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Canada Bank Note Engraving & Printing Company, p. 8

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Canada Bank Note (Engraving & Printing) Company advertising card, p. 8.

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It is still a good time to come to the aid of BNAPS

Mike Street

WE'RE still here. With this issue of *BNA Topics* your interim editing team has almost brought our journal back on schedule. Except for an article on Postage Due marks which will appear in the next issue, and two others that we are still chasing down, everything submitted to Doug Sayles is now in print. We are receiving new articles, for which we are grateful, but ALWAYS need more. Recently a member said, "You guys know what you're doing. Why don't you just keep on producing Topics? The answer is simple: "Been there. Done that." I edited *Topics* from July 1981 through May 1989, 48 issues at 56 pages per issue. Robert edited *Topics* from January 1996 to December 1999, 16 issues at 84 pages per issue. It is time for someone else to look after the journal. We are looking for a new Editor with computer, Internet, and writing skills. Previous work as an Editor would be helpful but is NOT a prerequisite.

There was some encouraging response to my request two issues ago for help for BNAPS. Four members came forward, and all are working on different aspects of our activities. (Actually, one member wrote before the editorial arrived in his mailbox but I maintain that he heard me by telepathy!) However, four is less than one-half of one percent of our total membership. There must be more of you out there who can help the society.

Sometimes people don't like to respond to open-ended requests for assistance, so here's an idea of the some of the areas where a hand is needed. Several Study Groups need leaders and/or Editors. A couple of Regional Group are languishing and require spark plugs and members. We could use occasional advice on Canadian legal matters. Help is needed with the Education Committee. By September 2010 we need will a new Publications Committee Chairperson. Peering ahead as well, several people active in BNAPS' financial and investment areas have indicated that they would like to step aside in the not-too-distant future. If you have professional expertise in any of these areas, you might be able to help.

Looking elsewhere, one of the BNAPS webmasters would like to move on to other things. A couple of the more active officers could use some help obtaining information and/or with Internet searches. The Book Department Coordinator (me) would like guidance from someone with knowledge of barcode processes. The unofficial acting Memorial Coordinator (also me) would like someone to look after obtaining information and photographs and preparing memorial write-ups about members who have passed away. A project to prepare thematic articles to promote BNAPS in professional journals is on hold for lack of a willing worker (or two). If you would like to help BNAPS, please contact me at <mikestreet1@gmail.com> or by mail at 73 Hatton Drive, Ancaster, ON L9G 2H5. Thanks very much.

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Readers write

Larry Margetish wrote to say that, on re-reading Cover Stories in *BNA Topics* 2006Q3 (July–September 2006), he found that he had a cover from the same correspondence and had answered a question posed in the article. In the 2006 piece, Figure 1 showed an air mail envelope mailed from Calgary in May 1974 to an individual at Poste Restuarante [sic] in Buenos Aires, Argentina. An Argentinean stamp and a large handstamped “V” had been added to the cover. Mike Street wrote “As far as can be determined, the ‘V’ was applied to direct the cover to General Delivery, and the 30 ¢ stamp paid a charge assessed on mail picked up at that window.”



Figure 1. 1975 cover to Argentina with “VI” handstamp.

Larry’s cover (Figure 1), mailed in June 1975, a year after the first one, carries a 50 centavos stamp and a smaller handstamp, “VI” in a circle. On comparing the dates of the two covers, Larry realized that the “V” and “VI” must mean the month the letter was received in Buenos Aires, and that they were applied so postal clerks would know how long it had been waiting to be delivered. At some point, possibly in the second month after the handstamp was applied, the letter would be sent back as undeliverable. The different value of the Argentinean stamp indicates that the General Delivery pick-up charge had increased in the intervening year.

Ron McGuire writes: “I did not realize until I received my copy of *BNA Topics* 2008Q1 (January–March 2008) that I had made an error in “My Favourite Stampless



Figure 2. 1870 Mourning cover charged 7 cents postage because it was sent unpaid.

Cover – 4.” On page 16, I incorrectly stated, “*He could even have saved 4 pence by sending it at the 5 pence unpaid rate.*” When that letter was mailed in 1851 the rate, paid or unpaid, was the same three pence. I was thinking of the later period beginning 1 July 1859 when sending an unpaid/collect letter cost the addressee 7 cents, two cents more than if prepaid by the sender at the 5 cent domestic rate.” The point is illustrated by the mourning cover in Figure 2, which not only shows a 5 cent charge levied instead of the normal 3 cents in the period, but also a contrite “This is the first cover I’ve ever seen where the sender has ‘apologized’ for mailing his letter unpaid. It was sent to Archibald Campbell in Perth, Ontario by his son Robert who wrote in the upper left corner “sorry / no stamp / R. C.”

Campbell Senior worked initially for the Canada Post Office Department at its headquarters in Ottawa and then for the Geological Survey of Canada as a geologist and metallurgist. After retirement he returned to his home town of Perth, Ontario where he was founder and curator of the Perth Museum, a position he held until his death after a brief illness at age 80, in the Great War Memorial Hospital. Perth is one of those Canadian towns that chose, in addition to building a Cenotaph, to also construct a Memorial Building to remember their veterans who died in the First World War.

(Readers Write continues on page 71.)

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Revisiting the Canada Bank Note Engraving & Printing Company

Christopher D Ryan

In this issue, the author follows up on a previous article and presents some examples of the quality of the nineteenth-century engraver's art.

IN the 2000 volume of *BNA Topics*, this writer presented the history of the Canada Bank Note Engraving & Printing Company (CBNEP)[1]. This company was founded in 1882 by William C Smillie (and associates) and, following years of financial difficulties, was forced by him into liquidation in April of 1894. After the closure of the Company, its assets were purchased by its rival, the British American Bank Note Company (BABN).

As previously described, a plan to rescue CBNEP from its poor financial situation was proposed in December of 1891 by one of its directors, G Hermann Drechsel. Acting upon this proposal, the Company appears to have eliminated or significantly reduced its



Figure 1. Die-proof of the CBNEP Company's arms.



Figure 2. Advertising card for Canada Bank Note (Engraving & Printing) Company, Montreal, circa 1891/92.

Keywords & phrases: Canada Bank Note Company, plates and dies

activities in several branches of the printing business and focused its efforts on the profitable intaglio business. Otherwise, the extent to which Drechsel's plan was implemented is not known.

However, on 19 October 1893, any progress that had been made in revitalizing the company's finances was dealt a severe setback. In the early morning hours, a spectacular fire started in a saloon on Craig Street in Montreal. The flames quickly spread and soon destroyed the premises of CBNEP, which were located both above and adjacent to the saloon. *The Montreal Gazette* described the fire as follows:

One of the fiercest fires with which the [fire] brigade has had to contend with since the conflagration in the Rolland building early in the year took place this morning. About 1.24 an alarm was sent in from box 315 for a blaze which had broken out in the lower storey of the Bijou, near the corner of Craig street and St. Lambert hill. The central section of the brigade responded with celerity, but when they arrived at the scene of the conflagration the flames had got a firm hold of both the back and the front of the building; in fact, the rear portion of the premises was practically a furnace within a very few minutes of the alarm being sounded, and the firemen had a terribly warm task in hand, the heat being intense on the opposite side of Fortification lane. Within five minutes of the first call being sent in flames were bursting from the first, second and third storey windows in the rear, from the top storey in front and the roof was all aglow. The smoke, as well as the flames, was intense, and at times it swept across Fortification lane in almost suffocating volumes, whilst myriads of sparks, after shooting skyward, fell and intermingled with it, forming a spectacle of weird, but intense grandeur. ...

...The firemen did splendid work with the hose, but the flames gained too much headway, and by the time that the second alarm had been responded to the blaze had spread along the roof to the building occupied by the Canada Bank Note Company. ...[2]



Figure 3. CBNEP Company, Toronto office letterhead, circa 1882/83.



Figure 4. CBNEP Company advertising card, 1890.

The damage to CBNEP's premises was more clearly detailed in the report of the event by the *Toronto Globe*:

This morning fire was discovered in the Bijou Saloon, run by Harry Phillips, on Craig street, near St. Lambert's Hill. It quickly spread to the floors above and to the four-storey building next to it, occupied by the Canada Bank Note Company. In the establishment of the Canada Bank Note Company, over the Bijou, were contained the stock room, finishing department, the stamping and pressing machines, stone dies, etc. This part of the establishment is a total wreck. A big bank-note press, which was on the upper storey, fell through two floors to the first storey, where it lies a mass of twisted steel and iron. On the floors over the Bijou were artotype and bank-note presses, lathe machines and the type department. The contents of these flats were almost entirely destroyed and the water dripping down into the office did considerable damage to the furniture. It was 2.30 before the fire was put out, and by this time there was very little left in the establishment that had not been damaged. The loss to the Canada Bank Note Company will be about \$100,000, on which there is insurance for only \$37,250.... [3]

The day after the fire, CBNEP opened “temporary” offices at 181 St James Street and advised the public that arrangements were being made to quickly resume its operations.[4] It is evident from later use by the British American Bank Note Company that CBNEP's printing plates and dies were among the goods salvaged from the ruins.[5] *The Montreal Gazette* noted that the plates had been stored in vaults in the building at the time of the fire.[2] These evidently fire-resistant vaults presumably also contained other vitally important equipment such as the dies.

The salvaged goods allowed CBNEP to rebuild itself and survive for a time, but only by taking on additional debt. At the Company's dissolution in 1894, CBNEP had assets estimated by the liquidator at nearly \$109,000. † [6]

Against these assets stood debts reported to be \$73,000, of which \$35,600 was owed to William C Smillie. The Company's liability to its shareholders was reported to be \$96,000.[7]

Author's Note

† The *Monetary Times* of 30 March 1894 gave the value of CBNEP's assets as \$98,000. The authorized capital of the company was \$100,000.

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- [6] JN Fulton, Notice under the Winding-up Act regarding the Canada Bank Note Engraving & Printing Co., *The Montreal Gazette*, 11 June 1894, p 4.
- [7] *Monetary Times*, Vol 27, pp 1212, 1311.

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Usages of the 20¢ Admiral stamp

Victor Willson, OTB

ALLAN Steinhart collected and wrote about the Admiral stamps of the early twentieth century for many years. He was the major influence in my interest in collecting Admiral postal history after discussion with him in the mid-1980s. Over the years, I have tried to follow Allan's direction in finding some of the various rates he discussed in *The Admiral Era: A Rate Study 1912–1928* (1981). In accumulating a respectable variety of these, I enjoyed getting high-value frankings. Mostly these included the three high values of the set, the 20¢, 50¢, and \$1. Only the 20¢ occurred on enough different rates to warrant the discussion that follows. While Allan showed a few examples of usage of the 20¢ in his book, I have accumulated enough to form a basis for determining what might be found for this value.

Domestic first class letter rates

I have not seen a domestic letter paid by the 20¢ without additional stamps for some supplementary services, nor for drop letter rates. Figure 1 shows a registered first class letter that paid for a money packet delivery to a bank in 1914. The 87¢ paid for 5¢ registration and 40-41 ounces of some sort of money, perhaps bills. This cover once belonged to Horace Harrison, who sold it to me.



Figure 1.

Keywords & phrases: Admiral Issue, rates

Figure 2 shows a fairly common use of the 20¢ in the early 1930 to pay for the special-delivery fee for mail from the Imperial Oil Refineries to an individual who was probably collating information for the company. While special-delivery stamps were intended to be used for the service, ordinary postage stamps were permitted to pay the fee.



Figure 2.

Other domestic rates

The third example, shown as Figure 3, is a shortpaid insured parcel piece. It was sent from Vancouver in August 1928, to New Island, Alberta. As of February 8, 1928, a parcel paid at 40¢ or more could be insured free up to \$50. The parcel post rates are very complex but, from the January 1927 rate chart, and the fact that it was shortpaid 15¢ (double deficiency of 30¢ due), the rate of 59¢ matches only one rate to Alberta, that for a 7-8 pound parcel.

The money parcel rate came into effect in 1922 when the Canadian Post Office decided that sending heavy packages at the first class rate was too cheap. The new rate was 6¢ first ounce, 5¢ each additional ounce. This is the successor to the letter rate represented by Figure 1.

While none of my examples include a 20¢ stamp, they can be expected to be found on the parcel tags that accompanied the money package. The rate changed to 5¢ per ounce on July 1, 1926, with discontinuance of the war tax.



Figure 3.

I recently acquired an unaddressed cover cancelled at Toronto April 4, 1924, paid 72¢ with three 20¢ stamps, a 10¢ blue, and 2¢ green, all Admirals. Quite possibly it paid for a bulk mailing, the cover serving as receipt for payment; the corner address is a US company with Toronto penned in.

Empire letter rates

Figure 4 shows a parcel sent from Dawson, Yukon Territory, in 1914, to England. For 11 pounds of furs, the charge was \$1.32, or 12¢ per pound, paid with a pair of 50¢, a 20¢, 10¢, and 2¢ Admirals. A similar example was shown by Steinhart in his book.

While I do not have a 20¢ single franking example to the United Kingdom, Allan showed a triple-rate registered to London in 1926. Mail on the ill-fated special airmail flight to Newfoundland in 1922 required 34¢ postage, with a 20¢ stamp commonly paying part of the fee, as shown in Figure 5. I have no other Empire items, although I am sure some exist with a similar rating as the London cover.



Figure 4.



Figure 5.

Preferred foreign first class letter rates

Figure 6 shows a 20¢ single usage to the US in 1927, paying the 10¢ registration fee and a 4-5 ounce letter. Figure 7 shows perhaps the rarest usage of the 20¢, to pay the delayed payment for acknowledgement of receipt on a registered letter. The ordinary fee of 10¢ for AR service (in addition to the 10¢ for registration after 1920) was doubled, if the sender decided after the letter had been sent to ask for the AR service. So far as I know, this is the only such rate to the US or any foreign destination in the Admiral period Allan defined. There is apparently another solo 20¢ paying the domestic, delayed-AR rate.

Universal Postal Union first class letter rates

I have found most of my 20¢ items in this area, typically paying registration of 10¢ and the letter rate of 10¢ in effect from October 1, 1921, to September 30, 1925. Countries for which I have covers that show this rate paid with a single 20¢ include:

- China; Finland; France; Germany; Haiti (prior to the introduction of the preferred rates to North America); Italy; Palestine (prior to the reduction by the British to Empire rates about 1927); Poland; Switzerland.

Higher-franked items I have with one or more 20¢ stamps include:

- The 30¢ rate to Austria in 1920 (20¢ + 10¢ plum), paying 10¢ registration plus the six-times letter rate at 5¢ first ounce and $5 \times 3¢$ each additional ounce (another almost identical cover was recently sold at auction);
- The 25¢ rate to Switzerland in 1921 (20¢ + 5¢ violet), paying 10¢ registration and a triple-rate letter for 10¢ first ounce and 5¢ second ounce (note the change in rating from one year to the next in these two covers);
- The 40¢ rate to Czechoslovakia in 1925 (20¢ + 10¢ blue + $2 \times 5¢$ violet), paying 10¢ registration and the 5-ounce rate consisting of 10¢ first ounce and $4 \times 5¢$ for the next four ounces;
- The 25¢ rate to Sweden sent in 1923 (20¢ + 5¢ violet);
- The 26¢ rate to Paraguay in 1928 (20¢ + 5¢ and 1¢ Confederation issues), paying the 10¢ registration, 8¢ first-ounce rate after October 1, 1925, and $2 \times 4¢$ for the second and third ounces.

Airmail rates to the Americas

Airmail required high rates when sent beyond Canada or the US. Some examples with the 20¢ in Walter Plomish's collection, recorded in the George Arfken and Walter Plomish book, *Airmails of Canada 1925–1939* (2000), include a solo usage in



Figure 6.

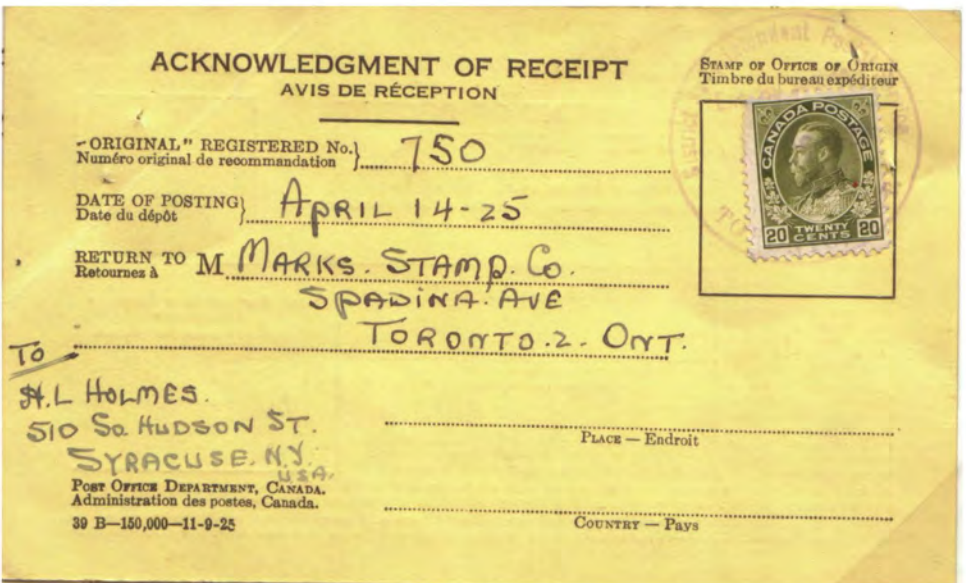


Figure 7.

1930 to South Africa, one to British Guiana paying part of the 35¢ rate in 1930, and a third paying part of the a registered 87¢ cover to Argentina in 1930. Since most of the airmail activity occurred after 1929, the use of 20¢ Admirals typically occurred when the sender still had them or the mail was sent from a smaller post office that still stocked them. Larger post offices typically stocked the more current definitives. I show a 20¢ solo-use example to El Salvador, sent with the first flight of FAM 8 to El Salvador via Brownsville in January 1930. This rate is correct, as the airmail rate to the US was 5¢, and the rate from the US to El Salvador on the January 15, 1930 flight that this cover flew on, was 15¢.

Another airmail cover is an interesting first flight from Fort McMurray, in northern Alberta, to Fort McPherson, Northwest Territories, sent onward to Cristobal, Canal Zone. Mailed in Edmonton on November 26, 1929, it travelled by the first regularly scheduled airmail on December 10, to Fort McMurray, and arrived at Fort McPherson December 27. The return trip to Edmonton took until January 10, and then on to Montreal for air service southward. This apparently was dependent on the airmail route to Miami and onward to the Canal Zone via FAM 5. This service went thrice weekly, so it is not clear why the mail was held so long somewhere on the trip between Edmonton and Montreal or held at Montreal. Franked at 25¢, this represents the 5¢ to the US, and the 20¢ to Canal Zone rate as of January 1, 1930.

The third airmail item I own, shown in Figure 8, is a commercial letter to Argentina rated 60¢ per half ounce between March 1, 1930, and February 1, 1931, that includes a 20¢ Admiral. This is a short-rate period and difficult to find with any franking.



Figure 8.

UPU nonletter mail

Nonletter mail includes printed matter, newspapers, and parcel post. I have part of a parcel post cover to Germany in 1928, shown as Figure 9 with a registration label paid 26¢, broken down as 10¢ for registration and 16¢ for the parcel. The foreign rates have not been established in the philatelic literature to my knowledge, although Steinhart alludes to their existence and comments that an entire book would be needed to document the various changes over time.



Figure 9.

The last item, shown in Figure 10, is quite unusual—a 40¢ printed matter rate to Germany sent in December, 1927. The rate at this time was 2¢ per two ounces, so that this amount would pay for up to 40 ounces. The item is still in the cover, a book on the Harbour of Montreal. It was sent from Bruno, SK, and the book is

inscribed to the Bruno newspaper, *The Leader*. It weighs 37 ounces at present, and may have had additional enclosures, but is certainly consistent with the fee charged. While low-franking printed matter items to Europe can be found, this is the highest-franked printed matter item I have yet recorded.



Figure 10.

Hugo Deshayé (Philatelist) Inc.

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The RPO Cowcatcher

Who carried the mail?

Robert K Lane

COLLECTORS of the postmarks made on railway post offices (RPO) and transportation post offices (TPO) usually like to know which railway or ship carried the mail they collect. Normally, the carrier is readily and commonly known.

The most important tool is the postmark itself. The example in Figure 1 shows the endpoints of the RPO run. The cancellation is “BRANDON & ESTEVAN R.P.O. / No.2”, train number 137, used on 9 March 1928. In this case, only the CPR operated on the Brandon and Estevan line, so the case is closed. There are situations, however, where some digging is necessary. Other tools used by RPO collectors include railway maps and timetables, and numerous books and articles produced by others.



Figure 1. RPO cancel with trip endpoints.

For Manitoba, carriers are easily determined in a high percentage of cases. There are two instances where interpretations were not correct. The W. MAN. P.O. CAR /. was at one time thought to be a Manitoba run, but turned out to be Whitby-Manilla, in Ontario. The other instance concerned the misplacement of the Canadian Pacific Railway (CPR) SOURIS SECTION series, which resulted from a change to nomenclature in CPR timetables. [1]

The most complex situations are where more than one carrier or potential carrier operated simultaneously on the same line. This is the most difficult to determine and, in Manitoba, occurred only where a rail line crossed the international boundary. These are examined in this article. It should be noted that mail was also carried to and from the US boundary by a US carrier in baggage cars, not in RPO cars. An example is the Brandon, Saskatchewan & Hudson’s Bay Railway (Great Northern Railway) which had a 30-year contract to carry Canadian mail. These instances are not relevant to this report.

The author has written previously [2] about the several Canadian and US railway companies that carried mail to, from, and across the international boundary of Manitoba, but this requires an update. At issue are three rail lines in the Red River Valley of Manitoba (Figures 2 and 4). The map in Figure 3 shows relevant lines and the locations of several towns on both sides of the boundary in the Valley.

Keywords & phrases: Railway Post Offices, railways, Manitoba

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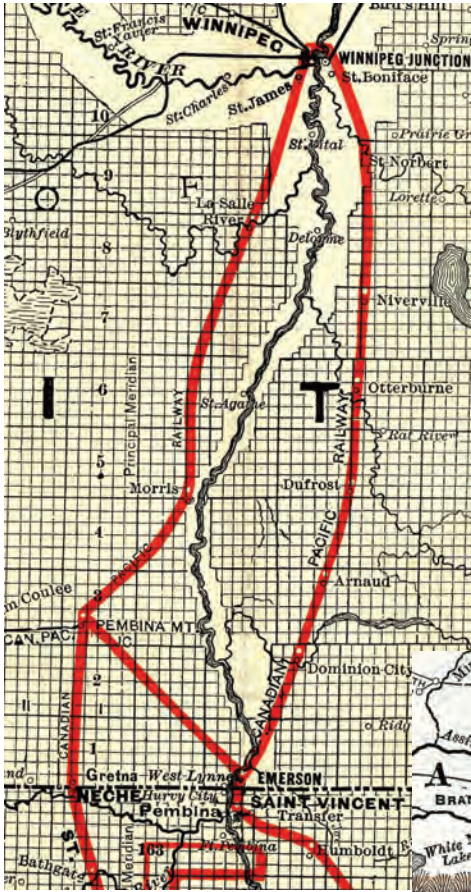


Figure 2. Line 1 (right) ran between Winnipeg and Emerson/St. Vincent; Line 2 (left) ran between Winnipeg and Gretna/Neche.

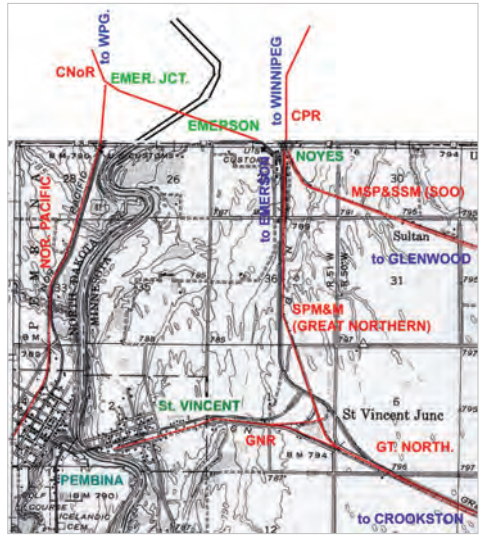


Figure 3. The Minnesota / North Dakota border area, adapted from a US Geological Survey map.



Figure 4. Line 3 ran between Pembina and Winnipeg. Also shown are branch lines to Brandon and Portage la Prairie, with CPR Line 1 at lower right.

A fourth line, between Winnipeg and Fort Frances, Ontario, travelled part way through the US, in Minnesota, but only the Canadian Northern (later, Canadian National) Railway operated on it, so it is not discussed in this article.

Line 1, CPR east side

The only Canadian carrier to use Line 1, the first rail line built in western Canada, was the CPR. The Canadian RPOs serving Line 1 are summarized in the Table.

Table 1. RPO Cancellations used on Line 1, CPR east side

Ludlow # [3]	RPO	Period [4]	Trains [4]
W-134	ST. VINCENT & WINNIPEG / P.C.	1881-1883	nil [5]
W-134A	ST. VINCENT & WINNIPEG / M.C.	1882-1888	nil
W-6	B.L. & WINNIPEG R.P.O. / No.	1908-1930	109, 110
W-5	BDRY. LINE & WPG. R.P.O. / No.	1930-1965	109, 110

(See References and Endnotes for explanations of numbers in [])

The table listings show that there were two distinct periods of RPO use. During the first, 1881–1888, the US railway that interfaced with the CPR on that line was the St. Paul, Minneapolis & Manitoba Railway (SPMMR), which later became part of the Great Northern Railway (GNR). The SPMMR carried US RPO cars up to St. Vincent and the first question is whether either of the railways operated in the other's country.

An example of the several United States RPOs carried by the SPMMR to St. Vincent is:

ST. VINCENT & ST. P. (1882-1884) [6]

34
CANADIAN PACIFIC RAILWAY.
WESTERN DIVISION.

EMERSON SECTION.—Trains North.

STATIONS	Trains from C.P.	Hours from C.P.	PARSONS No. 7.	EMERSON No. 55 Empty	Trains to C.P.
Emerson.....	M R	0	4 00 ^{1/2}	5 30 ^{1/2}	
10 Dominion City.....	DO	10	4 25	6 15	
8 Arnaud.....		18	4 45	6 55	
9 Dufrost.....	26	26	5 05	7 35	
10 Otterburne.....	BU	35	5 30	8 20	
7.5 Niverville.....	NI	42.5	5 45	8 55	
11.5 St. Norbert.....		54	6 10	10 00	
1.5 St. Boniface.....	BN	63	6 50	10 45	
1.5 Winnipeg Junction.....	W	64.5	6 55	10 55	
1.5 Winnipeg.....	W	66	6 40 ^{1/2}	11 00 ^{1/2}	

* Flag stations. † Water Tanks. ‡ Mails.

† All Trains will approach Winnipeg Junction under full control, and not proceed until they know the way is clear.

Emerson Section Trains will be run by Central Standard Time.

WEST SELKIRK SECTION.—Trains North.

STATIONS	Trains from C.P.	Hours from C.P.	WEST No. 19. Empty
Winnipeg.....	C	0	4 00 ^{1/2}
22 West Selkirk.....	SK	22	5 40 ^{1/2}

West Selkirk Section Trains will be run by Central Standard Time.

WM. BROWN,
Assistant Superintendent,
Winnipeg.

WESTERN DIVISION TIME TABLE NO. 13 JULY 20, 1884

RED RIVER VALLEY LINE

THROUGH THE PARK REGION.

FROM ST. PAUL.		STATIONS.		TO ST. PAUL.	
No. 3. Daily.	No. 1. Ex. Sun.	Mile		No. 2. Ex. Sun.	No. 4. Daily.
8 30 p.m.	8 00 a.m.	0	St. Paul	6 15 p.m.	7 00 a.m.
9 40 "	8 45 "	11	Minneapolis	5 40 "	6 25 "
10 40 "	9 20 "	24	Osseo	5 10 "	5 55 "
10 40 "	10 20 "	47	Monticelli	4 15 "	5 04 "
11 05 "	10 45 "	62	Clearwater	3 45 "	4 30 "

7 30 a.m.	7 50 p.m.	268	Glyndon	7 30 a.m.	7 50 p.m.
8 47 "	8 32 "	242	Verhill	7 09 "	7 26 "
8 05 "	8 32 "	230	Fallon	6 46 "	7 19 "
8 17 "	8 45 "	255	Burns	6 20 "	6 58 "
8 43 "	9 13 "	265	Ada	5 58 "	6 47 "
9 10 "	9 45 "	277	Robette	5 23 "	6 23 "
10 25 "	9 56 "	252	Beltrami	5 06 "	6 12 "
9 47 "	10 25 "	292	Kilsno	4 38 "	5 51 "
10 39 "	10 55 "	299	Crookston	4 00 "	5 20 "
10 45 "	11 29 "	306	Shirley	3 40 "	4 25 "
11 30 "	11 42 "	313	Enchil	3 17 "	3 50 "
12 10 p.m.	12 15 a.m.	321	Angus	2 52 "	3 16 "
12 50 "	12 40 "	330	Warren	2 25 "	2 35 "
1 45 "	1 19 "	340	Argy	1 58 "	1 45 "
2 25 "	1 32 "	348	Stephon	1 32 "	1 10 "
2 55 "	1 56 "	357	Donaldson	1 05 "	12 55 "
3 30 "	2 19 "	361	Kennedy	12 50 "	12 05 "
4 05 "	2 35 "	370	Hallock	12 21 "	10 50 "
4 25 "	2 52 "	378	Northe	12 05 a.m.	10 29 "
4 55 p.m.	3 40 "	386	St. Vincent	11 30 p.m.	9 18 a.m.
5 40 "	4 00 "	392	Emerson, Man.	11 05 "	

11 40 "	.....	225	Grand Forks	.....	4 00 "
12 37 p.m.	.....	235	Manvel	.....	3 00 "
1 09 "	.....	245	Arlock	.....	2 28 "
1 25 "	.....	251	Minto	.....	2 10 "
1 41 "	.....	261	Grafton	.....	1 47 "
1 53 "	.....	274	St. Thomas	.....	1 11 "
2 07 "	.....	287	Hamilton	.....	12 37 "
2 11 "	.....	292	Satigate	.....	12 23 "
2 20 "	.....	400	Neche	.....	12 05 p.m.
2 45 p.m.	.....	402	Ar. Emerson, Man.	.....	11 40 a.m.

Figure 5. Excerpts from 1884 railway timetables.

Figure 5 shows two timetables. On the left is the 1884 CPR employees' timetable for the run northward to Winnipeg from Emerson. On the right is the 1884 timetable of the SPMMR between St. Paul, Minnesota and Emerson. Note that the arrival of the SPMMR train 1 at Emerson was 4:00 AM, the same time as the departure of CPR train 7 for Winnipeg. Neither timetable suggests that the trains from one company operated in the other country.

The relationship between these companies became strained in 1883, when the SPMMR broke with the CPR and took on the role of competitor. Until 1888, when Canadian RPO service ended for a time (Table 1), it is probable that the mail connection at St. Vincent was maintained.

In 1904, a line of the Minneapolis, St. Paul and Sault Ste. Marie Railway (the SOO Line), which had been purchased in 1888 by the CPR, was completed to Noyes, Minn. From almost the beginning, the SOO carried US RPO cars up to the border (Boundary Line) but RPO service on the CPR did not resume until 1908 (Table 1).

An example of the different US RPOs carried by the SOO on this line is:

BL, GLENWOOD & ST P (1905-1916) [6]

The second question is whether the trains of the CPR and the SOO operated in each other's country, and the answer is that they did. Timetables of the SOO and the CPR indicate that the trains running on both lines were 109 and 110. These trains carried through into the other country, and it can be said that W-5 and W-6 were used aboard the CPR/SOO trains.

There is no evidence that Canadian RPO postmarks were ever applied while the trains were in the USA or that US RPO postmarks were ever applied in Canada. The procedures of the day were that RPO crews were changed at the border.

Line 2, CPR west side

Line 2 was owned by the CPR, and the only other railway connected with it was again the SPMMR (later, the GNR), which it met at the international boundary.

Table 2. RPO Cancellations used on Line 2, CPR west side

Ludlow #	RPO	Period	Trains
W-185	WINNIPEG & GRETNA M.C. / No.	1889-1903	Nil
W-53	GRETNA & WINNIPEG R.P.O. / No.	1904-1916	23, 123

Although this CPR line was opened in 1882, the first Canadian RPO postmarks were not proofed until late 1888. Mail carried on this line before that time must have been transported by baggage car. Between 1888 and 1916, mail was carried on

the Gretna-Winnipeg RPO. The connection at Gretna was with the SPMMR/GNR, which carried US RPO cars to Neche, ND. The US RPO service began much earlier than the Canadian service.

One of the US RPOs carried by the SPMMR to the crossing at Neche was:

NECHE & FARGO (1883) [6]

A CPR timetable for 1913 shows that trains 123 and 124 operated between Winnipeg and Gretna. An 1884 timetable of the SPMMR shows trains 3 and 4 on the run to Neche/Gretna. There is no evidence that US RPO cars on the GNR operated in Canada on the west-side line. Indeed, a 1938 timetable (Figure 6) of the Great Northern indicates that travel between Gretna and Winnipeg was by CPR.

GRAND FORKS, GRAFTON AND WINNIPEG.					
Read Down			Read Up		
29 Daily	307 Mixed Ex. Sun.	Mls.	Table Central Time 38	308 Mixed Ex. Sun.	36-8 Daily
9 50	.....	0	Lv St. Paul I. Ar	.....	8 00
10 30	.....	11	" Minneapolis I. "	.....	7 30
8 10	.....	324	Ar Grand Forks. Lv I, 10, 15, 41	.....	10 00
.....	10 10	0	Lv Grand Forks. Ar	7 35	.....
.....	f10 15	2	" University. Ar	f 7 30	.....
.....	f10 32	8	" Schurmeier. Lv	f 7 14	.....
.....	10 47	14	" Manvel. "	6 58	.....
.....	f10 53	20	" Levant. "	f 6 43	.....
.....	11 17	26	" Ardoch. "	6 30	.....
.....	11 35	33	" Minto. "	6 15	.....
.....	f11 45	37	" Herriot. Ar	f 6 03	.....
.....	12 10	41	" Grafton 40. "	5 55	.....
.....	12 30	48	" Auburn. "	4 55	.....
.....	12 45	56	" St. Thomas. "	4 35	.....
.....	1 03	62	" Glasston. "	4 15	.....
.....	1 25	69	" Hamilton. "	3 59	.....
.....	1 45	74	" Bathgate. "	3 40	.....
.....	2 10	82	" Neche, N. D. "	3 20	.....
.....	Ar 2 20	83	Ar Gretna, Man. Lv	2 50	.....
Via	Tuesdays and Thursdays only.				
C. P. Ry.	2 20	83	Lv Gretna. Ar	10 45	Via C. P. Ry.
Tu. Thu.	3 33	110	" Morris, Man. II "	9 05	Tu. Thu.
only	5 05	152	Ar Winnipeg II. Lv	7 35	only

Figure 6. 1938 Great Northern Railway timetable.

Line 3, west side

Line 3 was developed in the Red River Valley when the virtual monopoly of the CPR in western Canada was confronted by the Manitoba government. It established the Red River Valley Railway, which had a charter to build from Winnipeg to the US border on the west side of the river. The Northern Pacific Railway (NPR) accepted an invitation to operate this line and built a connection to the Red River line at Pembina; in 1888, it acquired the Red River Valley Railway Company and four other short lines. The NPR in Manitoba was called the Northern Pacific and Manitoba Railway Co.

Having completed the Canadian side of the line in 1891, the NPR also built a line from Morris to Brandon and a line from Winnipeg to Portage la Prairie. Subsequently, the Canadian Northern Railway leased operating rights on these lines. The RPOs carried from Winnipeg along the line to Brandon were at first carried by the NPR, and then carried by the CNOR.

Table 3. RPO Cancellations used on Line 3, west side

Ludlow #	RPO	Period	Trains
W-174	NOR. PAC. Ry M.C. W'PEG & BRANDON / No.	1892-1901	nil
W-174A	C.N.R. W'PEG & BRANDON / No.	1901-1905	nil

“Who carried the mail?” is easily answered here, because the names of the respective companies appear in the RPOs. In this instance, C.N.R. stood for the Canadian Northern Railway. It is, however, the original line between the US boundary and Winnipeg that presents some questions regarding who carried the mail from 1906 onward.

In 1896, the NPR became part of the GNR. The GNR/NPR system became a strong competitor to the CPR, and the association with the CNoR was evident. For example, at some point the GNR line to St. Vincent began operating into Canada via Emerson and Emerson Junction and up the line used by the NPR and CNoR. This resulted in trains of three railway companies operating passenger service on Line 3, west of the river.

We know that five separate Canadian RPO postmarks were used on this line between the boundary and Winnipeg (Table 4). There are two clues about who carried the mail: the names of railway companies used in two of the listings, and the boundary endpoints of Emerson and Pembina. The NPR operated through Pembina, while the CNoR and the GNR operated to/through Emerson.

Table 4. RPO Cancellations used between the boundary and Winnipeg

Ludlow #	RPO	Period	Trains
W-49	C.N.R.W'Y EMERSON & WINNIPEG R.P.O. / No.	1906-1923	7,8
W-51	EMERSON & WINNIPEG R.P.O. / .	1923-1941	7,8
W-103A	PEM. & WIN. R.P.O. No. / N.P.R.	1912-1927	13,14,
W-103B	PEMBINA & W'P'G R.P.O. / No.	1942-1950	13,14,
W-51A	EMERSON & WINNIPEG / R.P.O.	1965-1967	7,8

One of the US RPOs carried on the NPR line to Pembina is:

PEMB & WINN JCT
(1888-1908) [6]

Listings W-49 and W-51 in Table 4 are considered to have been used on the CNoR. The remote possibility that W-51 was used on trains of the GNR is refuted by the train numbers.

Figure 7. 1942 CNR timetable showing CNR, NPR, and GNR trains operating on Line 3.

WINNIPEG, MORRIS, SOMERSET, EMERSON, SPRAGUE

TABLE 258 (Central Time)

CNR 1942

MORRIS, SOMERSET, EMERSON, SPRAGUE

W-103A was carried on the NPR because of the “N.P.R.” on the hammer. W-103B was also thought to have been on the NPR as it operated to Pembina. Timetables of the NPR for 1894, 1909, and 1930 were examined and it was found that trains 13 and 14 were NPR trains. Indeed, a 1942 Canadian National Railway timetable (Figure 7) shows a listing for trains 13 and 14 with reference to the NPR, confirming that the NPR carried W-103B.

The time gap between W-103A and W-103B is problematic. Gillam [7] felt that W-103A was used until replaced by W-103B. This could be the case, but the data available indicate a considerable gap.

The timetable in Figure 7 also shows that trains 7 and 8 were operated by the GNR, and no longer by the CNR. By 1962 (Figure 8), the CNR no longer ran any passenger service between Winnipeg and the US boundary in this area, but the two US lines still operated and it is clear that the GNR carried the W-51A RPO, thus corroborating Gillam. [7]

CNR - 1962-1963											
WINNIPEG—MINNEAPOLIS—ST. PAUL											
N.P.		G.N.		80				G.N.		N.P.	
14		8		Miles				7		13	
Daily		Daily		Central Standard Time				Daily		Daily	
Quot.		Quot.		Heure normale des Prairies				Quot.		Quot.	
		7:15		0.0 (60, 67, 68, 79, 81, 89, 92)				8:50		8:30	
				to Winnipeg, Man. (C.N. Stn.)							
✓	9:43	..	..	2.6	Portage Jct.	..	..	..	✓	8:21
✓	9:56	..	..	8.8	St. Norbert	..	..	..	✓	8:58
✓	10:02	..	..	14.8	Cartier	..	..	..	✓	8:00
✓	10:14	..	..	25.1	Ste. Agathe	..	..	..	✓	7:50
✓	10:25	..	..	32.0	Silver Plains	..	..	..	✓	7:37
✓	10:39	8:12	..	40.0	Morris	..	..	7:55	..	7:29
✓	10:46	..	..	46.3	St. Jean Baptiste	..	..	..	✓	7:20
✓	10:59	..	..	55.5	Letellier	..	..	..	✓	7:10
✓	11:07	..	..	61.1	Chrastie	..	..	..	✓	7:04
✓	11:14	8:45	..	64.7	Emerson Jct.	..	..	7:21	..	7:00
✓	..	8:50	..	66.0	Emerson, Manitoba	..	..	7:08	..	..
✓	..	9:05	..	67.0	Noyes, Minnesota	..	..	7:00	..	..
✓	11:38	..	..	68.0	Pembina, North Dakota	..	..	..	..	6:42
✓	12:39	..	..	112.0	Grafton	..	..	..	..	5:34
✓	1:58	..	..	161.0	Grand Forks, North Dakota	..	..	..	..	4:07
✓	1:47	..	..	189.0	Crookston, Minnesota	..	..	..	..	3:15
✓	5:40	..	..	277.0	Detroit Lakes, Minnesota	..	..	..	..	12:59
✓	6:07	..	..	284.0	Fargo, North Dakota	..	..	..	..	12:20
✓	8:36	5:40	..	352.0	St. Cloud, Minnesota	..	..	10:55	..	10:32
✓	9:47	7:05	..	446.0	Minneapolis	..	..	9:30	..	9:15
✓	10:20	7:30	..	457.0	St. Paul, Minn.	..	..	8:55	..	8:40
P.M.	A.M.							P.M.	A.M.		

EQUIPMENT — TABLE 80			
Air-Conditioned coaches on all trains.			
G.N. Trains 7 and 8		Winnipeg-St. Paul	
Day-Nite Coaches	6 Rmtle., 5 D.B.R., 2 Compt.		
Cars 73 and 83	8 Dup. Rmtle., 2 D.B.R., Buffet-Lounge.		
74 and 84			
N.P. Trains 13 and 14		Winnipeg-St. Paul	
Diner	Manitoba Jct.-St. Paul		

Figure 8. Excerpt from a 1962–1963 CNR timetable

Acknowledgement

The author recognizes assistance from Ross Gray, whose detailed records were instrumental in the research. Material supplied by an anonymous collector is also acknowledged.

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- [1] Robert K Lane, The Route Used for the “Souris Section” RPOs, *Canadian Philatelist*, 57 (6) (2006).
- [2] Robert K Lane, Cross Border Trains and Their RPOs, Manitoba/ Minnesota/ North Dakota, *Transit Postmark Collector*, 54 (6), Mobile Post Office Society (2003).
- [3] Lewis M Ludlow, *Catalogue of Canadian railway cancellations and related transportation postmarks*, Tokyo, 1982.
- [4] Periods and train numbers have been recorded by Ross Gray (pers. comm.)
- [5] The word “nil” in the tables indicates that train directions and not train numbers were shown in the postmarks.
- [6] John L Kay, *Directory of Railway Post Offices*, Mobile Post Office Society, 1985.
- [7] LF Gillam, *A History of Canadian R.P.O.s, 1853–1967*, American Philatelic Society Inc., 1967.

Matters military

6. Field Post Office No. 1, Niagara Camp

Henk Burgers This is the sixth in a series devoted to Canadian military philately. Each column will be from one to five pages long, 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?

THE Niagara region has a long history of involvement with the military, from Butler's Rangers in 1777 through Fort George and the war of 1812, the Militia summer training camps of the late 1800s and early 1900s, to the First and Second World War army camps on the Commons. During World War I, some 14,000 soldiers of the 2nd Division trained here. In 1917, the Polish Army trained Canadian and American volunteers of Polish descent in what was called Camp Kosciuszko.

The military used Niagara Camp until the 1960s. Soldiers who trained here served in the Boer War, World Wars I and II, the Korean conflict, and in twentieth-century peacekeeping missions. The last remnant of this lengthy association is the Department of National Defence (DND) rifle range along the shore of Lake Ontario, which is also due to disappear in the near future.

This brief article is about Canada's first military post office, which was established at Niagara Camp in 1909. There had been other temporary and ad hoc arrangements prior to this, during the Brigade Camp era, the Boer War, and the Royal Review at Toronto's Exhibition Park in 1901, but there was neither a permanent system of military post offices nor a dedicated group of military personnel to move the mail.

The Canada Militia was expanded following the Boer War. Militia camps across the country saw increased summer training and a proper system to handle military mail became necessary. Capt WR Ecclestone had been in charge of the Canadian postal detachment in South Africa and returned in January 1901. The detachment was then disbanded, and the staff returned to their civilian jobs at the post office. Ecclestone and three of his men were called out in October 1901 to provide postal services for the troops participating in the Royal Review for the visit of the Duke and Duchess of Cornwall and York to Toronto.

On 16 June 1909, Capt Ecclestone was again called out on militia duty to be the officer in charge of "Field Post Office (FPO) No. 1" at the Canadian Militia summer camp in Niagara-on-the-Lake, Ontario. On that day, Postmaster General

Keywords & phrases: Canadian Postal Corps, Canadian Militia, FPO, militia hammers

Rodolphe Lemieux inaugurated the Niagara Camp FPO and announced that there were plans to establish a “Field Post Office Corps” to serve all military camps in Canada.



Figure 1. Enhanced proof book strikes of the two hammers made for the Niagara Camp Field Post Office in 1909.

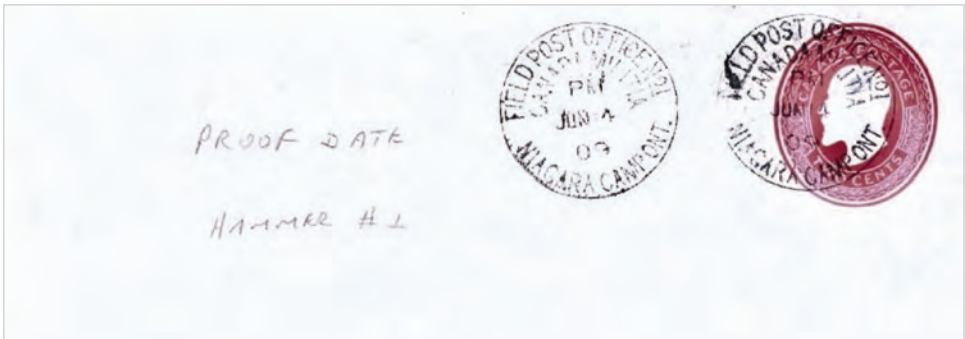


Figure 2. Example of the second hammer, dated two days before the proof book strike.

The proof books contain two different hammers, but only one of these is known to have been used. The first hammer (Figure 1 - left), “THE FIELD POST OFFICE No. 1 / CANADA MILITIA / NIAGARA CAMP ONT.”, is dated Jun 14/09; the second hammer (Figure 1, right), is almost identical but omits the word “THE” on the top line, reading just “FIELD POST OFFICE No. 1”, is dated Jun 16/09. The latter is the one used at the official opening and for the next ten years.

Strangely, a strike of this hammer dated June 14/09 is known on a 2¢ Edward postal stationery envelope (Figure 2) even though the proof book strike of the hammer is dated two days later. The envelope is marked “PROOF DATE / HAMMER #1”, but who wrote this is not known.

An official souvenir card was issued for the occasion. This card is not a rarity. However, a few VIPs received a souvenir folder containing not only the card, but also a photograph of the dignitaries present at the ceremony and a full set of the Edward VII definitives (plus the ½ cent black Queen Victoria) cancelled with the

new FPO hammer. All this was tied together by a ribbon at the left. The pages of the folder are shown in Figures 3 through 5.



Figure 3. Photograph showing the VIPs present at the ceremony.



Figure 4. Souvenir card signed by George Ross.



Figure 5. First day of Military Post Office cancellation use on Edward definitives.



Figure 6. Picture post card mailed on the same day as the opening ceremony.

The post card in Figure 6 is dated 16 June 1909, the date of the opening ceremony. Mailed by a soldier to his girlfriend in Carlisle, Ontario, this is the

earliest-known date of the hammer postally used. Note that while the proof strike is PM this one is AM. The front of the card shows Canadian Militia soldiers en route to camp.

It was not until 3 May 1911 that General Order No. 70 was issued establishing the Canadian Postal Corps as an element of the Canadian Militia. The organization consisted of a headquarters post office at Toronto commanded by Major George Ross, who was also the Chief Post Office Superintendent, with detachments located at Calgary, Halifax, Kingston, London, Montreal, Quebec, Toronto and Winnipeg. Starting in 1910-11 these CPC Detachments were issued with a circular dater very similar to the Niagara hammer, often called "militia hammers," designed specifically for militia summer camps. These large 27-mm to 30-mm daters were used in some of the camps up to the beginning of the Second World War.

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More than just a pretty face: Perspectives on Canada's first day covers

Gary Dickinson

CANADA'S First Day Covers (FDCs) tend to be viewed by philatelists as little more than sterile souvenirs, possessing little value for collection or study. The purpose of this article is to establish that FDCs are indeed a valuable part of the field of philately when considered from a variety of different perspectives. Most of the examples that are shown and discussed are cacheted FDCs from the pre-Elizabethan period, which reflects the author's own collecting interests.

Status of FDC collecting

FDCs are usually not considered to be a significant specialty within philately. For example, Ed Richardson's outline of BNA philately [1] lists FDCs as the fourth sub-topic in a chapter outlining twelve miscellaneous areas of collecting, whereas such topics as postal stationery, soldiers' mail, and perfins each rate their own separate chapters. Similarly, FDCs are often relegated to a "miscellaneous covers" category in auction catalogues. A search of the 10,000 items contained in the Philatelic Bibliography of the Canadian Postal Archives using the keywords "First Day Covers" produced only 181 references, less than two percent of the total. An FDC Study Group existed within BNAPS at one time, but it was dormant for several years and has only recently been revived (*cf* p 75 in this issue of *BNA Topics*).

Richardson's outline of the field of philately published in 1981 included three criteria for a "satisfying philatelic undertaking": (1) a wide range of material which has some promise of a reasonable ongoing supply, (2) a reasonable amount of relevant literature, and (3) a "goodly number" of collectors willing to participate in exchanging information. Although there is a dearth of literature about FDCs, there is a small but dedicated corps of collectors, and a wealth of material is available. There are additional features of FDC collecting described below that point to this activity as a specialized, satisfying, and interesting area of philately that is poised for renewed development.

Keywords & phrases: first day covers, cachets

Several years after Richardson's overview of philately was published, Marcel Cool launched a short-lived periodical titled *Canada First Day Cover Specialist*. In the inaugural 1984 issue, Cool [2] provided a three-point rationale for collecting FDCs including: (1) an FDC provides a "lasting and visible souvenir" of the day of issue, (2) cacheted covers are miniature works of art and therefore are collectible items, and (3) there is "no worry of damage occurring to the precious glue on the stamp," with a few added jibes at the collectors of mint, pristine-gummed stamps. Cool lamented what he perceived to be a decline in FDC collecting in Canada over the previous decade.

Pretty faces

Cachets can add an element of lustre to otherwise drab and uninspired envelopes. Some cachets add only small embellishments, while others are minor works of art. The very first printed cachets found on Canadian FDCs illustrate these two extremes. Both of these cachets appeared for the sixtieth anniversary of Confederation and historical stamps of 1927 and are found on covers postmarked June 27, which was the first day of issue for both sets. Figure 1 shows a four-colour cachet printed by George Eppstadt of Maxville, Ontario and mailed to himself from Ottawa, with Scott #143 overpaying the 2¢ domestic postage rate by 1¢, likely as a convenience because he used the same cachet for all of that day's issues in various combinations.



Figure 1. Self-addressed cachet by George Eppstadt marking the sixtieth anniversary of Confederation, Scott #143, issued June 29, 1927.

The cachet design features portions of the coats of arms of the nine provinces topped by a crown, with an all-around border showing green maple leaves against a

blue background. A small box at centre left contains the text, “1867–1927/ CANADA’S JUBILEE/ OF CONFEDERATION.” This was a stunning graphic



Figure 2. Self-addressed cachet by the Century Stamp Company, Montreal, marking the sixtieth anniversary of Confederation, Scott #145. (Image courtesy of George Basher)



Figure 3. Hand-painted cachet used for Scott #275 issued on July 1, 1947 to commemorate the eightieth anniversary of Confederation and to mark the advent of Canadian citizenship.

achievement for a first effort, both personally and for the field. Pierre Ethier [3] noted that Eppstadt had 1,000 envelopes printed, but only 500 to 700 were ever used as FDCs, and he never produced another cachet.

The Century Stamp Company of Montreal, established in 1900, published the cover shown in Figure 2, which reflects an understated approach to cachet design. This FDC has a simple, two-line text in the upper left corner reading, "FIRST DAY RUN/ CANADIAN CONFEDERATION JUBILEE." The cover was postmarked in Montreal on June 27, 1927, and the franking with Scott #145 was the 12¢ required for the 2¢ drop letter rate plus 10¢ registration fee.

The vivid and colourful FDC reproduced in Figure 3 was published for the 1947 Citizenship issue (Scott #275), and is a fine example of a hand-painted cachet which is in itself a minor artwork. This unaddressed cover is franked with a block of four stamps and postmarked with a Hamilton circular date stamp. It was published by Limited Edition Covers, and has a multicoloured graphic design featuring a modified version of the central portion of the Ontario coat of arms and a pair of maple leaves. The text flows upwards and to the right from the bottom left corner of the cover and reads, "Canadian Citizenship Stamp July 1st/ 1947 First Day of Issue."

Objects of study

Many FDCs are interesting objects of study in and of themselves. Distinctive patterns are observable in the work of many cachet-makers so that their work may be recognized immediately. Some may use a number of small variations in the design of a cachet for one stamp issue. It is challenging to collect and study the work of a single cachet-maker, as some of them have produced a cohesive body of cachets over an extended period of years. Similarly, acquiring all of the cachets that were produced for a single issue or related issues can also be challenging, as in many cases there are dozens of different designs extant, ranging up to 200 or more in a few instances, such as the 1937 Coronation single-stamp issue or the 1939 Royal Visit set of three stamps.

In some cases, an FDC will lead to an extension of existing philatelic knowledge so that the day-of-issue may become collateral or secondary to the other philatelic attributes of a cover. For example, Victor Willson observed in 1999 [4] that "covers to Mexico ...well into the 20th century can be considered rare to scarce." Several years later, John Burnett [5] noted that any mail from Canada to Mexico was difficult to find, as very few Canadians had correspondents in Mexico, while few Mexicans saved their mail from Canada. He also noted that "To date, I have not found a 25¢-franked letter to Mexico paying the airmail rate in the 1937 period." Figure 4 shows one such cover franked with eight copies of Scott #237, the 3¢ Coronation issue, and one of #231, the 1¢ Mufti, to pay the 25¢ air mail rate to

Mexico. The cover is postmarked with a May 10 Toronto Coronation flag cancellation and has a red-and-blue air mail sticker along with a penned “First Day Cover” notation. In this case, the postal history perspective may outweigh the FDC interest, although both are present on the same cover.



Figure 4. Pen-and-ink cachet on an FDC to Mexico with eight copies of Scott # 237 and one of #231 to pay the 25¢ air mail rate.

Marketing devices

FDCs are used frequently to promote events, concepts, or products. For the marketer, they represent a method of delivering a message to the homes of thousands of potential consumers. The City of Brantford, for example, adopted a cachet to promote that city as the Telephone City, because of its ties with Alexander Graham Bell’s development of the telephone while he was in summer residence there. The Bell commemorative issue of 1947 (Scott #274) was featured on at least 60 variations of the City of Brantford cachet, many of which were used as FDCs. [6]

One concept that has been promoted through FDCs is stamp collecting as a hobby. The 1951 official CAPEX FDCs bear well-known cachets, but less common are those cachets as printed and circulated by the CBC Stamp Club with sponsorship by Trans-Canada Airlines. The FDC for the 15¢ value, Scott #314, is shown in Figure 5. This cover was postmarked with an official first day cancellation in Toronto and addressed to the author and is still in my collection some 57 years later. This cachet was a successful way of promoting the hobby of stamp-collecting through the CBC Stamp Club, with the support of a corporate sponsor.



Figure 5. CBC Stamp Club cachet for Scott #314 commemorating the centenary of Canada's first issuance of postage stamps.

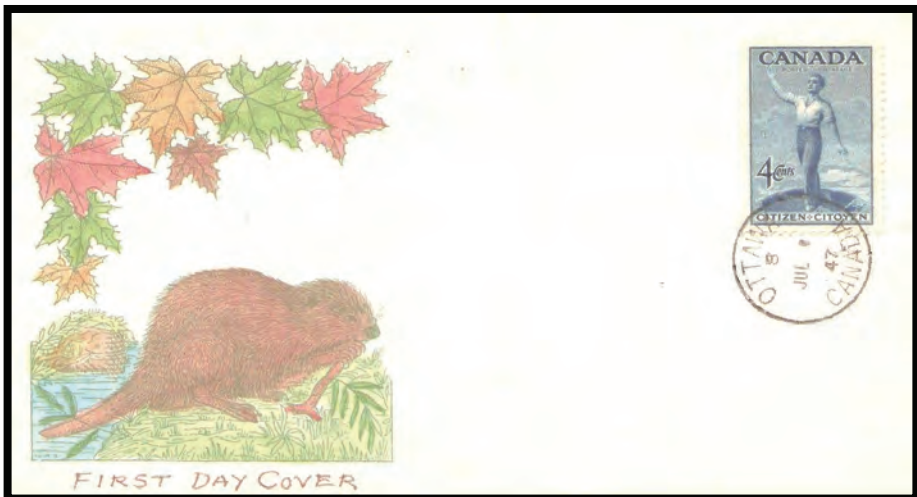


Figure 6. An unaddressed, multicoloured cachet produced by Miss W R Smith of Toronto for the Canadian Citizenship issue of 1947.

Craft products

Closely related to the “pretty faces” perspective on FDCs is that of cachets as craft products. Some cachet-makers spend a considerable amount of time to ensure that each of their covers is unique, or at least that they differ from each other in minor ways. An example of the cachet-maker-as-craftsperson was Miss Winifreda R Smith (BNAPS #3966), a Toronto resident who designed FDCs for a number of Canadian stamp issues during the late 1930s and 1940s. She produced an especially varied collection of cachets for the Canadian Citizenship issue of 1947, most of which featured a beaver at the edge of a lake munching on a branch, with its lodge in the background and an array of maple leaves overhead.

Figure 6 shows one of several different multicoloured versions of this cachet, although the majority of copies were printed wholly in blue or in brown. Miss Smith incorporated her initials “WRS” in small letters into the cachet design in the lower left corner, and added five different lines of text such as “First Day Cover July 1st” and “Canadian Citizenship” at either the top or the bottom of the design in various combinations. At least a dozen different versions of this cachet are known, and additional variations are theoretically possible and remain to be documented if they exist.

Political and social commentary

FDCs can serve as small posters for the display of political or social messages. They are often published to accompany or commemorate anniversaries or significant social, political, or economic events, so they may in effect be promoting a particular viewpoint regarding those events.

An example of how competing views were both expressed on FDC cachets occurred for the entry of Newfoundland into Confederation on April 1, 1949, which was also the date of issue of Canada Scott #282 commemorating the event. Almost 100 different first day cachets have been documented for this issue [7]. Figure 7 shows a large, inherently celebratory cachet produced by Barrett’s Print Shop in Curling, Newfoundland, which was intended for use on the day of issue of the stamp, April 1. There were several variations in colour and text of this cachet, which featured a busy array of coats of arms, with leaves in the background. The version shown here is typical, but in this case the cachet was used as a “last day” cover postmarked March 31 with franking consisting of Newfoundland Scott #257 and 260 paying the 15¢ required for postage and registration from Corner Brook to Buffalo, New York. There is a Corner Brook registration label rather than the usual rubber stamped registration marking.

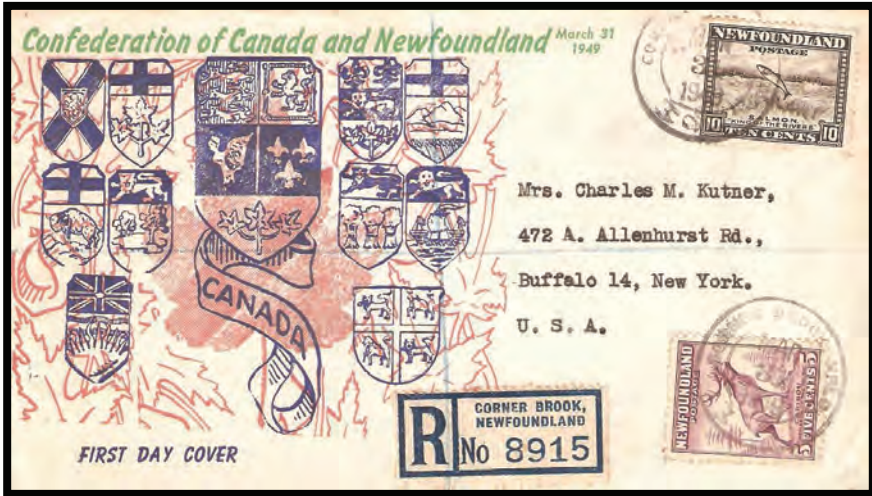


Figure 7. FDC cachet published by Barrett's Print Shop used as a Newfoundland "last day" cover, with Scott #257 and 260, paying the 10¢ registration fee plus 5¢ letter rate to the United States.



Figure 8. Mourning cover FDC cachet produced for Scott #282 issued to mark the entry of Newfoundland into the Canadian Confederation.

The controversial nature of Newfoundland's entry into Confederation was depicted on a mourning cover shown as Figure 8. The text carries an "in memoriam" message regarding responsible government for Newfoundland, and the cover is boxed by a black border. Writing in *BNA Topics* in May, 1949, the Frères (Bill and Dan) Myerson made the following observation:

Confederation on April 1, 1949, evidently wasn't too warmly received by some Newfoundlanders as we are in receipt of a cover posted at St. John's on April 1, 1949, franked with a copy of Scott #282, with a black mourning band around the edges of the envelope. [8]

For the most part, the messages carried on FDC cachets were neutral or positive about the new political development, with such examples as "Canada welcomes Newfoundland into Confederation," "Welcoming Newfoundland to the Dominion of Canada," "Industry and courage for a better Canada and a greater Newfoundland," and "Commemorating Confederation."

Economic goods

FDCs, as is the case with all other philatelic items, are economic goods which means that they are physical objects that have value to people and can be bought and sold in the marketplace. At one extreme, there may be a large supply of some cachets as they are produced in the many thousands for some modern stamp issues, and consequently their prices tend to be low. Many FDCs from the 1960s onwards may be purchased at two or three to the dollar in large lots at auctions. Others which are older and were produced only in small quantities may be priced at up to \$100 and occasionally more.

Marcel Cool [2] attributed a decline in the marketplace to the participation by Canada Post with their own official cacheted FDCs beginning in 1971. Their entry into the market consumed, by Cool's estimate, about half of the approximately 150,000 total FDCs per new stamp issue at that time. As a result of collectors being able to place their orders directly with Canada Post easily and at low cost, the smaller commercial cachet-makers ceased production and the larger ones reduced the quantities they produced. The most recent *Directory of Cachetmakers* [9] published by the American First Day Cover Society lists only ten cachet-makers in Canada compared with 170 in the United States. Cool also felt that FDC collecting had been downgraded by stamp dealers, wasn't covered sufficiently by the philatelic press, and lacked catalogues and pricing information.

For the most part, some types of FDCs are within the financial reach of most collectors and represent an opportunity for many to develop a relatively large and coherent collection of philatelic material at a reasonable cost.

Conclusion

The review of FDCs undertaken here strongly suggests that this sub-field of philately is most definitely worthy of reconsideration as an area for further development and study. At the very least, FDCs can extend and amplify upon other areas of philately, which places it close to the core of the philatelic undertaking. More important, FDCs possess a number of unique dimensions such as craftsmanship of the cachets, ability to convey messages, and a broad range of material. With a wide variety and quantity of FDCs available and a relatively uncrowded marketplace, a collector seeking a fruitful area of specialization might do well to consider FDCs as an area in which to build a “satisfying philatelic undertaking” [1] along the lines that Richardson noted.

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The printing background and range of varieties and re-entries in the Three Penny Beaver—Canada's first stamp

Kenneth A Kershaw

Having plated the Half Cent Maple Leaf, the 1898 Map Stamp and five different stamps of Prince Edward Island, Ken Kershaw has now turned his attention to plating the classic stamps of the 1850s. His current project is a five-volume series on Canada's first postage stamp.

DURING my work plating Canada's first stamp, the 3d Beaver, it slowly became evident that due to the issue's longevity, the number of scratches and tool marks, as well as re-entries, increased in number steadily throughout the multiple printings.

The earlier issues are defined largely by the quality of the handmade paper used for the printings, which steadily improved from Sc#1 in 1851 through to the final issue on machine-made paper, which was perforated, Sc#12. The first issue, Sc#1, was printed on "laid" (marked) paper. Coarse, hand-woven papers replaced the laid paper for the next printings in 1852. The coarseness of the paper produced a very poor image, with fine details of the design usually completely obscured. This paper was soon replaced by an "oily" paper, which gave an even worse image as a result of the ink not immediately adhering to the paper, running and streaking slightly, and again obscuring fine details of the image.



Figure 1. The 3d Beaver stamp of 1851, Position #3, Pane B.

Keywords & phrases: 3d Beaver, plating, papers, re-entries, varieties

Over the next few years, the quality of the hand-woven paper consistently improved until, in 1857, machine-made paper was introduced. At that time, imprints were added around the margins of the plates. Two panes of 100 stamps, identified as pane “A” and pane “B”, were used throughout these early issues, with pane B engraved vertically above pane A on an oblong printing plate. In 1858, after the addition of the imprints, the oblong printing plate was “cut” into two halves presumably as a prelude to adding perforated margins which had already appeared on the British penny-red stamp. This traumatic operation resulted in some damage to the plate, subsequently evident as numerous smudgy “N” flaws in the first “N” of “CANADA”.

Because of this extraordinary history of the printing plate, numerous flaws have accumulated in the two panes, which have provided ideal, although sometimes very small, plating criteria. I have identified these, and they are all covered elsewhere. [1] Further, due to these sequences of flaws and re-entries, many positions of both panes exist in different states, the first original image followed in many instances by a second image altered by an accidental flaw or by a re-entry, or in some instances by the addition of an imprint.

There is one position with **four** different states, which ranks as potentially the most outstanding example, which will help to demonstrate the remarkable history and structure of the sequence of 3d Beaver stamps. Shown above in Figure 1 is stamp B#3 (Pane B, top row, third stamp from the left on the plate so third from the right on the printed sheet), which was initially printed on coarse, hand-woven paper. This is the first state, readily identified simply by the guide dot above the cross, an “S” flaw, and tool marks at centre right inside the white oval frame. These are shown in Figure 2, below.

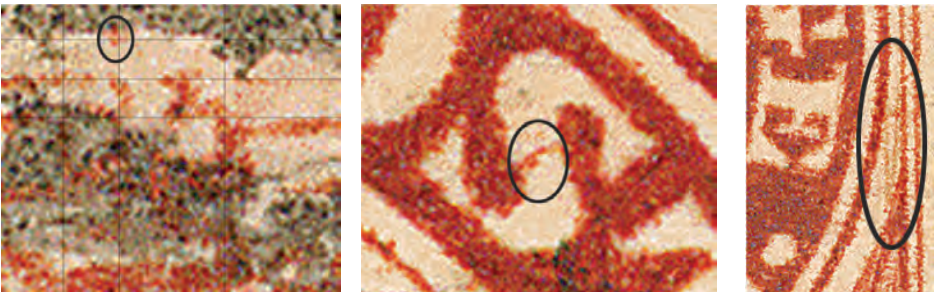


Figure 2. First state of position B#3; left – guide dot above cross; centre – “S” flaw, right – tool marks in right frame oval.

The second state of position B#3 was printed later on finer medium coarse hand woven paper, before the addition of the imprint, but now with an extraordinary, long tooling flaw, running down across the width of the stamp though the crown and beaver. This is “The Sliced Crown and Beaver.” (Figure 3)

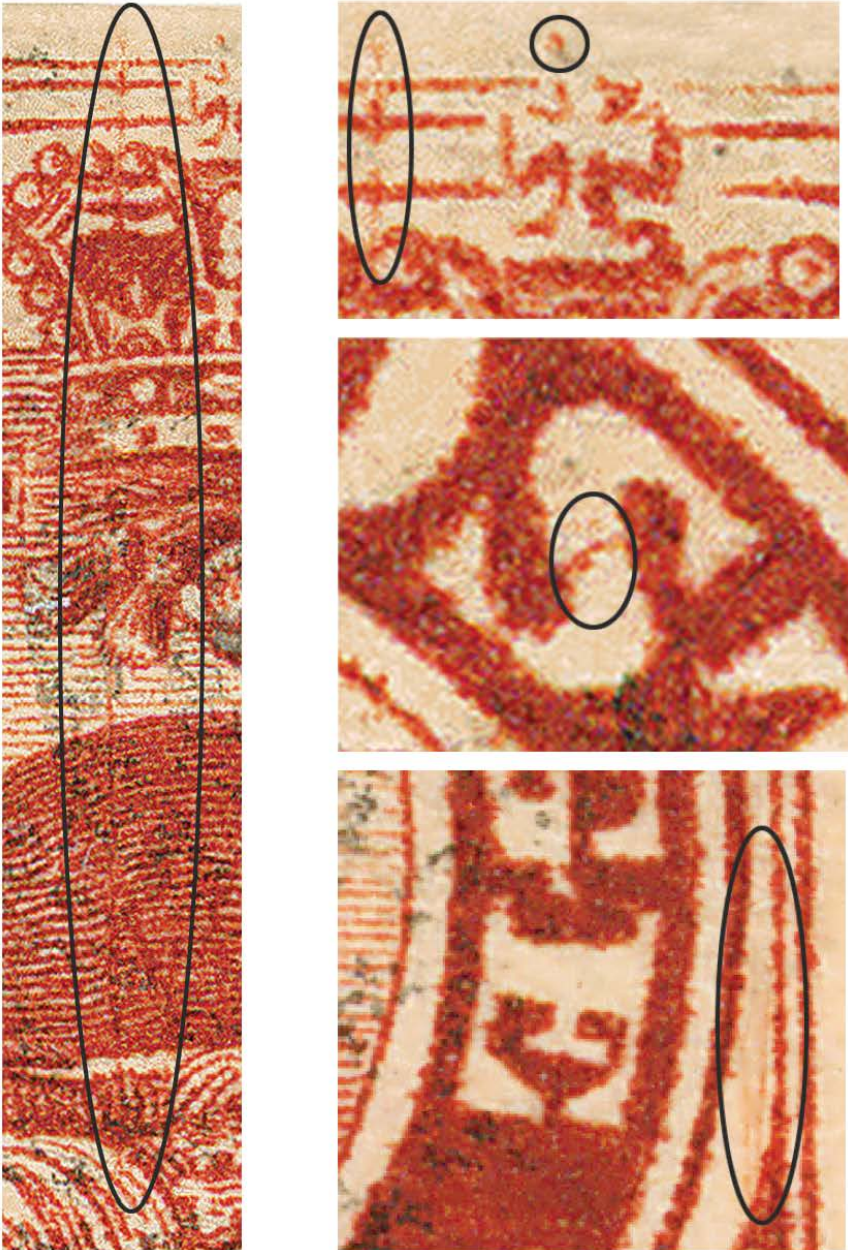


Figure 3. The second state of position B#3; left – tooling flaw across the width of the stamp; top right – guide dot above cross; middle right – “S” flaw, lower right – tool marks in right frame oval.

The third state (Figure 4) was first evident on my borrowed plate proof, which turns out to have been issued after the imprints were added and when the top left imprint had been entered too low. To correct its misplacement, it was re-entered and provides an outstanding doubled imprint.



Figure 4. The third state of position B#3; left - tooling flaw across the width of the stamp; top right - guide dot above cross; middle right - "S" flaw, lower right - tool marks in right frame oval; immediately above - double top left plate imprint.

In the fourth state, while the issue has now been perforated (Figure 5) the plating criteria and doubled imprint are still clearly evident. “The Sliced Crown and Beaver,” however, has been burnished at the top and retouched below, as the tool flaw runs through the body of the Beaver, obscuring the tooling to a considerable extent. (Figure 6)



Figure 5. The 3d Beaver stamp of 1859, Position #3, Pane B.

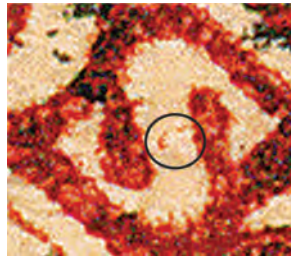


Figure 6. The fourth state of position B#3; left – greatly reduced tooling flaw across the stamp; above top – guide dot above cross, immediately above – “S” flaw.

Reference

[1] Kershaw, Kenneth A, *The Three Penny Beaver*, in press.

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5¢ Wilding mystery solved

Leopold Beaudet, John Jamieson, Robin Harris

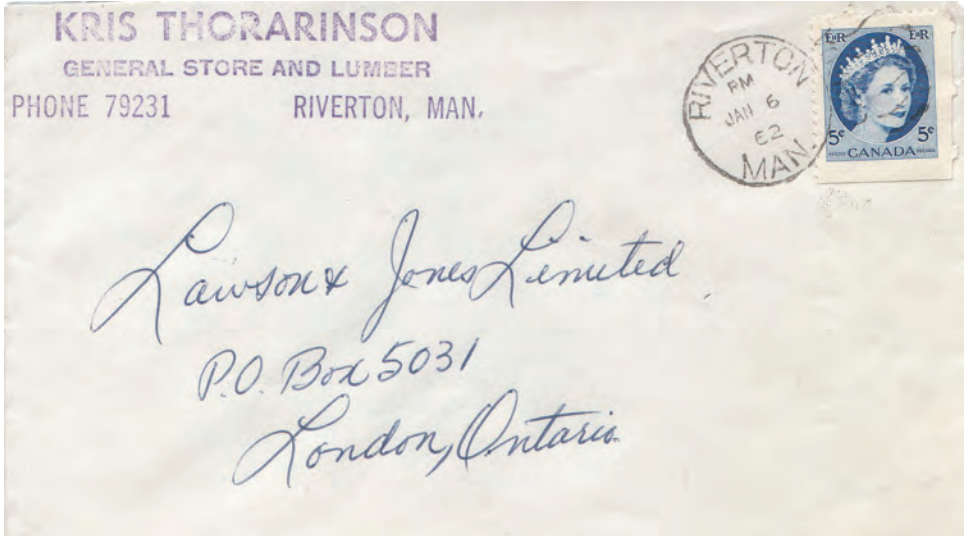


Figure 1. Unusually perforated 5¢ Wilding stamp on 1962 cover.

IN the May–June 2006 *Corgi Times* (Vol XIV, No 6, p 87), we illustrated a 5¢ Wilding cover with a single stamp that had a serrated-type edge at the right of the stamp. We had not seen anything like this before and asked if anyone had seen something similar. The cover is illustrated above with the single stamp illustrated at right. Having not received any answer to our query from two years ago, the item was shown by a new member of the Elizabethan Study group (ESG), John Tucker, at the BNAPS Golden Horseshoe Regional Group meeting in Ancaster at the end of November 2008. After the meeting, an email from Mike Street set off a quick chain of events leading to the mystery being solved.



Figure 2. Close up of stamp showing serrated edge.
(Courtesy of John Jamieson)

Keywords & phrases: Queen Elizabeth II, 5¢ Wilding, perforations

BNA Topics, Volume 66, Number 1, January–March 2009

ESG member Leopold Beaudet offered up the following:

Besides a booklet, the other possible source for this stamp, given the straight edges (and presumably the right side was a straight edge before it acquired the unusual "perforations"), is a cello-paq. The stamp is postmarked Jan 6, 1962. The cello-paq for the 5¢ Wilding was issued on 11 Oct. 1961.

*Here is a possible theory to explain the "perforations" along the right side of the stamp. The stamp comes from a cello-paq pane. The cello-paq is rouletted along one side to facilitate opening it. For the 5¢ Wilding, according to the illustration on page 187 of Robin Harris' *Karsh, Wilding, Cameo Definitives catalogue*, the rouletting is on the right side. The rouletting was misplaced (or perhaps the pane was a bit wider than normal judging by the size of the right margin) such that it ran into the stamp pane. Voila, the stamps along the right side of the pane are inadvertently rouletted.*

At this point, ESG member John Jamieson of the Saskatoon Stamp Centre passed along the illustrated cello-paq wrapper, which has been opened at the right side (Figure 3). Notice the serrated-type edge that appears down the right side when the wrapper is opened. This clearly matches the stamp illustrated above.

So, Leo's theory is correct. The 5¢ Wilding pane was placed inside a cello-paq wrapper prior to it being sealed, such that the rouletting on the right side of the wrapper cut the right edge of the pane of stamps. John Tucker's stamp came from the bottom right corner of the pane.

Fascinating. It pays to "advertise," particularly by raising your query in different sources, such as our own *Corgi Times* and/or via a BNAPS Regional Group meeting. Now the search is on to find more of this kind of inadvertent variety.



Figure 3. Cello-paq wrapper showing packet perforation.

My favourite stampless covers

6. Upper Canada Postmaster's free franking privilege

CR McGuire This series features some of Ron McGuire's favourite covers from the stampless era.

A benefit of being a postmaster in Upper Canada (and the other BNA colonies) was free franking of personal mail. It was very useful to those in business, particularly printers of books and other material and publishers of newspapers, as many treated their business mail as personal. Since the privilege was often greatly abused, it was withdrawn from all post office officials except the Deputy Postmaster General, effective Friday, 5 January 1844.

Shown at right is the masthead of the *Bathurst Courier and Ottawa General Advertiser*, a Perth, Ontario weekly newspaper. This Tuesday, 9 January 1844, edition was the first published after the free frank privilege was withdrawn. If the publisher had also been the postmaster of Perth, he would now have had to pay one-half penny postage on each newspaper mailed. Non-postmaster publishers had been subject to this rate on their newspapers since 1 May 1836.



Keywords & phrases: Free franking, newspaper rate

The January 1, 1899 rate reduction from 3¢ to 2¢

George B Arfken and William S Pawluk

1. 1898

THE Maple Leaf Issue was a replacement for the definitive Small Queens and the commemorative Jubilees. The Post Office officials wanted a red stamp for paying the domestic rate so the 3¢ Maple Leaf, issued January 3, 1898, was red (carmine). Figure 1 shows a nice block of 4 of the 3¢ Maple Leaf. Objections to the Maple Leaf issue (only English words and no Arabic numerals, hard-to-distinguish colours) resulted in the Numeral issue replacing the Maple Leaves, starting with the 1¢ and 3¢ Numerals on June 17, 1898. The 3¢ Numeral was also red (carmine). Figure 2 shows the 3¢ red Numeral paying the 3¢ per ounce domestic rate in 1898.

In September 1898, a Post Office Memorandum called attention to the 1896 UPU Treaty of Washington, calling for the 2¢ stamp paying the international post card rate to be red, effective January 1, 1899.

The UPU had no authority over Canada's domestic mail, but it did have authority concerning international post card mail. It wanted the stamp on the (private) post card to be 2¢ [1], and to be red, so that foreign, non-English postal clerks – knowing that red meant 2¢ – would know that the card was properly paid. Canada's 2¢ Numeral was purple. Actually, having red for the stamp for international post cards was a very minor matter. We have seen little evidence that Canada Post cared about this. Certainly, in 1898, the 2¢ stamp was purple. Economic conditions and not stamp colour would dominate stamp-issuing for the 3¢ to 2¢ rate change that was about to occur.



Figure 1. The three cent red Maple Leaf.

Keywords & phrases: Numeral Issue, rates



Figure 2. A 3¢ domestic letter, mailed in Paris, Ont, August 12, 1898, and addressed to Amherstburg, Ont.

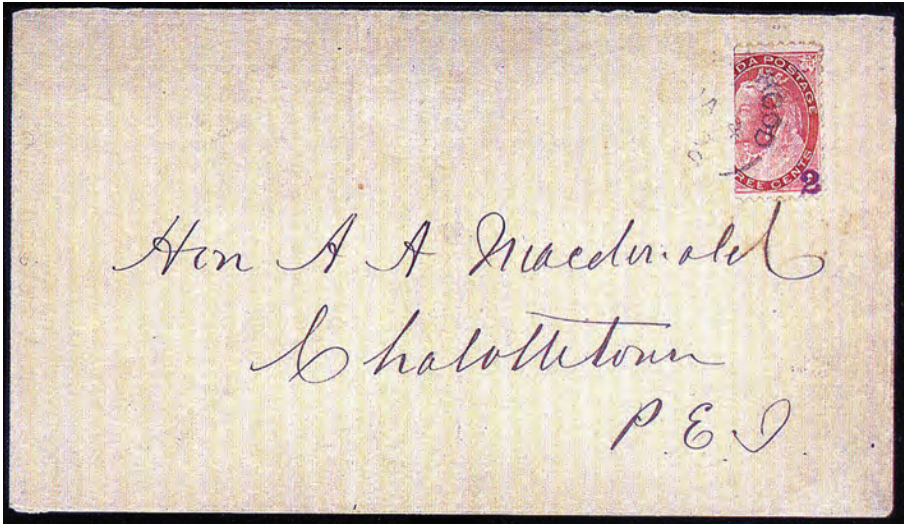


Figure 3. A Port Hood provisional cover, January 4, 1899, addressed to Charlottetown, PEI JAN 7 backstamp. Courtesy of Maresch Auctions.

2. January 1, 1899

On Christmas Day 1898, the Imperial Penny Postage (IPP) arrangement became effective, and the Canadian rate to Britain dropped from the UPU 5¢ to the IPP 2¢. The Canadian Post Office was then forced to cut the domestic rate to 2¢ (per ounce) to match the IPP rate of 2¢ per *half* ounce. That decision was announced on December 29, effective January 1, 1899. The demand for 3¢ stamps almost disappeared. There was an immediate need for 2¢ stamps. Note that the later King Edward series had no 3¢ stamp.

Many sheets of the 3¢ Numeral had been ordered, printed, paid for and not used. Many people who had bought 3¢ stamps, letter cards, and stamped envelopes to have them available now found they had paid 50 percent more than necessary. To its credit, the Post Office responded promptly. In addition to recalling unsold 3¢ stamps from the post offices, the Post Office authorized postmasters to exchange 3¢ stamps in private possession for the owner's choice of other denomination postal material. The words of the 10 January 1899 Circular were [2]:

Postmasters generally are therefore authorized and instructed to receive from the public and exchange at face value such Three Cent Stamps as may be presented for exchange, and give in their place their value in such other stamps as may be applied for.

Because hindsight is 20/20, one might say that the postal officials should have known this would happen and have been prepared, but they didn't and they weren't.

The tremendous surge in demand for 2¢ stamps in early January and the very short time between the announcement of the new rate and the effective date caused some post offices to run short of 2¢ stamps. The post office getting the publicity (or notoriety) was Port Hood, NS because of its unauthorized but creative solution. At Port Hood, some 3¢ stamps were bisected vertically into 1/3 of the stamp and 2/3 of the stamp. One 2/3 portion or two 1/3 portions were then used to pay the new 2 cent postage. This meant that two 3¢ stamps would pay the postage on three 2¢ letters. The Post Office did not lose any money. There was no fraud.

Figure 3 shows a Port Hood provisional cover franked with a 2/3 portion of a 3¢ Numeral. The 3 is blocked out with a surcharged 2. This cover has a 1991 BPA certificate.

Jarrett [3] was quite hostile to this bisection solution. He wrote: "The (bisected) stamps and covers are bogus" but later quoted the Postmaster General as saying that these Port Hood provisional covers "had been honored in payment of postage." Boggs [4], in contrast, defended the bisecting as a temporary solution and endorsed the collection of these covers.

To pay the postal charge on the 2¢ letters, the 2¢ purple Numeral was generally available. Until the 2¢ Map stamp was sold out, it was an alternative. Figure 4 shows the 2¢ purple Numeral paying the new 2¢ domestic rate on a 2¢ domestic letter.



Figure 4. A 2¢ domestic letter mailed in Clarenceville, Que, January 5, 1899, and addressed to Montreal.

3. July, August 1899

If the postal officials had been seriously concerned about having a red 2¢ stamp for private international post cards, they could have started printing the 2¢ Numeral in red on December 29 or at least December 30. This could wait: the immediate problem was to use up the significant stocks of red 3¢ Maple Leaves and red 3¢ Numerals. The solution was to surcharge these unneeded three cent stamps 2 CENTS and issue them to post offices after the purple 2¢ Numerals had almost all been used up. This procedure is clear from the dates of the two provisionals listed in Table 1 and from a Circular of July 1 [5].

The colour of the Domestic-rate postage stamp, as prescribed by the Universal Postal Union [6], is red, and it is intended to discontinue the issue of the ordinary two-cent purple coloured stamps as soon as the present supply on hand is exhausted. This will be about the 20th July, 1899. Thereafter the Department will issue two-cent stamps in red, first, however, surcharging down to two cents the unissued remnant of three-cent stamps in red, now in the possession of the Department, and as soon as the supply of such surcharged *threes* is exhausted, the issue of the two-cent stamps in red will begin.

By late July the supplies of the purple 2¢ Numeral were approaching zero and on July 28, 1899 the surcharged 3¢ red Numeral was released.

Table 1. Dates of Issue of the 2¢ Provisionals [7, p 12].

Stamp	Date of Issue	Earliest-Dated Postmark
2 CENTS on 3¢ Numeral	July 28, 1899	July 31, 1899
2 CENTS on 3¢ Maple Leaf	August 8, 1899	August 10, 1899

The next three covers illustrate some of the usages of the two 2¢ provisional stamps. Figure 5 shows the 2 CENTS on a 3¢ Numeral paying the 2¢ rate to the US on August 1. This was the fifth day of use for the Numeral provisionals.



Figure 5. The 2 CENTS surcharge of a 3¢ Numeral. The cover was mailed in Montreal, August 1, 1899, and addressed to Rochester, NY.

Figure 6a shows the Maple Leaf provisional paying the new 2¢ domestic rate. This was only the third day of use for the Maple Leaf provisionals. These surcharged stamps were going all over the world. In the cover shown in Figure 6b, a strip of four of the Maple Leaf provisional helped pay the double UPU rate on a cover over ½ ounce to New South Wales.

Strictly speaking, the existing 3¢ letter cards (Webb's [8] L1 and L8) and the 3¢ stamped envelopes (Webb's EN4, EN6 and EN10) had little to do with the delay of

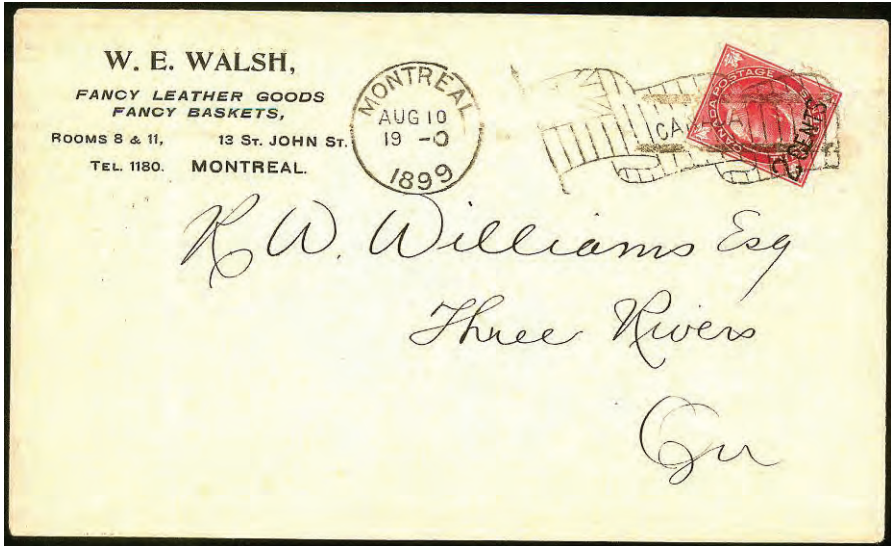


Figure 6a. The 2 CENTS surcharge of a 3¢ Maple Leaf, domestic use. The cover was posted in Montreal, August 10, 1899, and addressed to Three Rivers, Que.



Figure 6b. The 2 CENTS surcharge of a 3¢ Maple Leaf, overseas use, two times the 5¢ UPU rate. The cover was posted in Lunenburg, NS, September 9, 1899 and addressed to Sydney, NSW, Australia.

the issue of the 2¢ red Numeral. We include them here because they are an interesting part of the Post Office's attempt to surcharge and use existing stocks of 3¢ postal material and so minimize the cost of the 3¢ to 2¢ letter rate transition. The earliest-recorded postmarks (dates) are given in Table 2.

Table 2. Earliest Recorded Postmarks of Surcharged Letter Cards and Stamped Envelopes [9]

Webb's Catalogue Number [8]	Earliest Dated Postmark
L9	March 13, 1899
L10	March 14, 1899
EN14	September 8, 1899
EN15	March 15, 1899

Figure 7 shows the letter card L9, created by surcharging the Small Queen letter card L1 with a black 2c. Figure 8 shows the letter card L10, the Maple Leaf letter card L8 revalued with a 2c surcharge.



Figure 7. L9, the 2c surcharge on 3¢ L1. From Barrie, Ont, August 21, 1899, this card was addressed to Toronto.

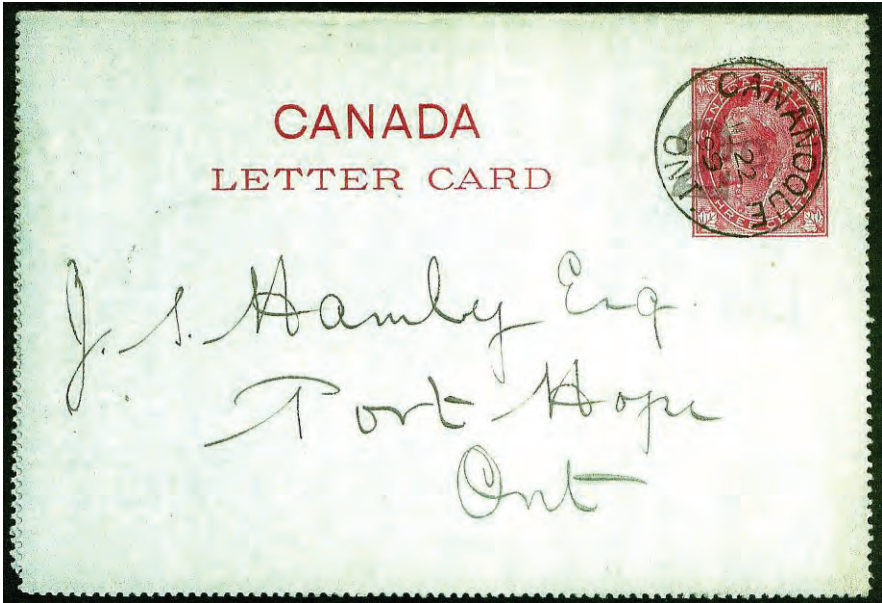


Figure 8. L10, the 2c surcharge on 3¢ L8. Posted in Gananoque, Ont, June 22, 1899, and addressed to Port Hope, Ont.



Figure 9. EN14, the 2c surcharge on 1877 and 1887 3¢ stamped envelopes. This was a special delivery Montreal drop letter, December 16, 1902. Courtesy of Longley Auctions.



Figure 10a. EN15, the 2c surcharge on 3¢ EN10. The cover was registered at Rimouski, Que, April 21, 1899, and sent to Merida, Mexico via New York with a New York registry label. Courtesy of Longley Auctions.



Figure 10b. EN15, the 2c surcharge on 3¢ EN10 helped pay the double 2¢ IPP rate. Mailed in St Catharines, October 29, 1902, and addressed to India.

A Montreal special delivery drop letter is shown in Figure 9. This stamped envelope is EN14, the surcharged EN4 or EN6 (same design). Here the EN14 paid the 2¢ drop rate for cities having free delivery. Figure 10a shows a registered cover to Mexico. This stamped cover is EN15, the surcharged EN10. The total charge was 10¢, 5¢ for the UPU-rate postage and 5¢ for registration. The cover is underpaid 3¢. It slipped by the normally watchful eyes of the Foreign Branch exchange clerk. A 2¢ letter rate to Mexico did come—in 1905 [7, p 153]. Figure 10b shows an EN15 surcharged stamped envelope that went overseas, to India. The 5¢ Numeral paid the 5¢ registry fee. The 2¢ Numeral and the 2¢ EN15 paid the double 2¢ Imperial Penny Postage rate.

4. August 20, 1899

On August 20, 1899, the supplies of the two provisional stamps were down to zero or close to that and Canada issued the 2¢ red (carmine) Numeral. Canada again had the red stamp that it wanted for its domestic rate and, by a happy coincidence, was in compliance with the UPU call for a red stamp for the international post card rate.

We began this article with a block of four of the 3¢ Maple Leaf. So we'll end with a block of four of the 2¢ red Numerals, Figure 11.



Figure 11. The 2¢ red numeral.

References and endnotes

- [1] Peter James Gough, UPU Colour-Coding, *The London Philatelist*, Vol 111, pp 29-140, May 2002. The UPU wanted a 1¢ stamp green for international printed matter, a 2¢ stamp red for international post cards and a 5¢ stamp blue for international letter mail.
- [2] R M Coulter, Deputy Postmaster General Post Office Department, Canada, Exchange of Three Cent Stamps, Ottawa, 10 January, 1899.
- [3] Jarrett's comments are reproduced in Merrick Jarrett and Gray Scrimgeour (editors), *Stampin' Around or The Life of a Stamp Collector*, Postal History Society of Canada, 2004, pp 178, 185.
- [4] Winthrop S Boggs, *The Postage Stamps and Postal History of Canada*, Vol. 1, 1945, Quarterman Publications, Inc, 1974, pp 335-336.
- [5] R M Coulter, Deputy Postmaster General, Post Office Department, Canada, 1 July 1899.
- [6] This is misleading. The UPU was concerned about the two cent rate for international post cards and not about domestic letter rates.
- [7] George B Arfken and William S Pawluk, *A Canadian Postal History, 1897–1911*, British North America Philatelic Society, 2006.
- [8] E L Covert and W C Walton, *Webb's Postal Stationery Catalogue of Canada and Newfoundland 2001*, 7th Edition, Saskatoon Stamp Centre, Saskatoon, SK, 2000.
- [9] Adapted from: William C Walton (ed), *Earliest Reported Postmark (ERP) Listing for the Postal Stationery of Canada and Newfoundland*, BNAPS Postal Stationery Study Group, June 1994, pp 2, 30.

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New book releases from BNAPS

THE latest releases from the British North America Philatelic Society (BNAPS) Book Department are the 53rd volume in the BNAPS Exhibit series and a new stamp-plating book by Ken Kershaw.

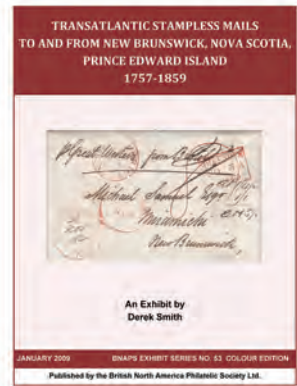
Transatlantic Stampless Mails to and from New Brunswick, Nova Scotia, Prince Edward Island 1757 to 1859, 2009, by Derek Smith. BNAPS Exhibit Series #53. ISBN: 978-1-897391-42-6 (b&w), 978-1-897391-41-9 (colour). 8.5 × 11, Spiral Bound, 104 pp. Stock # B4h923.53 (b&w) \$34.95, B4h923.53.1 (colour) \$80.00.

Derek Smith's "Transatlantic Stampless Mails to and from New Brunswick, Nova Scotia, Prince Edward Island 1757 to 1859" exhibit studies the mail services between Europe and the three present "Maritime" provinces of British North America – New Brunswick, Nova Scotia, and Prince Edward Island – from 1757 until 1859. The exhibit specifically excludes mail to or from the Canadas – Upper and Lower – which merely passed through Halifax en route.

The age of "stampless" transatlantic mails actually extends into the era of postage stamps. The exhibit covers postal rates and rate changes throughout the period and notes the ships which carried the mails on each crossing. Included are variants of normal postal routes and special rates, including FREE mail, soldier's and seaman's mail, as well as re-rated and re-routed mail. Also covered are unusual events such as perils at sea, winter routings via Bermuda, and "maiden voyages" of some of the new Cunard ships.

Derek Smith was born in Saint John, New Brunswick. He attended the University of New Brunswick, earning a Bachelor of Business Administration degree in 1958, and then, in 1959, an M.B.A. from the University of California (Berkeley). After university, he joined Investors Group. His career was centred on investment analysis and portfolio management of Japanese and European mutual funds. He became the General Manager of the company's new investment management operations in Dublin, Ireland in 1993, and retired in 2000.

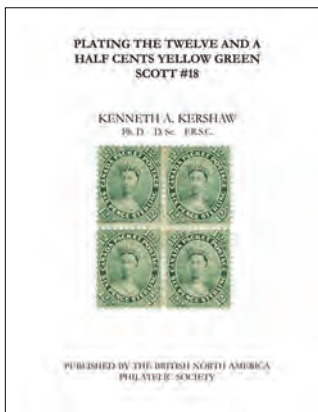
A member of BNAPS for almost 30 years, Derek's roots in the port city of Saint John resulted in his philatelic collecting being centred on the postal history and, lately, post cards of Saint John. It is only since his retirement that he has become an exhibitor, which has enhanced every aspect of his philatelic activity and knowledge.



In 2003, his interests expanded in the direction of transatlantic mail to and from the Maritime provinces. His first exhibit, shown at Novapex 2006 in Halifax, was awarded a gold medal and the Ken C MacDonald Postal History Award for research. With approximately 20 percent new material, revision of the text, and re-organization into a six-frame format, it was awarded a gold medal at Royal*2007*Royale in Toronto.

After further refinement, at BNAPEX 2008 NOVAPEX in Halifax the exhibit received a gold medal and was one of three awarded equally the Allan Steinhart Reserve Grand Award.

Plating the Twelve and a Half Cents Yellow Green, Scott #18, 2009, Kenneth A Kershaw. Spiral Bound, 258 pp, 8.5 × 11, colour. ISBN: 978-1-897391-40-2. Published by the British North America Philatelic Society Ltd. (BNAPS). Stock # B4h037.1; \$156.00



Not content with having plated the Half Cent Maple Leaf, the 1898 Map Stamp, the 5¢ Beaver, and five different stamps of Prince Edward Island, Ken Kershaw has now turned his attention to plating the Twelve and a Half Cents Yellow Green, Scott #18, issued in 1859. In this new work, Ken has used today's technology to develop a new approach to this stamp, in the process taking the previous plating work of WT Lees-Jones and Geoffrey Whitworth to an entirely new level. In highly magnified colour, Ken shows how each position can be identified through the location of guide dots in a particular area of the stamp, and illustrates both previously known and

many newly discovered varieties and re-entries.

Ken Kershaw was born in England and became fascinated by plants at an early age. He graduated from Manchester University with a B Sc degree in Botany in 1952. After military service, he went on to a Ph D, working on pattern in vegetation, and was appointed lecturer in Plant Ecology at Imperial College London in 1957. He was seconded to Ahmadu Bello University in northern Nigeria for two years.

On his return to Imperial College, he became involved with lichen ecology, particularly in alpine and arctic areas, in addition to his work on computer modelling and data analysis. He obtained his D Sc in 1965 and was appointed Professor at McMaster University, Hamilton in 1969. His research was then devoted heavily to the ecology of the Canadian low arctic and northern boreal forest areas and, in 1982, he was elected a fellow of the Royal Society of Canada. He is the author of several university texts and many articles.

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

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Nova Scotia political philately

Jack Forbes, Jr

IN earlier times, when communications weren't as sophisticated as they are today, politicians frequently turned to the mails to get their message across to the voting public. One of the methods employed was the lowly postcard. The illustrated postcard shown in Figure 1 was used by Halifax-area Liberal candidates in the Federal election of 26 October 1908 [1].

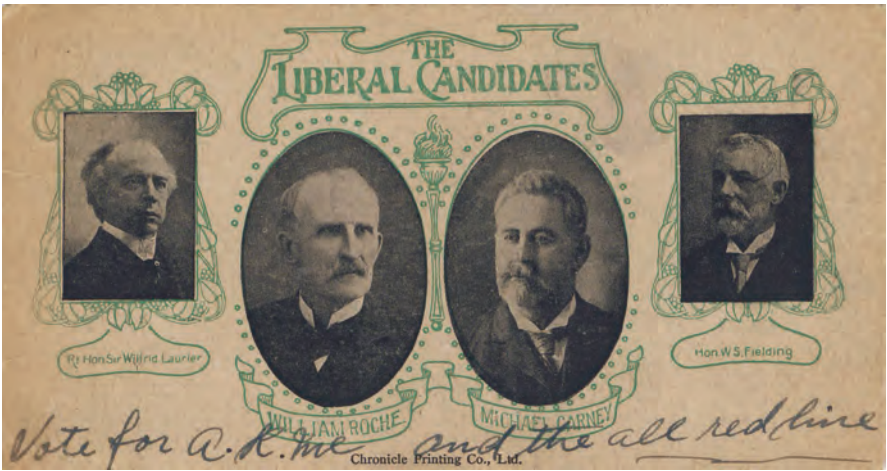


Figure 1. Halifax dual riding Liberal Party postcard for the 1908 election.



Figure 2. Map showing the area of Nova Scotia pertinent to the article. (Courtesy: Government of Nova Scotia).

Keywords & phrases: Nova Scotia, political postcard, Edward VII

Featured on the front of the card, locally produced by the Chronicle Printing Co. Ltd. of Halifax, were the two candidates for the dual riding of Halifax, William Roche and Michael Carney, flanked by the then Prime Minister, the Right Honourable Sir Wilfred Laurier, and sitting Cabinet Minister, the Honourable WS Fielding. Strangely enough, the candidate who sent out this particular card, AK Mclean, running in the Lunenburg riding, was not pictured. However, Mclean "personalized" the card with the written message, *Vote for A.K. Mc and all the red line.*

The map in Figure 2 will provide the reader with a sense of the ridings that are involved, with one obvious exception, that being the riding of Sir Wilfred Laurier which was Quebec East.

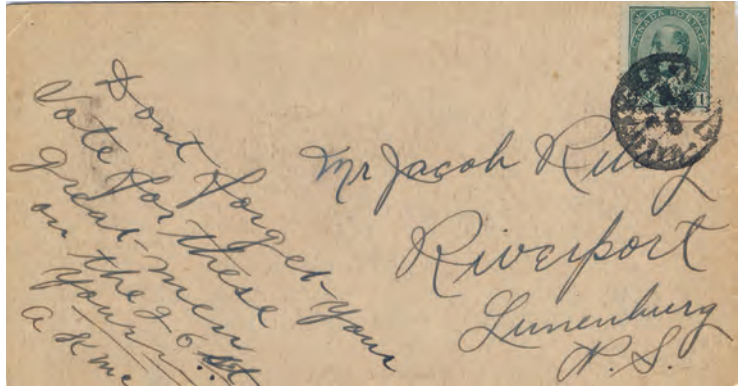


Figure 3. Reverse of postcard in Figure 1.

Figure 3 shows that the recipient of this request for support on election day was a Mr. Joseph Ritcey of Riverport, Lunenburg (County), N. S. Also shown is the message: *Don't forget your vote for these great men on the 26st (th). Yours, A K Mc.* The card is franked with a one cent Edward VII definitive, and cancelled with a HALIFAX, N.S. / CANADA cds dated OC 22/08.

The results

AK Mclean won his seat by 201 votes over his Conservative opponent, Marshall, and Fielding was victorious, registering 342 more votes than Conservative Morine, in his race. Laurier was returned as Prime Minister, defeating his Conservative challenger, Fiset, by 2214.

The Halifax Liberals, however, were defeated by the Conservative team of RL Borden (plurality of 751) and AB Crosby (692). Sir Robert L Borden was to go on to become Leader of the Conservative party, eventually ascending to the Prime Minister's Office in 1911. He was Canada's eighth Prime Minister and, ironically, replaced Sir Wilfred Laurier in that position, serving until 1920.

[1] Editor's note: Completely by coincidence, Canada's October 1908 election was an element in the article, "100th anniversary of first rural mail delivery in Canada" in the last issue of *BNA Topics*, Vol 65, No 4, Oct.-Dec. 2008.

Readers write (Continued from page 6.)

At the November 2008 BNAPS Golden Horseshoe Regional group meeting, dealer *Bill Coates* commented on Mike Street's Cover Stories articles on Dead Letter Office (DLO) covers and markings (*BNA Topics* 2008Q1 (January–March) and Q2 (April–June 2008)) and showed him the interesting postcard illustrated in Figure 3.



Figure 3. 1920 postcard mailed with United States stamps and processed by the Dead Letter Office in two different Canadian cities.

The postcard, mailed AUG 27/1920 in Port Arthur, Ontario per the Port Arthur machine cancellation, was addressed to Detroit, Michigan. For some reason the sender affixed United States stamps. Per Post Office practice, the card was sent to the nearest DLO branch office, which was in Winnipeg. This is confirmed by the circular purple cancellation at lower right, which is likely a Winnipeg DLO mark [Plain #WIN3a-?] but is too faint to tell. The black oval ‘DEAD LETTER OFFICE / [unclear], CANADA’ is almost certainly a Winnipeg mark, possibly Plain # WIN2a-a1. Because of the black ink used, it appears that the ‘RETURNED FOR POSTAGE’ handstamp was also applied in Winnipeg.

What makes this card particularly interesting is that the Winnipeg DLO then sent it to the DLO in London, Ontario – London being the nearest DLO to Detroit – for collection. The blue oval “LOCAL DEAD LETTER OFFICE / LONDON, CANADA” [Plain #LON2b-a2] confirms handling there. The London DLO sent notice number “9606” (upper left), received payment, affixed a Canadian stamp – since torn off, without a doubt by a dastardly philatelist – and, per the partially


destroyed London machine cancellation, sent the card off to the addressee in Detroit.

Almost “keeping things in the family,” *Brian Plain* responded to CR McGuire’s “Communications across the Atlantic from the 1860s to the end of an era, Part 1” in *BNA Topics* 2008Q3 (July–September 2008), with a spectacular registered cover (Figure 4) mailed at Father Point, Quebec. Ron McGuire confirms that the Father Point registration mark had apparently not been reported, at least in Paquebot circles, prior to this letter surfacing.



Figure 4. Registered letter mailed at Point au Pere/Father Point, Quebec in December 1957.

Also in response to Mike Street’s Cover Stories articles on Dead Letter Office (DLO) covers and markings (*BNA Topics* 2008Q1 (January–March) and Q2 (April–June 2008)), *Dean Mario* sent the cover in Figure 5.



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Figure 5. Returned 1957 letter mailed from Stanstead, Quebec to Uganda.

Mailed from Stanstead, Quebec to Kampala, Uganda on 19 VIII/(19)57, backstamps tell us it was received there and returned by the Ugandan DLO on 6 No/57. Whether or not the clerk who wrote “Wrong Number” on the cover was being lazy or saying that the addressee was not at that box number will never be known.

Even though the return address was clearly marked, it seems that the Ugandan DLO sent it to Montreal’s Undeliverable Mail Office (UMO) – the name given to Canada’s Dead Letter Office in 1954. The Montreal UMO gave it ‘the finger’ on the front, which included a 5¢ Postage Due charge for handling, and applied the UMO postal meter (Figure 6) on the back. It is uncertain if the change from Dead Letter Office to Undeliverable Mail Office is a very early example of political correctness creeping into post office operations.



Figure 6. Montreal Undeliverable Mail Office postal meter impression.

Thanks to all who have responded to articles in *BNA Topics*. We will print submissions, normally in the order they are received, as soon as possible.



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Study group centreline

Derek Smith

YOU will perhaps notice a new name as the Centreline writer in this issue. Robert Lemire has so many BNAPS duties that he has had to cede something! The purpose of this column remains the same – to bring to BNAPS members some of the fascinating specialist work being done within each of its Study Groups. Highlights for this issue are from newsletters arriving between early December 2008 and mid-January, 2009.

The BNAPS Study Groups are truly vital contributors to Canadian philatelic research. Most of this you will find immediately helpful. On the other hand, some of the results can seem to be somewhat esoteric – when first read! But time breeds familiarity and (rather than contempt) a much-increased interest in every subject. I encourage all BNAPS members to join at least one Study Group reflecting one of your specific interests. You will have contact with fellow collectors who can and will answer your questions – or help you to contribute. Belonging to a Study Group increases the fun as well as knowledge about your stamp- and cover-collecting.

Just to get me off on the right foot, I have received the first newsletter of *First Impressions* from the revived First Day Cover Study Group. Gary Dickinson is the Chairman, and George Basher is the editor of its newsletter.

First Day Cover Group

Pride of place goes to issue #1 of the BNAPS First Day Cover Study Group. Its plan is to produce three newsletter editions each year based on monographs submitted by its members. The initial feature article studies a “third first cachet” for the 1927 Confederation issue. The particular cover bears a 1¢ stamp mailed June 29, 1927 at Toronto. The cachet is a red, rubber-stamped maple leaf, hand-coloured in yellow inside its borders, with CANADA above and DAY OF ISSUE below. Inquiries regarding membership should be directed to Gary Dickinson at <gandbdickinson@shaw.ca>. Welcome, and good research.

BNA Perforator

Issue #129 was led off by Mike Dicketts and Jon Johnson with more work on the RP or PR perfins shown in the previous issue. There still is no firm identification of the Brandon issuer. Editor Barry Senior bought a cover with a 7¢ air mail OHMS stamp with a corner card of the Emergency Coal Production Board – most OHMS covers are from Ministerial departments, not their agencies. So he put together a (preliminary) compilation of “Boards” existing during the Second War.

Barry also has decided to concentrate on the 1¢ War Issue value (#249) – anything and everything, but of course especially perfins. He already has about 200, but feels that there are about 260. They include 6 perfined precancels and a number of RPOs. He is particularly pleased with a strip of 10 of the O9 perforator –with quite recognizable differences within the strip. Ken Donaldson has reported a US pattern R121 from R R Donnelley and Sons on a strip of three 1¢ green Admirals. A special thanks to Conrad Tremblay for compiling a major checklist of perfins.

Queen Elizabeth II

In #99 of *Corgi Times*, the Editor congratulates member Pascal LeBlond on his becoming Manager, Philatelic Collections of Library and Archives Canada, succeeding Cimon Morin.

Canada Post has announced its 2008 Annual Collection. It includes all designs, but misses 24 collectible varieties. Buy the quarterly packs to get everything! Robin Harris studied the wealth of plate varieties on the three 1980 Christmas stamps. Notable are the reversals on the 15¢ and 17¢ inscriptions of the illustrators of each!

An article provides charts showing the (very) different die cutting measurements found on the 2008 Flower coils. The latest “find” is of the \$1.60 “Conni” flower which is illustrated. Leonard Kruczynski, Robin Harris and Pascal LeBlond compared panes of the 17¢ Provincial and Territorial Flags with the original press sheet. Robin could not track all of the flaws in some of Leonard’s blocks on it. Conclusion? Perhaps there was more than one press sheet, or perhaps flaws developed between the approved press sheet and actual mass production.

Leopold Beudet, John Jamieson, and Robin tackled the problem of the “serrated edge” on a copy of a 5¢ Wilding on a 1962 cover. Solution? It came from a cello-paq. It had shifted to the right in the pack, and the rouletting for easy opening cut into the right hand straight edge of the stamp. Arnold Janson, Robin, and Leopold Beudet conducted a study of constant flaws on the “edible berries” series. John Arn illustrated a LR block of the 4¢ Cameo with a severely disturbed inking. Bob Stanley passed on a cover, which used as a stamp a portion of the wrapper surrounding the 42¢ Flag coil. It was cancelled and delivered. John Burnett wrote on the many combinations available from a sheet of 20 of the 1994 Jeanne Sauvé commemorative, since each stamp had a tab representing one of her four journalistic and political functions. From his visit to the Archives, Robin showed the six-pane press sheets of the 12¢ Parliament as produced by BABN and CBNC.

Fancy and Miscellaneous Cancels

Dave Lacelle wrote newsletter #49 from a cabin with a coal oil lamp and with the laptop on battery power! Determination, for sure. The newsletter covered foreign fancies on Canadian stamps, including a photo of the second of two known US kicking-mule strikes, this one on a 3¢ Small Queen. Guy Vadeboncoeur submitted

three items, each from Paradise Lane in Nova Scotia. One of them is an unlisted variety dated December, 1877. Another item had a Pritchard and Andrews star in a circle, but was dated three years before the P&A proof.

Mike Street sent a number of fancies used in Blenheim, ON between 1929 and 1932, and an unusual oval Registered Dawson, Yukon cancel. Derek Smith provided a cover locating the issuing post office for type L1564 as Saint John, NB. David Dawes returned a Lacelle cover which had three obliterations on the stamp – a Merville, BC box, a Victoria inkjet, and a Winnipeg “test” inkjet. Ron Leith sent an interesting group showing the wear of the Wardsville, ON cork which was used over a span of 15 years, for perhaps 250,000 strikes.

Wally Gutzman sent ten “initial” strikes, of which five can be identified, while help is needed with the other five. Finally, Ron Smith sent a 3¢ Small Queen with an ad used as a canceller – “Dominion Bazaar Stamp Co. Toronto Ont”. It was not a cancel, but probably was used as the top stamp on a bundle of stamps.

George VI

In Issue No 13, Gary Dickenson continued his study of FDC covers of the George VI period, this time of the Alexander Graham Bell Commemorative Issue of 1947. He divides and establishes an identification system for 172 different cachets, illustrating 10 of them. Stephen Prest and Gary Steele wrote on the Empire Air Mail Scheme (EAMS) as the result of Doug Lingard’s submission of a cover mailed May 12, 1939 to Australia at the 3¢ surface rate.

The cover was re-rated by the post office to the 6¢ air mail fee (with consequent double-deficiency postage due) and marked with a hand stamp “PLEASE ADVISE YOUR CORRESPONDENTS THAT / THE LETTER RATE FROM CANADA IS SIX CENTS / PER HALF OUNCE”. EAMS introduced, in three stages, a 6¢ postage rate to all empire entities. An article by Walter Plomish in *BNA Topics* (#461, 1992) explained the scheme in detail.

The PO had discretion to use either air or surface transportation. The old 3¢ surface rate no longer applied – hence the hand stamp. Mike Street and Gary studied the hand stamp itself, determining that there was only one type which was struck in Canada. This was suggested by numerous examples.

Stephen Prest wrote a detailed study with distribution tables of the 1¢, 2¢, and 3¢ Mufti plates (48), papers (4) and gums (3). He illustrated experimental plates, two each of the 2¢ and 3¢.

RPO Cancels

Issue #198 starts with a study of the early railway post office marks used in Nova Scotia by the Intercolonial Railway following its acquisition of the Nova Scotia Government Railway (and the European and North American Railway in New Brunswick).

The article is profusely illustrated with strikes used from 1869 through 1881, The earliest was between Halifax and Pictou Landing, first used November 5, 1860, with an illustration of H&P.R / WEST / FE 22 / 70 / N. S.

Bob Lane presents a post card with a 2¢ Admiral bisected for the 1¢ postcard rate cancelled FT. FRANCIS & WPEG. R.P.O. / No 3 / (train) number 21 dated SP 22 / 14. The train number is a new report. The bisect passed. It was not legitimate, nor does it appear to be philatelic. Bob's theory is that mail clerks on trains were more lenient than town postal clerks. This is backed up by his having a number of covers, with no stamps, which nonetheless received the RPO post mark.

A raft of new early dates and previously unknown train numbers were reported; some of the finds being attributed to Ross Gray, Bob Lane, and Peter McCarthy. The letter concludes with a picture of the RPO "crew" at the Halifax BNAPEX in August.

Squared Circles

Issue #115 has reports on 18 hammers. The most important has to be the second only report of a Revelstoke strike. Laurent Belisle reports an interesting date error on the precursor Montreal Hammer 2. The date shows as MR16A7 [sic]. However, the letter was mailed at Mal Bay on October 14, 1898, but didn't transit Percé until December 13, and ended up in New York City on December 19.

The MR on the Montreal strike obviously should have been DE. Why two months to Percé? Bill Radcliffe has the first map stamp to be reported on a cover struck with a Formosa II State 2 hammer (dated JU 22/99).

A number of strike errors were noted: Wolfville Type 2, Fredericton, Dundas, Orangeville, Thamesford (several with additional zero spacers), and Wingham II. These reports came from Editor Jack Gordon, Laurent Belisle, Bill Radcliffe, Bruce Kalbfleisch, Scott Wiggins, Eric Lerner, "articcan", and Dave Robinson.

World War II:

War Times issue #43 was concentrated on a study of land-based Naval Post Office (NPO) cancels. Wilf Whitehouse notes the need to designate these as HMCS to obtain free franking for services personnel (*eg*, HMCS Naden in Esquimalt). To avoid easy location identification, the navy converted the ship names to NPO cancels. The Group has added a number of names to the original list compiled by Bailey & Toop.

A second major effort has been the study and illustration of 23mm single ring and double ring cancels of Saint John, NB, with no town identification on the hammer, and used from April, 1943 until July, 1944. Reg Morris and the late Robert Payne extended the work on Saint John blackout cancels in their book *Just Perfect*, and Reg has updated the list of Canadian Blackout Cancels.

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