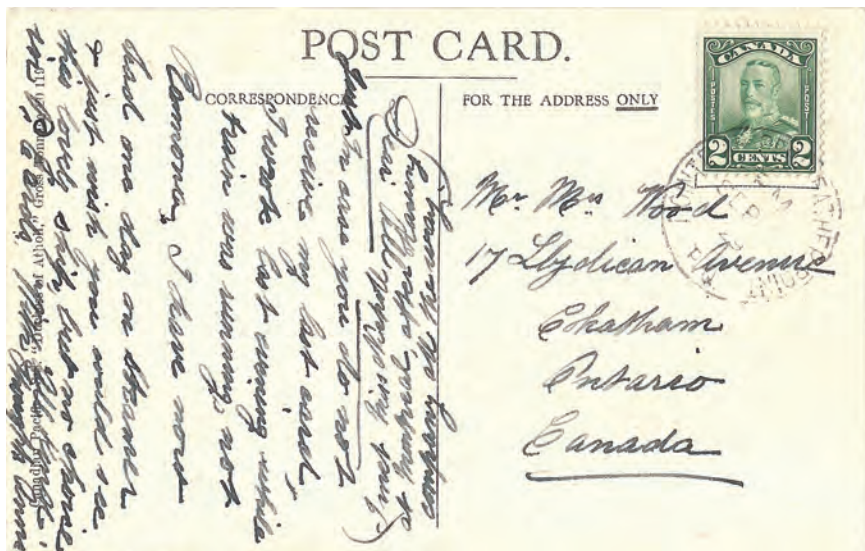


Figure 25. Post card written by a passenger on a ship, taken ashore by tender and mailed from Father Point.

Figure 25 shows the back of a post card mailed on Canadian Pacific's *S.S. Duchess of Atholl*. The card itself is unusual as the ship is identified in small letters

on the message side rather than on the picture side, which is the norm. It was written on board the ship, confirmed by the message, 'I have now had one day on steamer & just wish you could see this lovely ship, but no choice in P(ost) Cards', which I think confirms that the ship had only this card available. Postmarked at Father Point on 12 September 1929, this is a scarce example of mail taken to shore by the tender after picking up the Pilot from the ship.

To be continued in BNA Topics 2008Q4.

Acknowledgements

I sincerely thank Colin Lewis, Ian Kimmerly, Brian Murphy, Mike Street, and Brian Wolfenden for their assistance in preparing this article.

References

- [1] Transatlantic mail research was led by the late Jack Arnell OTB, George Hargest, Alan Robertson, Howard Robinson and Frank Staff together with BNAPS Emeritus member Margaret Toms, and is being continued by their successors Malcolm Montgomery and Derek Smith.
- [2] The primary reference book for Transatlantic mail is Bonsor, N.R.P., *North Atlantic Seaway, Volume 2*, Brookside Publishers, Jersey, Channel Islands, 1978
- [3] A book on Transpacific mail is currently being prepared by Gray Scrimgeour, who is continuing the work started by him and the late Alec Unwin.
- [4] http://en.wikipedia.org/wiki/SS_Great_Eastern#Eastern_Steam_Navigation_Company (Wikipedia).
- [5] The paper has laid lines similar to the paper upon which the Province of Canada's first three issues of postage stamps were printed. The envelope maker's name, "YATES & BEST, LIVERPOOL" is discreetly embossed along the closure edge on the back, where it is usually found, if present, on better quality envelopes.
- [6] Military families often accompanied soldiers posted to garrison duty abroad. Coincidentally, for those interested in this relatively little known aspect of BNA military history, the current Volume 15 of *Esprit de Corps* magazine has a series of illustrated articles on the subject entitled 'In the Midst of Alarms, Soldiers Wives and Women, Their fate unpitied, and unheard their Name'.
- [7] Thirteen years later, on 26 May 1874, *An Act to Establish a Military College in One of the Garrison Towns of Canada* was passed by Canada's Parliament. The opening of the Royal Military College (often referred to as RMC) in Fort Henry was well covered in the 17 June 1876 edition of the *Illustrated News*. Over 200 of the circular Martello towers shown in the post card were constructed world wide by the British between 1816 and 1847. There were sixteen in BNA, of which eleven have survived, including all six that were constructed in Kingston. All are maintained by Parks Canada as historic sites.
- [8] The Heart's Content station closed in 1965 because of new developments in technology. The building was restored and is now a Newfoundland and Labrador Provincial Historic Site housing a communications museum.

- [9] These cards also exist with the bottom perforated and would have originally been attached to the top of the ships' dining room meal menus. Both cards depict paintings by Charles Dixon, the prominent ship artist; his signature appears in the lower right corners. The *Great Eastern* was too early to be depicted on a mailable picture postcard. While picture post cards are known beginning in 1870, for various reasons they did not become readily available until the late 1890s. When they did, the postcard quickly became very popular, in fact, a 'craze'.
- [10] This was the White Star Line's second ship by this name. This *S.S. Doric*, which was launched the year before on 8 June 1923, had a relatively short life for a ship of its class. It was scrapped in 1935.
- [11] George Washington Stephens, *The St. Lawrence Waterway Project*, Louis Carrier & Co., Montreal, 1930, pp. 99 & 137-9. "From the Atlantic Ocean to Father Point, 663 miles, the natural open channels of the River are five to 20 miles wide and deep enough for ships of any draft to navigate. From Father Point to Quebec City, 189 miles, the minimum width of the channel is 1,000 feet, and the minimum depth 35 feet. From Quebec to Montreal, 151 miles, the ship channel varies in width from a minimum of 450 to 750 feet in the straight, and 1,000 feet at the bends, having a maximum depth of only 30 feet. Natural widths and depths in excess are available for a large portion of the distance." Father Point is five miles from Rimouski and three from St. Anaclet on the Canadian National Railway line. It was named for Henri Nouvel, a Jesuit priest who celebrated the first mass in this locality in 1663.
- [12] Covers and postcards endorsed "via *Empress of Ireland*" and carried on its various voyages, the many picture postcards of the ship, including beautiful colourful patriotics, sad, black-bordered mourning cards and some showing the wrecks of the two ships involved in the terrible accident, various ephemera and memorabilia, and examples of the recovered mail can make an interesting collection, in fact, several different collections.
- [13] National Postal Archives of Library and Archives Canada; Post Offices and Postmasters http://www.collectionscanada.gc.ca/archivianet/0201/020129_e.html
- [14] I have always assumed the Father Point post office was located in the Pilot Station, but would like confirmation if any one knows for certain. I certainly do not profess to be very knowledgeable about Father Point postmarks and would not be surprised if a reader or two can add earlier and later dates of use than mine, as well as some additional types of postmarks. If you can, write a letter to the Editor, or an article if you have enough information. Some of the information in this section came from *Paquetbot Cancellations of the World*, second edition, by Roger Hosking, Greyfriars, Surrey, England, 1987.
- [15] The Royal Visit began when the *Empress of Australia* arrived at Quebec, two days late due to fog, on 17 May 1939. The Royal Visit is a very popular field for collecting. I highly recommend you see Doug Lingard's wonderful collection when it is exhibited. It is the best example of what can be done with this interesting topic. For additional information see the chapter on the Royal Visit in *Just Perfect: The Patents and Postal Markings of Machines Invented by Joseph O. Lamoureux and Omer Francois Lefebvre 1912-1980*, by Reg Morris and Robert J. Payne, BNAPS, 2007.

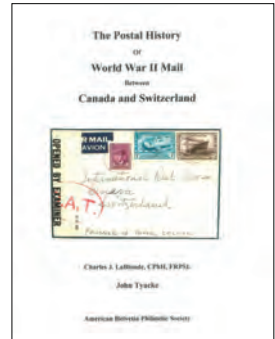
Book review

Mike Street

BNA Topics is pleased to review books on all aspects of BNA philately released by other publishers. Copies of new books should be sent to the Editor at the address on page 80 of this issue.

The Postal History of World War II Mail between Canada and Switzerland, by Charles J. LaBlonde and John Tyacke. The American Helvetia Philatelic Society, 2008, 8.5x11", spiral bound, 250 Pages. Available to BNAPS members through Ian Kimmerly Stamps. BNAPS Stock number B4h431.0. Price: \$Cdn26.95 + GST + shipping and postage. PLEASE NOTE: as this book was made available at a low price and is not a BNAPS publication, the normal member discount does not apply.

The events of World War II created massive disruptions not only in the lives of people all over the globe but also in international mail operations. While restrictions placed on the weight and transportation of private mail because of military realities or requirements reduced volume, the displacement of millions of people created a huge quantity of mail from and to those trying to locate relatives. Switzerland became the focal point of this mail because it was a neutral country, trustee of the Geneva Convention and home of the International Committee of the Red Cross (ICRC).



The Postal History of World War II Mail between Canada and Switzerland is a new book in Charles Lablonde's ongoing review of postal operations between various countries and Switzerland, during the conflict and for some time after it ended. In this volume he was ably assisted by BNAPS member John Tyacke. On page 2 the authors state, "This is a status report of a work in progress." At 250 pages, it is a compilation in one location of the most important information currently known on the subject, gathered from many sources, including the large number of BNAPS members and several study groups mentioned in the Acknowledgements and extensive nine-page bibliography.

Section 1 covers routing of surface and air mail from Canada to Switzerland, which was constantly being affected by the ebb and flow of the war, for instance the December 1942 suspension of all mail—except for Prisoners of War (POWs) or the Red Cross—to Switzerland, which lasted for several months. Among the section's 39 illustrations of mostly covers, with some official correspondence included, is one

collected in Lisbon by a Red Cross ship, thus allowing it to escape German censorship.

Section 2 looks at how and where censorship by civilians was carried out in Canada and the handstamps and labels used by the censors, as well as handling of mail to and from POWs and foreign nationals—mainly German—interned in Canada, and Canadian internees of Japanese descent. Pertinent documents and censorship aspects of covers are illustrated, highlighted by a hard-to-recognize letter from a Canadian Japanese who was sent to Manitoba as a farmer. In a philatelic coincidence, one illustrated letter was written by Major G.W. Ross. At this time the Canadian Army's Liaison Officer with the Postal Censorship Department; Ross supervised the Royal Train post office during the 1939 visit of the King and Queen to Canada.

The ICRC's enquiry service is the subject of Section 3. Initially the service handled only enquiries about POWs held by both sides but, with the agreement of the belligerent countries, it was extended in late 1939 to cover civil internees in Canada, Canadians interned overseas, and people interned in other countries with relatives in Canada. Pertinent articles from the Geneva Convention of 1929 are quoted, and a smaller but equally interesting selection of covers shown.

The fascinating story of the Canadian Personal Postal Message Scheme, gleaned from extensive new discoveries in Canada's Archives, highlights Section 4. Replacing services offered by both Thomas Cook and Sons and the Canadian Red Cross, it allowed Canadians to send brief—25 words maximum—private messages to relatives in countries with which Canada was at war. An intriguing aspect of the story is the attempt by the British Red Cross to pressure Canada into using the Red Cross personal message scheme. Canada, wanting to ensure censorship of all mail going to enemy or enemy-held territory, went ahead with its own program. A few rare covers and many documents are illustrated.

Sections 5 and 6, well illustrated by many very interesting covers, mirror Sections 1 and 2 by telling the story from the other direction, i.e., the routing of mail from Switzerland to Canada and how this was affected by wartime events, as well as Swiss censorship of mail in both directions.

The 63 pages of Appendices include additional documentation on, and illustrations of, World War II postal rates for both Canada and Switzerland, postage-due calculations on mail to Switzerland, postal stationery used to Switzerland, as well as Canadian Blackout postmarks, POW mail regulations and Personal Postal Message Scheme. Blackout covers worth noting are two examples of scarification where the post office name was scraped out of the postmark, and one where a thick ring made by black marker accomplished the same end.

In this reviewer's opinion, *The Postal History of World War - II Mail between Canada and Switzerland* is a must-read for collectors interested in any aspect of Canadian postal history during World War II, not just those attracted by the Swiss

aspect. On the negative side, illustrations have been placed at the end of each section instead of near the text where they are described: this means flipping back and forth, which can be a bit annoying. In lieu of a detailed index, which would not be easy given the broad range of subjects covered, the 'How to use the book' text could be expanded or, at the very least, every subheading in each section listed and paginated on the Contents page. Chief among the many positives are the fact that all this information is available in one place, printed on good, thick paper and spiral bound, so it can lie flat while being used. Because there is still work to be done and much material to be found, this is a field offering lots of opportunity for any collector looking to get involved in something new.

All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/ (Click on the price at the end of the book description and you will be taken to the check-out page.) Prices given above are the retail prices in Canadian Dollars. *As noted, the normal BNAPS member discount does not apply to this book.* Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. For payment by cheque or money order, add 10% in Canada, 15% to the US, 20% overseas (overpayments exceeding 25 cents will be refunded in mint postage stamps). GST is payable for Canadian orders. No Provincial Sales Tax applies.

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Paid to the border, or paid all through?

JM Wright



THE cover illustrated above was part of the Kennedy hoard, sold as Lot 639 in the Cavendish auction of November 28-29, 2007. The lot contained a letter written by William Gunn, Manager of the Quebec branch of the Bank of Montreal, to an addressee on Wall Street, New York City. It bears the manuscript legend “Paid No. 15 to the lines / Wm. Gunn”. It also bears red strikes of “Quebec L.C. JAN 25 1850” (#J236) and crown “PAID AT QUEBEC L.C.” (#J525), along with a bold red manuscript of “5/9”. All of these markings are crossed out in blue: the J236 once, the J525 with a cross, and the ms 5/9 with two parallel lines, and a bold manuscript “60” has been added. The reverse bears a red transit strike of “MONTREAL L.C. JA 27 1850”.

The “5/9” indicates a rate of six times the basic postage rate for the 201–300 miles from Quebec to the US border, i.e., $6 \times 11 \frac{1}{2}d = 69d = 5/9$ currency for 2–3 ounces. The blue manuscript “60” indicates the US postage of $6 \times 10\text{¢} = 60\text{¢}$ for a 2½–3 ounce letter over 300 miles. Thus this item **looks** to be a 2½–3 ounce entire with the Canadian postage prepaid and the US postage collect.

BUT Boggs [1] says “Between 15 May 1849 and 5 Apr 1851 inclusive, the letter could be prepaid through to destination or not at all: that is, partial prepayment was

Keywords & phrases: Rates, cross-border mail

not permitted". He also says, quoting a proclamation by the President of the USA [2]: "[T]he rates shall be combined into one rate, of which the payment in advance shall be optional, both in the United States and in the British North American provinces. It shall, however, not be permitted to pay less than the whole rate". I have three other items from this period where, in each case, the Canadian handstamped "PAID" has been deleted and the US postage shown in red. Palmer[3] at pages 260 and 265 shows covers described as "Canadian postage paid, US collect" and, at page 264, a cover which is described as "US paid, Canadian collect". Boggs [1] at pages 74 and 75 illustrates two covers which also appear to be partly prepaid. With eight examples available it appears quite unlikely that all are flukes that might be ascribed to ignorance or error by the postal clerks. The questions which need to be asked are: (1) Was there a further announcement or regulation which allowed partial prepayment? (2) Is it possible that the illustrated cover is fully prepaid? (3) Was the requirement for fully prepaid or entirely unpaid sometimes ignored?

References

- [1] Winthrop S Boggs, *The Postage Stamps and Postal History of Canada, Volume 1*, 1945.
 [2] Winthrop S Boggs, *The Postage Stamps and Postal History of Canada, Volume 2*.
 [3] Earl E Palmer, *Upper and Lower Canada Cross-Border Mail to 1851*, Hennok Series, 1986.

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Matters military

5. Previously unknown RCAF WWII postal depot handstamp

Mike Street

This is the fifth in a series devoted to Canadian military philately. Each column will be from one to five pages focusing on a single subject. It will appear as often as material is available: if you have an interesting military story, why don't you tell it here? This issue's installment resulted from a cover shown by John Parkin at the 2006 Canadian Philatelic Society of Great Britain convention.

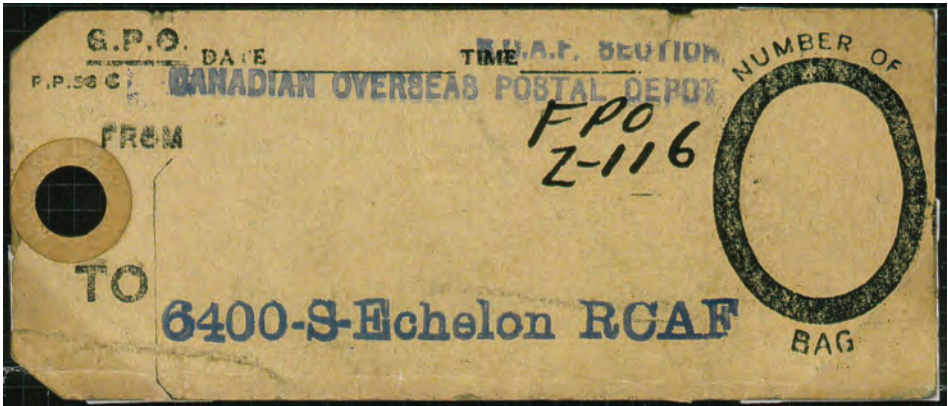


Figure 1. British GPO bag tag with previously unreported WWII RCAF handstamp. (Courtesy John Parkin)

THE tag in Figure 1 is a WWII era British General Post Office parcel post form, number 'G.P.O./P.P. 56 C', which was normally attached to a bag of parcels being forwarded through the mail system. The straight line rubber 'R.C.A.F. SECTION / CANADIAN OVERSEAS POSTAL DEPOT' ('R.C.A.F. SECTION' positioned at the right end of the first line) was supposed to be placed lower, in the 'From' portion of the tag.

The only previously known Canadian Overseas Postal Depot mark is a large circular cancellation (B&T M9-111) [1] with 'R.O.A.R. SECTION'. [2] The tag was addressed to '6400-S-Echelon RCAF' and carries the endorsement 'FPO/Z-116'. Although no markings from FPO 116 have been reported, it is known that British

Keywords & phrases: WWII military postal history, RCAF

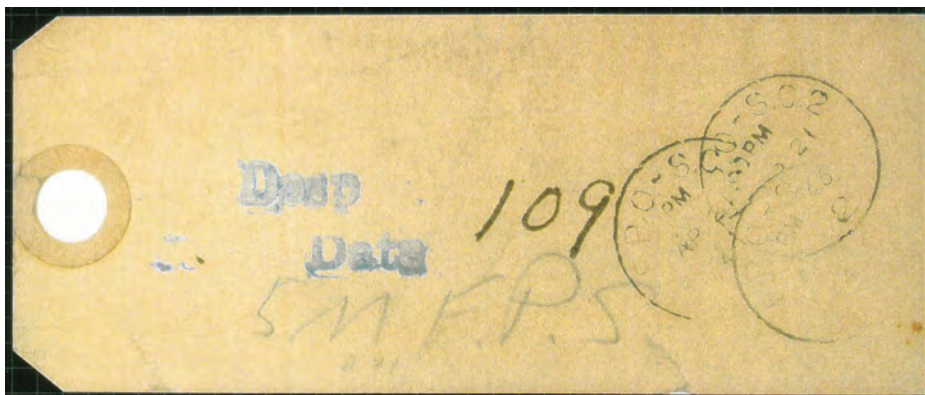


Figure 2. Reverse of tag in Figure 1.

FPOs 115 and 119 were associated with Canadian FPOs. The F.P.O.–S.C.2/2 cancellations dated PM/AP 21/45 in the DISP/DATE area on the reverse (Figure 2) seem to fit in with this. The endorsement ‘5M F.P.S.’ or ‘5M F.P.5.’ beside the cancellations could be a RCAF unit number or a routing designation. Because of its positioning on the tag, the number ‘109’ seems to be the number of the DISP(atch). Can anyone shed further light on this item?

References

- [1] *Canadian Military Postal Markings 1881-1995*, William J. Bailey and E. Richards Toop, 1996, Charles G. Firby Publications, Waterford, MI. pp 183, 425-437, 440
- [2] Doug Sayles (pers. comm.) advises that the M9-111 B&T listing was in error and will be revised in the second volume of his new *Military Postmarks* book, in preparation.


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

Gary Dickinson

(Part 2, Continued from *BNA Topics*, Volume 65, No. 1, p. 76.)

Confederation Day

THE major philatelic event of April 1, 1949 was the issuance of Canada's Scott No. 282, a four cent stamp featuring Cabot's ship, *Matthew*, which also had figured prominently on the last regular Newfoundland stamp issue. The new stamp, however, was both preceded and accompanied by controversy.

BNA Topics columnist Ed Whiting reported in the October, 1948 issue that a letter from the Post Office Department, written earlier that fall, had said that Newfoundland's entry into confederation was "considered as an event of historical importance," so it was anticipated that "a postage stamp will be issued to commemorate the occasion." Reverend Bain, commenting on Whiting's report in the November issue, thought that it was "quite disconcerting" that an event of such historical importance would not be celebrated without "at least a special set." The Myersons, also writing in the November issue, concurred that Confederation was "an excuse for philatelic celebration" if ever there was one.

Meanwhile, WM Gladdish noted, in the December, 1948 issue of the *C.P.S. Bulletin*, that a new commemorative issue could be expected around April 1, 1949, but the February, 1949 edition cited a letter from the Post Office Department indicating that they could make no statement about a commemorative postage stamp until the countries concerned had taken the necessary legislative action for the union. When the new stamp appeared on April 1, Gladdish noted in his May column that "philatelists have been most pleased" with it "because of its beauty of design and appropriate theme." Ever the contrarian, Rev. John Bain referred to the production of a single stamp as "an opportunity missed" in his April column. He thought either that the short time period for preparation had prevented other values from being included, or that the limitation reflected the Canadian government's conservative stamp-issuing policy. In the following issue, Bain noted: "I felt sadness in my heart, philatelically speaking."

There was even controversy about the spelling of the name of Cabot's ship, *Matthew*, i.e., whether it should include one "t" or two. Although the "one t" camp had the *Encyclopaedia Britannica* on its side, the "two t's" prevailed when the Post Office Department sent a correspondent a photograph of the monument to Cabot in Bristol Harbour showing his ship, the *Matthew*. In a *BNA Topics* article in April,

1957, WL Aiken described how the ship shown on the stamp was based on a model constructed by Ernest Maunder of St. John's.

Scott No. 282 was accompanied by more than 80 different FDC cachets and was responsible for two noteworthy firsts: It was the first time that the Canada Post Office had counted the number of FDCs it serviced, and there were 47,588. It was also the first time that a special "FIRST DAY/ OF ISSUE" slogan cancellation had been used, with St. John's serving as the official first day city. For the most part, the cachets were welcoming or congratulatory. For example, Figure 5 shows a cachet by an unknown maker, which includes a Newfoundland coat of arms along with a moose head and text "The Tenth Province" and "Commemorative Cover."

The cachet, by an unknown maker, in Figure 6 shows two hands clasping, symbolizing the union of two entities. The envelope was addressed to Andrew Carnell, who was Mayor of St. John's from 1932 until November, 1949. Homemade covers also abounded and featured pasted-on newspaper clippings, personal artwork, and typed messages. Figure 7 shows one such cover with the typed text "Completion of Confederation" with postage including both the new stamp, as well as the 1927 set, issued to mark the sixtieth anniversary of Confederation.



Figure 5. An FDC, with a single #282, postmarked with an official first day slogan cancellation and intended for local delivery. The cachet emphasizes "Union with Canada".

Two of the many FDC cachets were thought by philatelic writers to be noteworthy at the time. The Myersons reported in the May, 1949 issue of *BNA Topics* that they had received a FDC with a black mourning band around its edges. In the July issue, they noted that covers had been brought to their attention which showed a photograph of Joseph Smallwood and had been autographed by him.



Figure 6. This cachet by an unknown maker features two severed hands grasping each other and text reading, “Welcoming Newfoundland to the Dominion of Canada.” The cover is addressed to the Mayor of St. John’s, the cancellation is a Chatham, ON CDS, and postage is a lower left corner block of four stamps.

April 1 was also the date when Newfoundland post offices were transferred to Canada. An extract from the April, 1949 *Canadian Postal Guide* published in the *Newfie Newsletter* in November, 1988 listed all of the offices transferred.

The Newfoundland Postal District comprised some 217 accounting and 339 non-accounting offices. That issue of the *Guide* also confirmed the principle that as of April 1, “the rates of postage now applying on first, second, and third class mail posted in Canada for delivery in this country will also apply on such mail posted in Canada addressed for delivery in Newfoundland.”

Post-Confederation

The May and June 1949 issues of *BNA Topics* brought advice to philatelists from both the Myersons and Rev. Bain about the post-April 1 usage of Newfoundland postage stamps. In May, the Myersons reported that they had seen “covers posted in Quebec that bear Newfoundland stamps and covers with a combination of Newfoundland and Canadian stamps.”

The following month they noted that “everywhere we turn we continually see articles urging collectors to lay in a supply of covers posted in Canada proper with the postage paid in Newfoundland stamps.”



Figure 7. Registered cover (philatelic) from St. John's to Montreal with #282 and #141-145, with St. John's duplex cancellations and St. John's Distributing Office registration marking.

Moreover, “[a]ll and sundry are of the opinion that these covers will be of great interest to future collectors of Canadian and Newfoundland stamps.” Bain commented in May that the use of Newfoundland stamps elsewhere in Canada on April 1 “will be far more rare than the first day covers of the new stamps.”

The potential usages noted above are illustrated in Figures 8 through 10, below. The FDC shown as Figure 8 is an uncached cover posted at Summerside, PEI on April 1 and addressed to Newfoundland. It is one of a number of similar extant covers, and so was apparently philatelic; however, it does illustrate the use of a Newfoundland stamp on a first day of confederation cover posted elsewhere in Canada. Figure 9 shows a business corner card of stamp dealer J.N. Sissons. The 4 cents postage on this cover is comprised of Newfoundland stamps. The cover was posted at Toronto on July 7, 1949 and redirected on July 9 from Kirkton, ON to Ayr, ON.

The air mail cover in Figure 10 was posted at Kamloops some two years after Confederation by one E.M. Veale, who was self-identified as “philatelist” on

the return address. The postage on his envelope to Yale Stamp Company in Detroit included both a Newfoundland and a Canadian stamp.

In the months following Confederation, several stamp dealers advertised their Newfoundland wares in *BNA Topics*. J.N. Sissons featured “classic Pence issues” in several full-page advertisements and suggested that philatelists “complete your Newfoundland collection NOW that their last stamp has been issued.” The Victoria Stamp Company offered FDCs of Scott No. 282 alone and paired with the last Newfoundland issue. Bill and Dan Myerson advertised that “There is nothing in Newfoundland that we don’t collect” and solicited material from other collectors.



Figure 8. Uncached cover postmarked on the first day of legitimate usage of Newfoundland stamps in other provinces. Scott No. 269 has a Summerside, PEI machine cancellation dated April 1, 1949 and a Harmon Field, NL backstamp, April 6.



Figure 9. J.N. Sissons business corner card with a pair of Scott No. 105 stamps from 1911, paying 4 cents postage. The cover has a Toronto, ON machine cancel dated July 7, 1949 and a Kirkton, ON CDS dated July 9. There is also a Kirkton back stamp CDS dated July 8, and the cover was redirected to Ayr, ON.

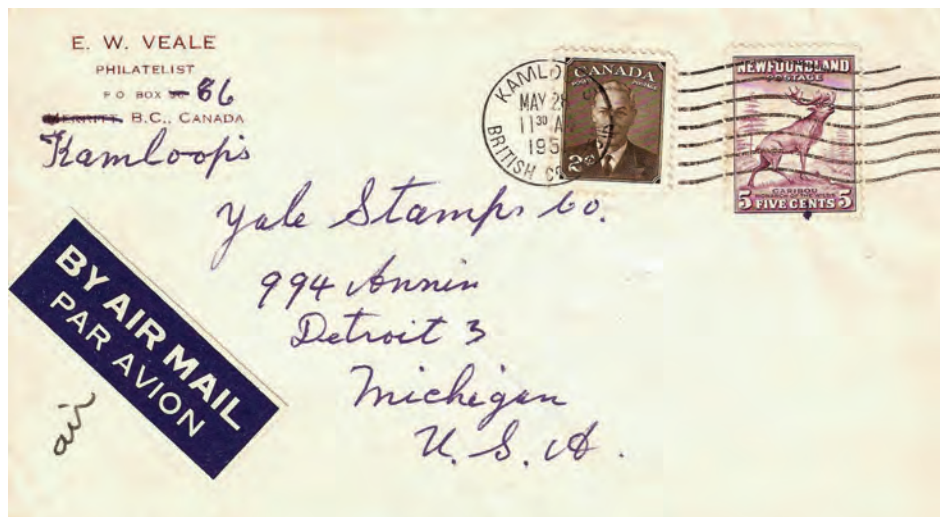


Figure 10. Business corner card of E.W. Veale with 7 cents airmail postage paid by one Canada #285 (2 cents) and one Newfoundland #257 (5 cents). There is a Kamloops, BC machine cancellation dated May 28, 1951.

By mid-1951, any concerns that the Newfoundland stamp market might have died along with the country appeared to have been allayed as the Myersons reported that there had been a successful Harmer's auction sale of Newfoundland stamps and that "the prices realized were excellent."

Membership by Newfoundland residents in Canada's leading philatelic organizations was negligible throughout the transitional period from colonial status to Canadian province. BNAPS published its membership roster every year in *BNA Topics*, but between 1948 and 1952 there were never more than four, or fewer than two, Newfoundland members listed. By contrast, in 1951, five BNAPS members lived in Minnesota. Similarly, the RPSC only began publishing its membership list in the *CPS Bulletin* in 1951, and there were only four Newfoundland members in that and the following year. We may conclude that in the early years following Confederation these philatelic organizations appeared to hold little interest for residents of the tenth province.

Nevertheless, collecting Newfoundland as an area of philately continued to have its vigorous defenders. A letter to the editor of *BNA Topics* in December, 1950 titled "In Defense of Newfoundland" argued that, as part of Canada, Newfoundland stamps "will always be popular with BNA collectors." The writer, Aubrey Kelson (BNAPS #173) went on to point out that Newfoundland's stamps had been popular for a long time and would continue to be collected "for all time" by those interested in BNA issues. A decade later, in September, 1961, an article published in *The Canadian Philatelist* was titled "Why I Still Collect Newfoundland." It argued the

position that a collection of Newfoundland would be “teeming with interest, historically, geographically, topically, and philatelically.”

Some collectors who had retained an accumulation of Newfoundland stamps apparently began to feel that they had an over-supply and started to dispose of them on their outgoing mail during the 1950s. An example of such activity is illustrated in Figure 11, which shows one of many similar covers mailed in June, 1956. The cover was probably self-addressed by Dr. Allan Wilkinson who was BNAPS Life Member #935. It has seven Newfoundland stamps, totaling 26 cents postage, an overpayment by 1 cent of the then 5 cent surface mail rate, plus the 20 cent registration fee.



Figure 11. Registered and self-addressed cover by Dr. Allan Wilkinson with Newfoundland stamps as follows: 2x#252, 2x#270, and one each of #184, 246, and 268. The cover was posted at Bellburns, NL on June 2, 1956 and backstamps include an indistinct R.P.O. dated June 4, a St. John’s CDS on June 7, and a Carbonear CDS on June 9.

Conclusion

The possibility of Newfoundland becoming a province of Canada was met initially with trepidation and in some cases outright resistance by philatelists. This was partly because they did not wish to be seen as specialists in a “dead country” in philatelic terms, but also from a fear that the financial value of their Newfoundland holdings would diminish. As time passed, however, philatelists came to accept Confederation and looked to its positive aspects, albeit grudgingly in some cases. Philatelic opportunities gradually appeared to offset the doom and gloom that originally prevailed.

Newfoundland was a stamp-issuing country for 92 years, from 1857 to 1949. Over that period, numerous philatelists collected its stamps and covers either as part of a general collection or as a specialized area of interest. Contrary to some expectations, the level of interest in Newfoundland material has not diminished. Indicators of continued interest include the BNAPS Newfoundland Study Group, which was formed in 1985, has more than 75 members, and has published well over 100 issues of its *Newfie Newsletter*. Material listed on eBay is another indicator of ongoing philatelic interest in Newfoundland items, with listings usually at around seven percent of the total for Canada. Some 60 years after Newfoundland joined the Canadian Confederation, it continues to be a strong and thriving area of philately.

A note about sources

In the interests of space economy and maintaining continuity of the narrative, I elected to dispense with detailed footnotes and references and have instead pointed to sources to enable readers to trace them if they so desire. The historical background as presented here was gained from several Newfoundland histories along with Internet sources that could be recaptured by Googling “Newfoundland history.” Several columnists in *BNA Topics* and *The C.P.S. Bulletin* provided frequent updates about progress towards confederation as well as its aftermath, with particular attentiveness given to the unfolding story by the Rev. John. S. Bain in his column “Bringing News About People & Stamps,” Bill and Dan Myerson (Freres Myerson) who wrote a regular column titled “Trail of the Cariboo,” and W.M. Gladdish, who wrote the column “The Ottawa Report.” The BNAPS Newfoundland Study Group’s *Newfie Newsletter* was also helpful on several occasions. A monograph detailing the FDCs for Scott No. 282 may be viewed at http://www.kgvi.ca/docs/1949_Newflnd.pdf.



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Study group centreline

Robert Lemire

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

Large and Small Queens:

In the August 2008 issue of *Confederation*, there are several items relating to the printings of the 15¢ Large Queen. Ben Cohen discusses two varieties of Scott 30c, the “Deep Violet” shade. Glenn Archer shows evidence that the “major re-entry”, Scott 29iii, is *not* from Position 1 on the plate. There also is an update on the electronic availability of a consolidated list of covers bearing the 15¢ stamps (based on lists from Wayne Smith and Art Bunce). The “Readers Forum” elicited other items from Chuck Hichert (War Tax overprint on a 3¢ Small Queen), Bob Cumming (compound perforations on the 8¢ Small Queen) and Terry Averbach (markings on a Small Queen cover to Paris, France). John Burnett illustrates two lovely Small Queen covers, one to the US Idaho Territory, one to Fairbank, Arizona, and Yannick Carter reports a new constant plate variety on the 1¢ Large Queen.

Queen Elizabeth II:

The May-June 2008 newsletter provides a handy list of Scott number changes in the 2009 Scott Standard Postage Stamp Catalogue. Particularly interesting is the \$5 Moose stamp, which has, over the years, been assigned four different numbers. John Aitken discusses the rates on some Priority Post “on demand” covers, and questions the inconsistencies between the postage applied to covers and the rates listed in the *Canada Gazette*. Editor Robin Harris notes five different varieties of the 49¢ Maple Leaf coil, and reports a constant spacing error in the printing on four of 50 stamps in every pane of the current 3¢ Golden-eyed Lacewing definitive. Richard Gratton supplies comments (summarized from his recent catalogue) on Elizabethan era Canadian fakes, counterfeits and forgeries, and highlights several that may appear on the market as “errors”. In the July-August issue, Leopold Beudet discusses the so-called “missing-magenta error” on the 1983 48¢ Cradle stamp. After examining the plate proofs and the printing process, the conclusion is reached that these “errors” are actually inking varieties, and that there isn’t a missing colour. Robin Harris points out that the French version of the France-Canada souvenir sheet for the founding of Quebec City contains a Canadian 52¢ stamp that is different (in paper and tagging) from the corresponding stamp in the Canadian-produced souvenir

sheet (Canadian Bank Note Company). Robin also describes, in detail, the die-cutting patterns used by Lowe-Martin in producing the current “Permanent™” flower coils.

Military Mail:

In newsletter 185 Major G.H. Sawatzki and Dave Hanes show previously unreported cancellations used in the Afghanistan mission. Colin Pomfret illustrates two post cards with scarce temporary camp markings used during the 1908 Quebec Tercentenary celebrations. Colin also shows a card, sent by air mail from a prisoner at Stalag IV F, acknowledging receipt of a parcel in 1944. The lead item (from Steve Luciuk) in newsletter 186 is a cover sent to a soldier in the Korean theatre (in 1952). It has a so-far unexplained “SALVAGED FROM JETTISONED CARGO” marking. Colin Pomfret sent along illustrations of three Field Post Office covers Camp Sewell (1915, 2nd hammer) and London Camp, Ontario (1921). Other items were contributed by Hal Kellett, Colin Pomfret, Martin Evans and Editor Dean Mario

World War II:

The bulk of *War Times* issue #41 is devoted to catching up on reports on blackout cancels. Cecil Coutts submitted a cover from Victoria; and David Hanes and Kim Dodwell (who also made a copy of a relevant article written by the late Rich Toop) reported Moncton markings. Kim Dodwell, Dave Hanes, Lee Dowsley and Colin Pomfret also supplied illustrations of covers with markings from Halifax, Liverpool (NS), Rimouski and Pictou.

Newfoundland:

In issues #131 and #132 of the *Newfie Newsletter* George McGowan continues with his column on Newfoundland’s slogan cancels. The periods of use of the slogans “NEW FOUNDLAND/ FOR YOUR/ VACATION/ WRITE TOURIST/ BUREAU?”, the variety of this with “NEWFOUNDLAND” (one word), and “SHOP AND/ MAIL EARLY/ INSURE/ PARCELS” are discussed. Also, details surrounding the one-day use of the slogan “COMMEMORATING / FIRST/ TRANS ATLANTIC/ AIR-MAIL/ JUNE 14TH 1919 are outlined. Jean-Claude Vasseur discusses an unusual Balbo cover that, after the “standard” trip to Rome, was forwarded through Brindisi, and almost certainly by air by through Karachi and Calcutta en route to its final destination of Kurseong, India. Gregory Pope discusses the attempted 1921 airmail flight from Botwood to Halifax. Barry Senior illustrates various perforated and punched cancellations found on stamps of the 1898 revenue issue, and asks for information on different punched cancellations on two different (later) postage stamps. In each issue, single pages from Carl Munden’s abandoned outports exhibit are shown.

Fancy and Miscellaneous Cancels:

In the August 2008 issue of the newsletter, Derek Smith, Bruce Holmes, Wally Gutzman, John Hillson, and Ron Smith provide interesting examples of previously reported fancy cancels.

Among the several pictures of Nova Scotia fancy cancels on cover submitted by Ron Smith was one that could be the basis for a new listing. Editor Dave Lacelle and Brian Hargreaves also spotted previously unreported cancels in a recent Longley auction sale and on eBay, respectively.

Another member reports a spectacular on-cover fake, apparently based on an illustration in Fred Jarrett's 1929 book.

RPO Cancels:

Three issues of the RPO newsletter have arrived, and all feature information on the lines and RPOs that operated in south-central Quebec. In Volume 36, #4 the discussion begins with the history of the Stanstead, Shefford & Chambly Railroad, which had an RPO between 1862 and 1865. The line was controlled by the Vermont Central Railroad (later the Central Vermont Railroad and, later still, Central Vermont Railway (property of the Grand Trunk Railway)).

Operation of the RPO resumed in 1885 with a postmark simply reading Shefford Railway M.C. Other RPO runs associated with this company over the years included Vermont Junction, St. Armand (Station) & Montreal, and Montreal & Waterloo. In the mid-1920s, the run was extended to St. Albans, Vermont. From 1929, the RPO service (Canadian National Railways and Rutland Railroad) used a "MONT. & ALBERG" postmark.

The May-June newsletter illustrates postmarks used on lines of the South Eastern Railway, and on related lines after Canadian Pacific Railways took over South Eastern in 1883.

The July-August issue describes RPOs on the Delaware & Hudson Railroad, and the related Quebec, Montreal & Southern Railway. The latter was eventually sold to Canadian National Railways.

There are updates on previously reported markings from Ross Gray, Peter McCarthy, Brian Stalker, Jin Felton, and Doug Lingard, and a particularly nice illustration submitted by Bill Robinson of the latest-reported example (January 28, 1854) of Canada's first RPO cancellation.

Squared Circles:

The August 2008 newsletter contains a short list of reports of new time and date markings, and several of the items are illustrated. Bill Radcliffe shows a scarce Ripley squared circle marking on a registered 1897 cover sent from Ripley, ON to Toronto.

Revenues:

There are three main articles in the June 2008 issue of the *Canadian Revenue Newsletter*. Fritz Angst has acquired a listing of printing orders for Second Issue bill stamps as recorded by the American Bank Note Company, New York. This shows that the initial printing order (December 1864) was for the 3¢, 30¢ and \$1 denominations, only. The other denominations were not ordered until March 1865. Chris Ryan discusses the history behind the preparation and release of booklets of King George V War Tax stamps. He also discusses the overprints on the first and second sets of provisional War Tax revenue stamps—related legislation, dates of distribution, relevant interdepartmental squabbles, and quantities of stamps produced. It appears that there may have been a late (1917) printing of at least one of the denominations, possibly to meet philatelic demand.

British Columbia Postal History:

In the July 2008 issue of the newsletter, Editor Bill Topping describes the history of the post office in Van Winkle. This was opened as a Colonial Post Office in 1864, closed in 1868, re-opened by 1871, and then transferred to the Canadian Post Office in 1872. It was briefly moved to Stanley from 1900 to 1906, and despite a number of brief interruptions in service, was not closed permanently until 1948. Information on post offices in the Cariboo before 1900 is also listed. Thanks to Pete Jacobi and Tracy Cooper, postcards are shown with postmarks of Wapta and Belford. The Wapta cancel is a first report. In the September 2008 newsletter, Bill reports on a number of outdated hand stamps recently found in the Milner Post Office. Strikes are shown, including several that, to date, have never been reported on mail. Another article discusses the “courtesy” air mail services in British Columbia after the demise of the semi-official air mail service in the 1930s. A company hand stamp was often applied to such mail. Covers are illustrated, and the seven companies known to have carried courtesy mail in British Columbia are listed.

Postal Stationery:

The May 2008 issue of Postal Stationery Notes illustrates (courtesy of Bill Walton) a recently discovered election envelope—a new entry for the postal stationery catalogue. Pierre Gauthier has found the second known copy of the Admiral Issue die II newspaper wrapper (Webb’s W12d) but, as pointed out by Robert Lemire,, Pierre’s copy actually has a different heading setting from the other reported example. Bill Walton shows a post card used as souvenir flight cover on a crash-delayed 1919 flight. Pierre Gauthier also submitted pictures of two nice cinderella items. One is a leather wallet bearing a facsimile of the King Edward 1¢ green post card. The second is an advertising card for a Parisian store showing a facsimile of a Victorian period Canadian UPU card. The latest postal stationery releases are summarized including the latest findings of Postcard Factory® cards.

New book releases from BNAPS

THE latest releases from the British North America Philatelic Society (BNAPS) Book Department are the 47th, 49th and 50th volumes in the BNAPS Exhibit series, as well as a completely revised and digitally scanned version of the 2nd volume in the series.

The Dominion of Canada: The Large Queens 1868-1896 by Fred G. Fawn. BNAPS Exhibit Series #47. ISBN: 978-1-897391-22-8 (b&w), 978-1-897391-21-1 (colour). 8.5x11, Spiral Bound, 172 pp. Stock # B4h923.47 (B&W) \$34.95, B4h923.47.1 (colour) \$115.00

After Fred Fawn's Map stamp collection became the first Canada/BNA single stamp exhibit to receive a Gold award at the Federation Internationale de Philatelie (FIP) World level he went on to study the Large Queen issue. *The Dominion of Canada: The Large Queens 1868-1896*, the 47th volume in the BNAPS Exhibit series, is the result. The exhibit shows the development of the first adhesives to be issued by Canada after Confederation in 1867 through the essay and proof stages. It then looks at all stamps in the set, including varieties where they occurred as well as a special study of the colour variations of the 15¢ value, and into the postal history of each value. In recent years Fred has branched out into the field of single frame exhibiting. In a separate section this book includes his two exhibits in that category, one on the 15¢ value and the second on the postal history of the Large Queens.



Express Mail Covers by Horace W. Harrison. BNAPS Exhibit Series #2 (revised). ISBN: 978-1-897391-22-8 (b&w), 978-1-897391-21-1 (colour). 8.5x11, Spiral Bound, 70 pp. Stock # B4h923.2 (b&w) \$27.95, B4h923.2.1 (colour) \$60.00

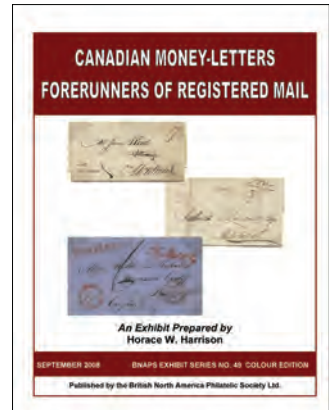
Canadian Money-Letters Forerunners of Registered Mail, by Horace W. Harrison. BNAPS Exhibit Series #49. ISBN: 978-1-897391-32-7 (b&w), 978-1-897391-31-0 (colour). 8.5x11, Spiral Bound, 204 pp. Stock # B4h923.49 (b&w) \$37.95, B4h923.49.1 (colour) \$114.00

Horace Harrison was one of the preeminent philatelists in the field of British North America. Over more than 50 years he collected and researched many specialties, writing and exhibiting as his material and knowledge grew. One of the collections he continued to work on right up to his death in 2002 was *Express Mail Covers*, also titled 'Early Express Company Operations in Ontario and Quebec,



Competing with the Post Office Department'. Early Express Mail was a field that intrigued Horace, and became a major passion in his last fifteen years. Unlike the British Columbia express companies, the eastern carriers had not been systematically studied, and no truly comprehensive collection had been developed. Horace went about both the research and the acquisition relentlessly, and very little passed him by. The results speak for themselves, and present an opportunity for interested collectors that simply will not come again.

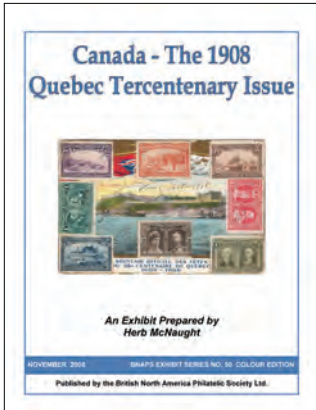
Canadian Money-Letters Forerunners of Registered Mail, a necessary companion to the three previously released Harrison Registered mail exhibit books, includes strikes of all known money letter and money handstamps, as well as rare examples of divided payment money letters (paid in part by the sender and in part by the addressee). It also includes very rare examples of money letters to the United Kingdom and an interesting selection of money letters to the United States. Changes in rates (domestic and to the U.S.) are well represented, and a wonderful range of town and rate markings can be found. There is a truly unique cross-over cover, mailed on the last day of the money letter system, delivered on the first day of the registered mail system, which shows both a money letter and a registered handstamp.



In the end, it is the research and writing, the information shared, and the material assembled, that define the collector. These two volumes stand as a true testimonial to Horace's philatelic stature. They are comprehensive and definitive. He had fun getting every piece, and was very pleased to know that others would be able to continue the study.

Canada - The 1908 Quebec Tercentenary Issue, by Herbert L. McNaught. BNAPS Exhibit Series #50 (revised). ISBN: 978-1-897391-35-8 (b&w), 978-1-897391-34-1 (colour). 8.5x11, Spiral Bound, 128pp. Stock # B4h923.50 (b&w) \$33.95, B4h923.50.1 (colour) \$90.00

The eight values of the Quebec Tercentenary Issue, the first set of Canadian stamps issued to honour historic events instead of members of the Royal Family, were released on 16 July 1908. The different designs, very well displayed in the late Herb McNaught's exhibit *Canada - The 1908 Quebec Tercentenary Issue*, proved very popular with both collectors and the public.



In the stamp section of *Canada - The 1908 Quebec Tercentenary Issue* the viewer/reader will find replicas of the original artwork used in the designs, die proofs, imperforate pairs and blocks of four, as well as mint and used singles and blocks of four and plate blocks. Examples of usage of the Tercentenary stamps include an unofficial bisect, cancellations of all types, patriotic postcards issued for the celebrations, postcards and letters to both domestic and many foreign destinations – some of them exotic - and an interesting section showing usage from Savard Park, the encampment of the Canadian Militia units that took part in the Tercentenary ceremonies and events.

As with Herb's previous exhibit books, this volume is definitely one to peruse in a quiet, comfortable chair with a cup of coffee or other libation.

Herb McNaught started collecting stamps in 1934. After World War II, while working as a Vice-Principal in Kingston Schools, he became active in the local stamp club. A new assignment to the Ontario Department of Education took him to Toronto, where he joined the North York stamp club and became a regular exhibitor at their annual exhibitions. Starting in 1998 Herb's exhibiting focused on the stamps of three issues, the Half-Cent Small Queen, the 1897 Jubilees and the 1908 Quebec Tercentenary set. After receiving Gold awards for the first two he concentrated on the Tercentenary exhibit. At both the 2008 Edmonton Spring National show and ORAPEX 2008 in Ottawa it received Vermeil. Finally, two weeks after the Ottawa show, Herb and the exhibit won Gold at the Royal Philatelic Society of Canada's ROYAL-ROYALE 2008, appropriately held in Quebec City as part of the celebration of the 400th anniversary of the founding of the city.

Sadly, Herb passed away on 19 June 2008. His family honoured his wish to have the Quebec exhibit shown at BNAPLEX + 2008 + NOVAPLEX in Halifax, where it received Gold, the first ever posthumous award at a BNAPS exhibition.

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