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Postal beginnings at Niagara Falls, p. 8

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BNA pics

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Cover Illustration:

Suspension bridge (c. 1850) by Donna Marie Campbell, Niagara Falls Public Library
Digital Collection

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The BNAPS website—an information gold mine

Robert Lemire

IN the editorial in *BNA Topics* 2008Q4, the advantages and disadvantages of electronic production and distribution of philatelic journals were discussed. There are, however, other ways to distribute information, and the BNAPS website is a useful, easily accessible resource for any collector who has (or has access to) a computer. The site (<http://www.bnaps.org>) is maintained by Bob Lane, who is ably assisted by Charles Livermore, Greg Spring, Gary Steele, and Jeffrey Wallace.

Those of us on the Publications Committee often receive the same two suggestions: (1) Why don't you reprint articles from old issues of *BNA Topics*? and (2) Why don't you dig through old issues of study group newsletters for material for *BNA Topics* or *BNAPortraits*? The simple answer to both questions is that most of this information is readily available; at least to collectors with Internet access (high-speed access is a distinct advantage). (1) *Every one* of the almost 500 issues of *BNA Topics* from 1944 through to the end of 2003 is available, in entirety, as part of the *Horace W Harrison Online Library* on the BNAPS website—in addition, title, subject, and author of all articles (through 2006) are searchable by words. (2) Likewise, as part of the Horace Harrison Library, under the heading Study Group Newsletters, hundreds of pre-2004 newsletters from many groups (*e.g.*, Air Mail, British Columbia, Elizabethan, Fancy Cancells, Newfoundland, Inland Waters, Military Mail, Perfins, Postal Stationery, Precancells, RPOs, Small Queens) are available. Of course, recent issues (hard copy or, in some cases, electronic versions) are available only to BNAPS members.

Perhaps you already use the website regularly, or use only part of it, or perhaps you have been intending to look at it. Here are some of its other features:

- The “What’s New” feature provides information on BNAPS regional group meetings and other updates on BNAPS activities.
- Information on BNAPEX 2009 in Kingston (and both exhibit and convention registration forms).
- The booklet *Canadian Philately—An Outline*, recently published in black-and-white, is available in colour from the website.
- Two different sets of archived exhibits; one under “Online Exhibits” accessed through the “Horace Harrison Library” page, the other under “Exhibits” accessed through “Exhibits Pages”.
- A link that allows you to pay your dues electronically (through Paypal).

There is much more, including philatelic educational material, tutorials, and references, information on BNAPS awards, pictures from past conventions, and links to other philatelic sites. Take some time, and have a thorough look.

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Readers write

Jim Graham wrote: "*First, our Society has many members who are older than the average population, and a substantial number are uncomfortable with the newer technologies*". This line in Robert Lemire's editorial in *BNA Topics* 2008Q4 (October–December 2008) has prompted me to write. I believe that there is a larger question than simply whether the Society's publications should be available online. Notwithstanding the invaluable contribution made by the Society's older members, its future will lie with its young members and its ability to attract new blood. These "newbies" will be more than comfortable with the newer technologies and will expect that the "web", "email", "databases" and "scanning" are fully integrated into all of the Society's activities, publications, and study group work. As with any organization, the Society and its study groups must adapt and grow or become redundant. It is important that the Society remains sensitive to the preferences of older members but not at the risk of alienating those who have expectations that the Society will embrace the "newer technologies". A reasonable way forward would be to distribute *BNA Topics* in print form for the foreseeable future and to give members the options of receiving *BNA Portraits* and study group newsletters in the format, electronic or print, they choose.

Hugh Delaney writes about Vic Willson's "Usages of the 20¢ Admiral Stamp" article in *BNA Topics* 2009Q1 (January–March 2009). "On p. 14 the text says that the Parcel tag shown in Figure 4 originated in Dawson, Yukon Territory, when it is actually from White Horse, Yukon as given in both the printed address and the post office cancel. Unless there is something on the other side that shows an origination cancel from Dawson, I think this must be a typo error."

Brian Stalker Wins 2009 Pratt Award

The Collectors Club of Chicago (CCC) has announced that Brian T Stalker has won the 2009 Pratt Award for his book, *Traveling Post Offices Postmarks of Newfoundland and Labrador*, published by BNAPS. The award is named for Robert H Pratt, the eminent Newfoundland collector, researcher, and author, who bequeathed funds to the CCC for an award of \$1,000 US to be given to the author(s) of the best philatelic article(s) or book(s) on Newfoundland philately published in a given year. If there is more than one author or recipient, the award is shared equally among them.

The first Pratt Award was given in 1997. Previous winners, all BNAPS members, include Sammy Whaley (2006, 2002), Colin Lewis (2005), CR McGuire (2004), Dean Mario (2003, 2002), Norris R Dyer (2002, 2000, 1999, 1997), John Walsh (2000, 1998), and John Butt (1998).

CR McGuire's "Communications across the Atlantic from the 1860s to the end of an era" (*BNA Topics* 2008Q3, p.51) brought several replies. John McQuaig wrote: "I examined my post cards as I thought I remembered something about Father Point. I found two ship cards bearing Father Point post marks. It appears they were dropped off at Father Point rather than picked up. The first is dated June 12/1912 and appears to be McGuire's "small" split-ring. The writer was apparently aboard *TSS Athenia*. The second card is dated May 9/1958 and the writer was on the Cunard *RMS Saxonia*. The cancellation on this card is McGuire's "large CDS", dated almost four years later than his latest.

With regard to the post card in Figure 17 on p. 47 of the same article, Jack Forbes and Rick Parama both had suggestions for the "Try B??C" in red pencil. Jack suggested that it might mean "Try 300C", *i.e.*, a cabin number, while Rick thought it might mean "Try 3rd C(lass)". On close examination, it appears that Rick's is the correct solution.

Rick also wrote, "The article certainly helped me understand the significance of Father Point. I think that the two markings "NOT ON BOARD" and "Received Too Late for Steamship" may actually be complementary. The card missed the sailing from Montreal and thus the "Received Too Late..." hand stamp. The "NOT ON BOARD", "Try 3rd C" and dead letter markings are simply documenting the attempt to find the addressee. The address on the card indicates the day the *SS Doric* was to leave Montreal, June 7th. It would be interesting to know if this was the last port before leaving Canada. The fact that there was an attempt to "try 3rd class" may suggest a later attempt to find the address was made elsewhere (Quebec? Halifax?). If so, the card may have actually reached the intended addressee. There is no apparent return address so it is a bit of a minor mystery as to how the card survived without reaching the addressee." On this latter point, Mike Street comments, "I have several 1950s Barrel Cancel strikes on post cards that could not be delivered because of a bad or missing address, nor sent back to the sender due to lack of a return address. Could it be that some of these items found their way out of the Post Office into the hands of collectors, possibly through a sale of unclaimed items such as transit authorities and police departments conduct regularly?"

Small World: Two members have written to say that covers shown in *BNA Topics* were sent to or by their relatives. Joe Smith advised that the A/R card shown on the cover of *BNA Topics* 2007Q2, and as Figure 4 on p. 56 of Mike Street's "Cover Stories 11" article, in the same issue, was addressed to his uncle. Bob Harvey wrote to say that the cover on p. 54 of *Topics* 2008Q4, Figure 13 in Gary Steele's "Postal history during the "Mufti" era: First class postage to British America and Mexico" was written by his grandmother, Mrs. John McPherson.

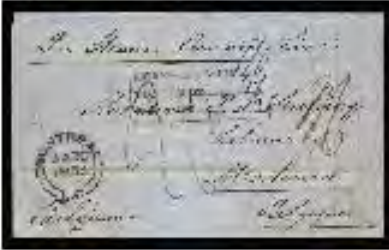
(Readers write continues on page 77.)

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Falls Mills. Painting by Carol Breton.
Niagara Falls Public Library Digital Collection.

Postal beginnings at Niagara Falls during the pence period, 1800–1859 Part 4

Doug Irwin

Mail to Falls Mills

By the mid 1820s, the industrial area above the falls became known as Falls Mills. It comprised an iron, grist, and saw mills, a tannery as well as cloth-weaving and milling operations. Falls Mills was a vibrant area until the mid-to-late 1800s, when steam replaced water as the preferred source of power. Post offices at both Chippawa and Drummondville would have served the area of Falls Mills. A folded letter addressed to Falls Mills by Chippawa from Hamilton in 1843 (shown in Figure 30) paid 4 ½d for a distance of under 60 miles.

Keywords & phrases: Falls Mills, Niagara frontier mails, pence period



Figure 30. Paid letter to Falls Mills by Chippawa from Hamilton, 1843.

Figure 31 shows a transatlantic letter from England to Falls Mills, Stamford. The letter was mailed from Ledbury, England on 12 March 1844, prepaid 1sh Sterling for the transatlantic rate. In February 1841, the Cunard packet rate between Great Britain and Halifax became 1sh per ½ ounce.

The letter received an L MR13 A Liverpool transit backstamp. The large 2 handstamp was a British accountancy mark denoting the 2d BNA credit on paid transatlantic mail. On 4 September 1840, BNA inland postage on a single packet letter was reduced to 2d Sterling (equivalent to 2 ½d currency).

This transatlantic letter travelled in a closed bag from Liverpool to Halifax (and onto Quebec City) where the bag was opened and the 2 ½d currency handstamp applied to paid mail. The letter reached Queenston on 4 May, where “Chippawa” was added in manuscript and the letter forwarded on, received in Chippawa later in the day on 4 May.

A letter from Drummondville to Falls Mills in 1841 is treated as a drop letter and rated 1d collect (Figure 32) and would have been picked up by the recipient at the Drummondville post office to backstamp all letters with date of arrival. Prior to this, letters were not backstamped Drummondville.

Letters to Falls Mills were also received at the Drummondville post office. A folded letter from Allanburgh to Falls Mills, with a Drummondville receiving stamp on the back, is shown in Figure 33.



Figure 31. Partially prepaid transatlantic letter to Falls Mills, Stamford.



Figure 32. A drop letter from Drummondville to Falls Mills, rated 1d collect.



Figure 33. An unrated letter from Allanburgh to Falls Mills, 1843. The letter was received at the Drummondville Post Office.

The railroad comes to Niagara

Until 1829, all traffic on the Niagara River had to be portaged from Queenston to Chippawa. In 1829, however, the first Welland Canal was opened; goods could now travel by water from Lake Ontario to Lake Erie.

The merchants around Niagara saw this new canal as a threat to their livelihood. They formed the Erie and Ontario Rail Road Company and petitioned the government for a charter to construct a railroad.

The charter was granted in 1835, and construction on the first railway in Upper Canada was started. The line between Chippawa and Queenston was completed in 1841. Known as the Erie and Ontario Railway, it consisted of horse-drawn coaches on wood rails capped with iron. The line did not operate in the winter months.



Suspension Bridge (c1850). Painting by Donna Marie Campbell.
Niagara Falls Public Library Digital Collection.

The first suspension bridge was built across the Niagara River at the Village of Elgin in 1848, about a mile below the falls. In 1851, Samuel Zimmerman was granted the contract to build the Great Western Railway line from Hamilton to the Village of Elgin. The railway line reached the edge of the Niagara Gorge in 1853.

A new railway suspension bridge was completed across the Niagara River in 1855. Samuel Zimmerman took over the running of the Erie and Ontario Railway and converted it to a steam-powered line with iron rails, extending the track to Niagara (Niagara-on-the-Lake) and routing it closer to the new suspension bridge at Elgin.

The post office of Suspension Bridge opened on 6 July 1852 in the Village of Elgin. The population of Elgin was only 100 in 1853, but had grown to 2,000 by 1857, the increase due almost entirely to the new railroad. Two hammers were used at the Suspension Bridge post office, the first a double split ring with the UC (Upper Canada) designation (Figure 34) and the second hammer (Figure 35) bearing the CW (Canada West) designation.

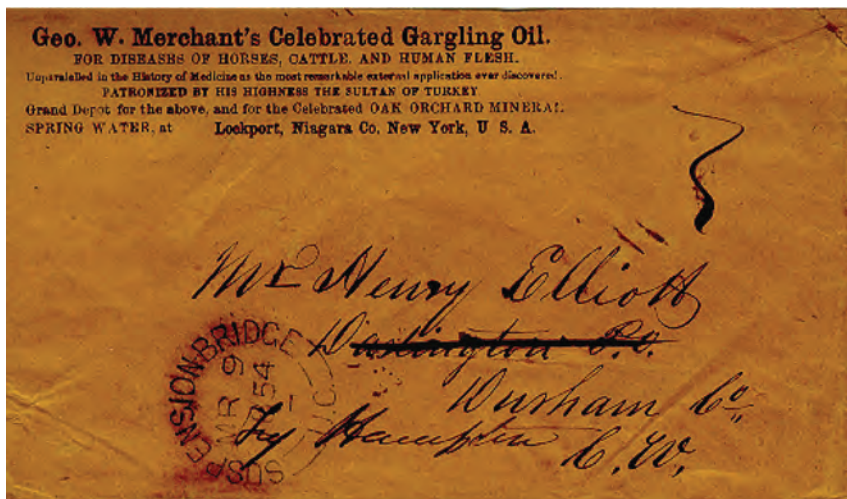


Figure 34. A collect (3d) letter plus envelope from Suspension Bridge in 1854. Upper Canada designation.

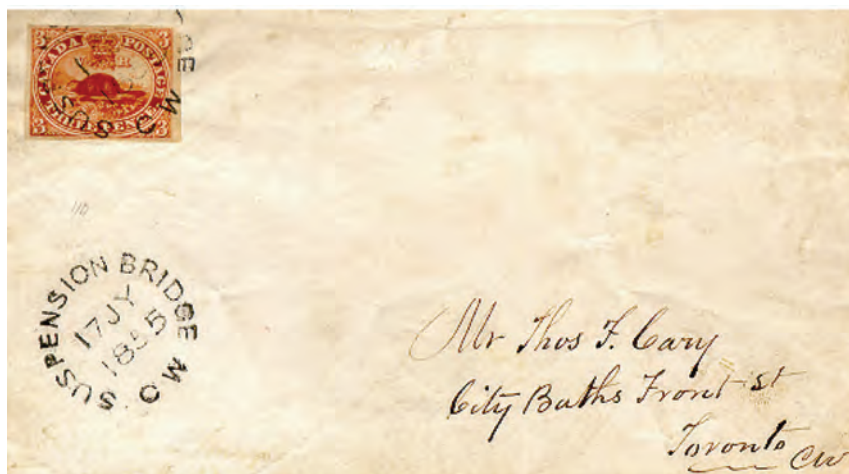


Figure 35. A paid (3d) letter plus envelope from Suspension Bridge in 1855. Canada West designation.

The railway and the suspension bridge brought tourists to the falls at Niagara. The Village of Clifton grew along the river, below the falls. On 19 June 1856, the Village of Elgin and the Village of Clifton amalgamated to form the Town of Clifton. The post office of Suspension Bridge became the Clifton Post Office on 1 February 1857. The first hammer that Clifton used was a large 30 mm diameter circle with CLIFTON CANADA designation. A paid domestic pence cover (3d) is

shown in Figure 36 and a cross-border letter, prepaid with a 6d Prince Albert imperforate stamp on wove paper is shown in Figure 37. Clifton received a four-ring 52 obliterator hammer to cancel stamps; it too is shown in the latter figure. The 6d Canadian postage was equivalent to 10 U.S. The CANADA PAID 10 Cts handstamp was also applied at Clifton.



Figure 36. First large, circular Clifton Canada date stamp.



Figure 37. A cross border folded letter from Clifton to Buffalo, New York.
CANADA PAID 10 Cts handstamp also applied at Clifton.

The first Clifton datestamp would only be used during 1857. A second large, circular datestamp appeared for Clifton later in 1857, this time with CLIFTON CW designation. This datestamp would see use into 1863. Postal regulations required that the stamp be cancelled with an obliterator and not the datestamp.

The postmaster at Clifton began this practice when the office was called Suspension Bridge (Figure 35) and continued the practice into 1859, when the office was known as Clifton (Figure 38).



Figure 38. Clifton's second large circular datestamp.



Clifton House Hotel (c1835). Painting by Donna Marie Campbell.
Niagara Falls Public Library Digital Collection.

The Clifton House Hotel

In 1833, construction began on the first Clifton House along the road down to the riverfront and the ferry operating below the falls. The Clifton House was enlarged over the years and became the hotel to stay at on the Niagara Frontier. Early mail from the hotel was handled at the Drummondville post office (Figures 39 and 40).

A summer post office opened at the Clifton House on 6 July 1852. During the winter months, the hotel remained open, but the post office was closed. During this period, mail would have been again handled by the Drummondville post office. Figure 41 shows a letter from November of 1852, with “Clifton House” in manuscript added in the lower left corner.

By this time of year, the summer post office would have been closed. The letter is paid with a 3d Beaver stamp on laid paper, from the Drummondville post office, on 8 November 1852.

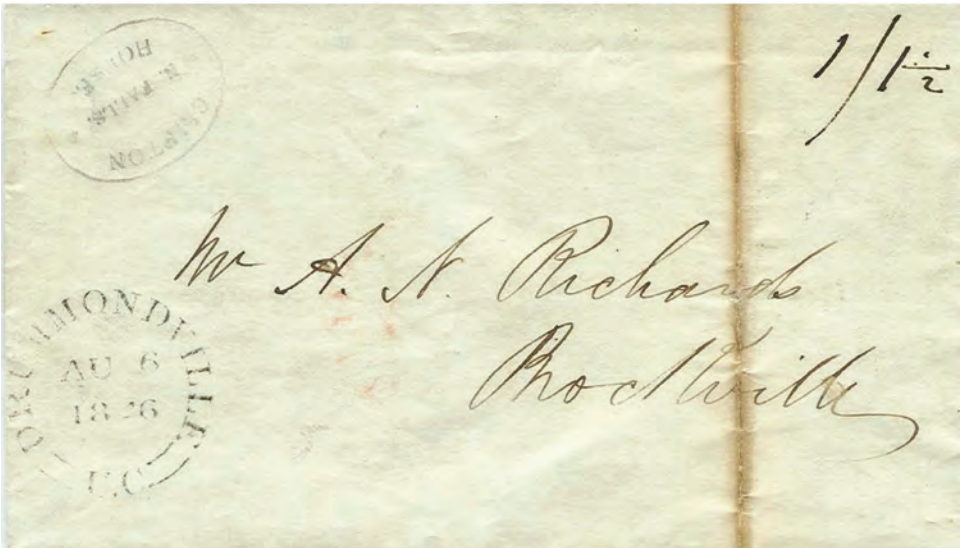


Figure 39. August 6, 1846 ? Drummondville to Brockville ? A single folded letter, rated 1sh 1 1/2d collect. CLIFTON HOUSE N FALLS handstamp in upper left corner

The earliest known strike of the Clifton House U.C. hammer is from the summer season during the second year that the summer post office was in operation at the hotel. The folded letter is going to England (Figure 42), and it also has the earliest known strike of the Suspension Bridge C.W. hammer as well on the front. 1857. The summer post office closed at Clifton House in 1868.

The Clifton Hotel post office became a sub-post office of Suspension Bridge in 1857. The summer post office closed at Clifton House in 1868.



Figure 40. Enlargement of CLIFTON HOUSE N FALLS handstamp.

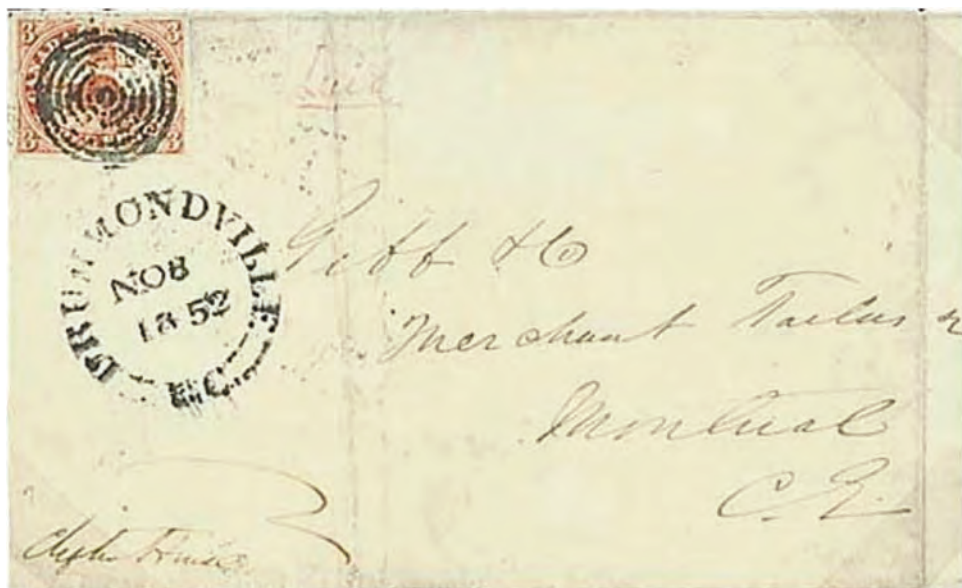


Figure 41. A letter from the Clifton House Hotel during the first winter period when the summer post office was closed. The letter was sent from Drummondville.

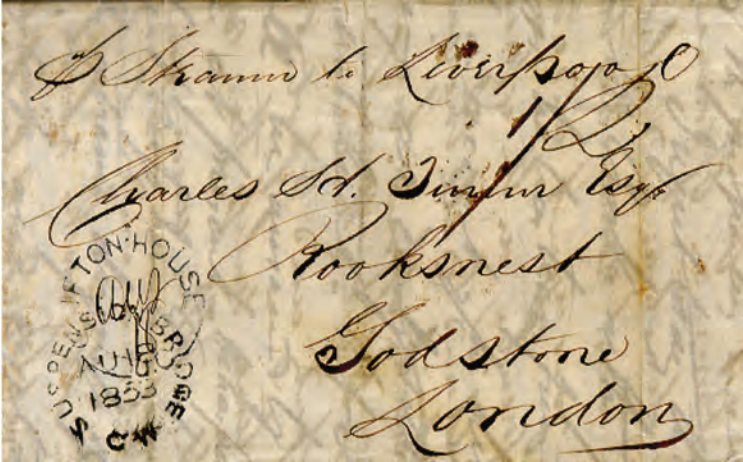


Figure 42. A folded letter from Clifton House on August 18, 1853 to Godstone, England via Suspension Bridge, rated 1sh 2d collect packet rate via Liverpool.

Postscript

With the coming of the railroads in the mid-nineteenth century and electricity at the end of the century, the importance of the Village of Chippawa would decline. The Town of Clifton would change its name to the Town of Niagara Falls on March 1, 1881. The following year, the Village of Drummondville became the Village of Niagara Falls and on June 1, 1884, the post office was renamed Niagara Falls South. In 1904, the Town of Niagara Falls and the Village of Niagara Falls would amalgamate to form the City of Niagara Falls.

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Canada's provisional war tax revenue stamps

Christopher D Ryan

THE two sets of provisional War Tax overprints on Admiral postage stamps (Figures 1 and 2) were issued by the Inland Revenue Department for a tax on wine that came into effect on Friday, 12 February 1915. Evidence indicates that the release of the two versions occurred in quick succession in February 1915, but the traditional date of issue for the second version has not been confirmed. There is also evidence that the printing of these stamps occurred in two separate periods, the first in early 1915; the second in 1917 or early 1918.



Figure 1. First set of provisional War Tax revenue stamps – “War Tax” overprinted on 5¢, 20¢, and 50¢ Admiral postage stamps.



Figure 2. Second set of provisional War Tax revenue stamps – “Inland Revenue War Tax” overprinted on 5¢, 20¢, and 50¢ Admiral postage stamps.

The war tax on wine

The war tax on wine was announced by the federal Finance Minister in his budget speech on the evening of Thursday, 11 February 1915, and took effect the next day. The initial rates were 5¢ per quart for non-sparkling wine and 25¢ per pint for sparkling wine [1].

This levy was not expected to be a major source of revenue. The Minister estimated that it would raise \$440,000 [2]. This estimate is small when compared to the excise duty collected during 1915–16: on spirits, \$8.7 million; malt and beer, \$2.8

Keywords & phrases: War Tax, Admiral issues, revenues

million; and tobacco products, \$10.9 million [3]. At the time, wine was not a popular beverage. During the 1914–1916 period, it comprised only 1.2% by volume of all alcoholic beverages consumed in Canada [4].

In anticipation of the new tax on wine, supplies of provisional revenue stamps and instructions for their use were shipped on 10 February by the Inland Revenue Department in Ottawa to its Divisional offices across the country [5]. The Revenue Collector at each Division was responsible for the redistribution of the stamps to Revenue sub-offices and postmasters within his jurisdiction. Postmasters did not automatically receive a supply; they were required to submit a requisition to the Divisional office [6].

This distribution network took over a week to supply the entire country with the new stamps. Some of the dates on which the provisional stamps were received at Divisional offices and sub-offices are listed below:

Inland Revenue divisional offices – stamps received

- Toronto, ON – 11 February at 11 am
- Montreal, QC – 11 February
- Hamilton, ON – 11 February
- St John, NB – 12 February
- Winnipeg, MB – 13 February
- Calgary, AB – 16 February
- Vancouver, BC – 17 February
- Victoria, BC – 17 February

Inland Revenue sub-offices – stamps received

- Berlin (now Kitchener), ON – 16 February (forwarded from Guelph)
- Edmonton, AB – 18 February (forwarded from Calgary) [5, 6c, 6e, 7].

The regulations in effect as of 12 February, under the authority of the budget resolutions, required the immediate stamping of all stocks of wine held by both wholesale and retail vendors. This included both bottles and casks. (At the time, vendors could stock casks of wine for resale to consumers by the bottle.) Producers of wine were not required to affix stamps until the delivery of their wines to purchasers. Importations were to be stamped before their release from Customs. Clubs were not mentioned in the original regulations [5b, 7k, 8]. It was not until 16 February that an official ruling extended the tax to these stocks as well [9].

If a stamped cask was subsequently used to fill bottles for individual sales, those bottles also were to be stamped. The regulations provided, however, for a rebate of the stamps applied to the original casks in such cases. Rebates were also available for stamped wine that was exported [5b, 7k, 8].

Major changes to the tax came into effect on 18 March 1915. These amendments were made by way of modified budget resolutions introduced in the House of Commons the previous evening [10].

The first changes were reduced rates of 3¢ for pint bottles of non-sparkling wine and 13¢ for half-pint bottles of sparkling wine. It may have been some time, however, before consumers benefited from the new rates. Stocks on hand of the smaller bottles should have already been stamped at the original, higher rates. Furthermore, it appears that suitable denominations of stamps were not available until mid-April [11]. This situation is reflected in the amount of the wine tax deposited by local Revenue offices for the month of March 1915. All of these amounts (see Table 1) were multiples of 5¢ [12].

Table 1. Monies from the sale of war tax stamps for wine, deposited monthly by Revenue offices to the credit of the Receiver General of Canada [12].

Month in 1915	Alberta	British Columbia	Manitoba	New Brunswick	Nova Scotia
February	\$826.40	\$607.40	\$5,731.40	\$309.65	\$783.55
March	\$2,062.50	\$8,989.45	\$5,836.95	\$466.50	\$631.05

Month in 1915	Ontario	Prince Edward Island	Quebec	Saskatchewan	Yukon
February	\$16,190.40	zero	\$26,724.10	\$313.50	zero
March	\$12,564.25	\$84.25	\$9,784.25	\$6,019.70	\$131.60

The modified budget resolution also removed the requirement that the stamps be affixed by producers, vendors and importers to new production, stocks on hand and new importations, respectively. The application of the stamps was now to be done by a vendor only at the time of sale to a consumer. The official reason for this change was a number of complaints from importers and Customs officers that it was very inconvenient to open the many cases of foreign wine to stamp the bottles [10].

For the first two months of this tax, the only stamps that could be used were the Revenue Department's war tax stamps. Postage stamps were not permitted to pay the tax until the 15 April effective date of the statute passed by Parliament, after the implementation of the modified budget resolutions [13].

The provisional war tax revenue stamps

The traditional dates reported in philatelic publications for the issue of the provisional war tax stamps are 12 February 1915 for the "War Tax" overprints in Figure 1, and 13 February for the "Inland Revenue War Tax" overprints in Figure 2.

The earliest such reference known to this writer is an article published in April 1916 [14]. An earlier article of March–April 1915, described the second set as having been issued “shortly after” the first set [15]. It appears that a quick change in the provisional stamps did indeed occur, although the exact date for the release of the second issue is as yet undetermined by this writer.

Newspaper reports of 12 and 13 February from Montreal and Toronto describe or illustrate only the first version of the provisionals (Figure 1). Reports from other cities that received their initial supply at later dates likewise mention only this version [5, 7, 16]. As for the quantities included in the first shipment of the stamps, the Toronto *Daily Star* of 11 February and the Calgary *Herald* of 18 February each reported that a combined total of 15,000 of all three denominations had been received at the respective Divisional office [6e, 17].

The first set of the provisionals came as a complete surprise to senior Post Office officials, and they were not happy with this appropriation of their stamps by the Revenue Department. This is described in a letter of 11 February 1915, from the Deputy Postmaster General, the most senior civil servant in the Post Office Department, to the Postmaster General. The contents of this lengthy letter, including its faulty grammar, suggest that it was written in haste.

We have been in communication with Mr. Ross of the Finance Department today in regard to changing a clause in the Act in regard to the issuing of war stamps by this [Post Office] Department...

... Mr. Ross has refused to make the change, and on our bringing the matter up again this afternoon he states that to do so would be incompatible with the clause that gives the Minister of Inland Revenue power to use [overprinted] postage stamps instead of a special stamp of their own. In other words, a regulation to manipulate the stamps of the Post Office Department, although issuing postage stamps is our business, would be doing a wrong to the Minister of Inland Revenue, who should have no power to issue postage stamps at all.

This is the first intimation to this Department that postage stamps have been purchased from the [American] Bank Note Co. for this purpose until the Inland Revenue can get another stamp, and I am afraid it is going to lead to serious complications with this Department. The mere fact that a postage stamp is marked ‘war tax’ does not prevent its being considered a postage stamp... If these are used to any great extent for postage there will be no possible way of accounting for them, and the revenue that should come to this Department will go to the Inland Revenue Department for carrying mail matter, to the extent that these stamps may be used for postage.

It will never be possible to make the average country Postmaster understand the difference between the two classes of stamps. The fact that they are postage stamps and may be put on parcels, letters or legal papers will mean that they will be used by the general public, and we will be out that

much revenue, and it will be a most difficult and irritating thing with the public, I am afraid.

What is more, the use of postage stamps by any other Department than the Post Office Department tends to destroy the respect which the public have for postage stamps. If you remember, this is one reason we had to prevent the use of stamps of any kind issued by the Red Cross Society, *etc.*, on the front of letters, as the letters were constantly getting through to their destination without stamps. This is exactly what may take place under this arrangement made with the Inland Revenue Department. So far as this Department is concerned, all such stamps that may be used for postage will be unaccounted for, and the revenue that should come to this Department will go to the Inland Revenue Department.

Moreover, philatelists all over the world will be purchasing these stamps as postage stamps, and this Department will have the reputation of having issued these stamps—as the Inland Revenue Department will not be known in the matter—when no such stamps have been issued by us.

I understand the Inland Revenue Department is only going to use these stamps temporarily; the question arises, what will be done with the stamps that have not been used, when their new stamps are printed . . .

... I have deemed it well to bring the matter to your attention and ascertain if some conference could not take place to arrange so that, even if the right to issue [overprinted postage] stamps is not taken from the Inland Revenue Department, we might be given the power to make regulations that will not cause friction between the Department and the public, and carry out the intention of the Government as expressed the other evening.

As you have not mentioned the matter to me, I have assumed that it is the first time it has been brought to your attention, and as I understand 350,000 high-value postage stamps have been issued to the Inland Revenue Department and will be sent throughout the country at once, I deemed it wise that this should be brought to your attention without delay. [18]

In 1915, there were 32 operational Inland Revenue Divisions [19]. Given the reported initial shipments of 15,000 stamps to each of the Toronto and Calgary Divisions, and allowing for smaller initial shipments to smaller or otherwise low-demand Divisions [20], the figure of 350,000 stamps quoted above is reasonable for the first delivery by the American Bank Note Company, Ottawa (ABN) [21].

The protest of the Post Office was most certainly the impetus for the change in the provisional overprint to the more explicit “Inland Revenue War Tax” (Figure 2). The earliest newspaper report of the revised overprint known to this writer appeared in the Ottawa *Citizen* of 18 February 1915 [6d]. However, it is likely that the revised stamps were released at an earlier date.

Given the letter of 11 February quoted above and the “conference” of interested parties that it requested, it is possible that the decision to alter the

overprint was made and communicated to ABN as early as Friday, 12 February. This would also make the traditional date of Saturday, 13 February for the issue of the revised overprint possible.

Newspaper reports indicate that ABN had only been given a short time to prepare the initial supply of the provisionals, and that this supply had been inadequate to meet the demand. Additional quantities of the stamps were delivered to local Revenue Offices within days of the 12 February imposition of the tax [6a, 9b, 16, 22]. It is plausible that these additional supplies would have soon appeared with the revised overprint as the supply of the original overprint was depleted.

Quantities produced of the provisionals

Other than the initial 350,000, this writer has not discovered any explicit quantities produced for either version of the provisional war tax stamps. However, the *Toronto Daily Star* of 17 February gave the following breakdown of the stamps sold to date in that city:

- 5¢ stamps – 25,034 or \$1251.70
- 20¢ stamps – 3,378 or \$ 675.60
- 50¢ stamps – 1,026 or \$ 513 [9b].

These figures represent a weighted average value of \$0.082896 per stamp and the following distribution for the denominations: 85 percent were 5¢, 11.5% were 20¢ and 3.5 percent were 50¢ stamps.

If these figures are taken as representative of the country as a whole, then an estimate can be made of the total number of provisional stamps of both versions sold during February and March of 1915. The *Auditor General's Report* and the *Inland Revenue Report* for the fiscal year ended 31 March 1915, both give \$98,056.95 as the total war tax revenue for that year [12, 23]. Since the levy on wine was the only war tax being paid into the Revenue Department prior to mid-April of 1915, the amount collected for 1914–15 represented only stamps sold for wine [13]. The application of the Toronto figures of 17 February to this total produces the approximate quantity of 1,180,000 provisional stamps, of which 1,000,000 were 5¢ stamps, 140,000 were 20¢, and 40,000 were 50¢, in rounded figures.

The applicability of the Toronto figures to the entire county can be tested by a comparison to an official estimate of the annual revenue from the tax on wine. This was provided on 18 March 1915, by the Minister of Finance in response to a question in the House of Commons. His estimate was \$180,000 from non-sparkling wine and \$260,000 from sparkling wine, a split of 41 percent to 59 percent [2].

The Toronto figures, if arranged by type of wine, assuming individual bottles only and ignoring the unknown proportion affixed to casks, become the following:

- Non-sparkling wine comprised 21,656 bottles at 5¢ each for a total of \$1082 or 44.4 percent of total revenue.
- Sparkling wine comprised 3,378 bottles at 25¢ each for a total of \$844.50, and 1,026 bottles at 50¢ each for a total of \$513, yielding a combined total of \$1357.50 or 55.6 percent of total revenue.

The percentages based on the Toronto sales to 17 February are comparable to the percentages given by the Minister on 18 March. It is surmised that he based his figures on national sales of the stamps.

Sales of the provisionals after March 1915 cannot be determined from published government data. By 13 April, the amount collected from the sale of war tax stamps included other denominations in the regular issue. These were now being sold for other purposes such as the tax on commercial paper [11].

The end of the provisional period began on, or shortly before, 13 April 1915. By that date, ABN had submitted its invoice to the Revenue Department for the first delivery of the regular 5¢ war tax stamp, and this stamp could be purchased at one or more local Revenue Offices [11a, 11b, 24].

Late printing of the provisionals

The well-known difficulty with a production period of February–March 1915 for the provisionals is the existence of the overprints on 5¢ stamps printed from Plates 9 and 10, which, according to George Marler, were not approved by the Post Office Department until November of 1915 [25]. A solution to this problem can be found in the *Auditor General's Report* for the fiscal year April 1917 through March 1918.

I—20		AUDITOR GENERAL'S REPORT, 1917-1918	
		9 GEORGE V., A. 1919	
Excise: War Tax Contingencies—Concluded.		\$ cts.	
Accise: Dépenses contingentes pour taxe de guerre—Fin.			
Brought forward.....			5,494 20
General Expenses—Concluded.			
Legal services—Concluded.			
Cornwall, \$65; R. A. Smith, Lethbridge, \$40; Thurston & Co., Toronto, \$80; Tweedie, McGillivray & Barron, Calgary, \$25; Willoughby, Craig & Co., Moosejaw, \$41; P. E. Wilson, Prince George, \$63.....			5,241 85
American Bank Note Co., Ottawa: stamps, 49,801,000 at 16c. per M; rolls, 2,400 at 5c.; embossing cheques, 56,000, \$56; postage surtax, 5,000, \$18.45.....			8,162 61
Premiums paid to Guarantee and Insurance Companies for War Tax Commission.....			114 22
Services of stenographers: Miss J. Brown, April 1-18, \$22.50; Miss E. Leclerc, April 1-18, \$22.50; Miss M. Roussseau, April 1-20, \$25.....			70 00
Total, carried to Page I-2.....			19,082 88

Figure 3. Extract from the Auditor General's Report for the Fiscal Year ended 31 March 1918, showing a payment to the American Bank Note Company by the Inland Revenue Department for "postage surtax" stamps under the heading of "Excise: War Tax Contingencies" [26].

The relevant entries for the Inland Revenue Department, under the heading of “Excise: War Tax Contingencies,” as illustrated in Figure 3 [26], are:

- Sheet and coil stamps – 49,801,000 stamps at a price of 16¢ per 1000
- Rolls of 2¢ coil stamps – 2,400 rolls of 500 each, included in the previous quantity at an extra fee of 5¢ per 1000 stamps
- Embossed stamps – 56,000 at a price of \$1 per 1000
- “Postage surtax, 5,000, \$18.45” (\$3.69 per 1000 stamps).

In the absence of any other explanation, the last of the above items appears to have been a payment for a late printing of the war tax provisionals. The actual printing might have been done prior to April 1917, and details of the stamps included can be only surmised from extant examples.

It is obvious that the 5¢ stamps printed from Plates 9 and 10 were included. However, the situation regarding the 20¢ and 50¢ stamps is not at all clear. Known plate numbers of overprinted stamps alone provide no evidence either for or against a late printing for these stamps. A study of the “PO” (printing order) numbers found in the margins of Admiral postage stamps may shed further light on this mystery [27].

The motivation for the late printing of the provisional War Tax stamps may have been a demand for the stamps by philatelists. Philatelic publications from the 1915-16 period reported that most of the first provisionals were used on wine before many philatelists were even aware of their existence. This was especially true for the 5¢ denomination, which was reported by these publications to have been the first stamp to be sold out and replaced by the second provisional overprint. For collectors of the day, the 5¢ denomination overprinted “War Tax” was a difficult stamp to acquire and in much demand [14, 15, 28].

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Canadians serving with Dunsterforce: 1918–1919^[1]

David H Whiteley

FOLLOWING the collapse of the Russian Army in 1917, the Imperial High Command had, at the suggestion of a nameless War Office planner, devised a scheme to re-establish its southeastern front in the Transcaucasus (Figure 1). In essence, the plan called for the dispatch of a small contingent of British and colonial officers and NCOs to Mesopotamia. From there, this small Allied force would penetrate deep into the Caucasus Mountains where, it was believed, they would be able to recruit and train local levies from disaffected Kurds, Circassians, Armenians, and Georgians, who would be only too willing to throw in their lot with Britain for the chance of paying off old scores against the Ottoman Turks. The hope was to re-establish the line previously held by the Russian Army, which had once extended southward through the Caucasus Mountains, across the southern end of the Caspian Sea, and down into Persia before linking with the British Mesopotamian Force.^[2]

Command of this group, named Dunsterforce, was given to an experienced Russian-speaking British officer, Major-General Lionel C. Dunsterville, who had spent most of his military life in the Indian Army. He was allocated 210 officers and NCOs drawn from the Imperial forces currently serving in France.

The orders from the War Office to Dunsterville as Chief of the British Mission to the Caucasus and Representative at Tiflis were somewhat vague. With the limited resources at his command, he was “to encourage the formation of local units dedicated to the dual task of denying to the Germans and Turks the oil of Baku and the route to India.”

Recruitment of suitable officers and NCOs began in January 1918. Officers serving in France were asked to volunteer for service in an unnamed theatre. For the Canadians serving with the Canadian Corps attached to the British First Army, the GOC First Army circulated a cryptic announcement stating that “a number of officers were required ... for a hazardous enterprise in a foreign theatre of war.” This was followed by an order from Canadian Corps headquarters requiring brigade commanders to immediately forward names of volunteers. By 10 January, fifteen volunteers had presented themselves at Corps HQ and were dispatched to London with instructions to report to Argyll House on Regent Street.

Keywords & phrases: World War I, Dunsterforce, military mail, Middle East, Canadian army, military history, Transcaucasus

by January 14th.[3] Twenty-six NCOs, selected either on the recommendation of the officers who had volunteered or through “other channels”, were simply told to report to Battalion Orderly Rooms where they received transportation to London. After reporting to Argyll House, the Canadians were sent to the Tower of London where they were given a thorough medical exam, which resulted in one officer and five NCOs being found unfit for assignment. They were replaced by one officer and two NCOs from holding depots in England. By 25 January, the Canadians had been joined by 40 Australians, a smaller number of New Zealanders and South Africans, a larger contingent of British, and 15 officers of the Imperial Russian Army.

On 28 January, a briefing for the 300 officers and men was held at the Tower of London, where a staff officer from the War Office revealed to them their destination and the *raison d'être* for the force. The following morning, the polyglot force left London for Basra, where they arrived on 2 March. From Basra, they travelled by river steamer up the Tigris to Baghdad where, upon arrival, they were bivouacked some seven miles south of the city. During the ensuing six weeks, the volunteers were joined by forces from Salonika and Palestine.

In the meantime, Dunsterforce had arrived in Baghdad from India on 18 January. He set out for Tiflis on 27 January, in accordance with his orders, with a small motorized force of 54 men, without waiting for the arrival of the main body of troops. His line of march was northeast through Hamadan, and then north across the mountains to the Caspian seaport of Enzeli (Pavlati), where he hoped to proceed by sea to Baku and Tiflis (Figure 2). Upon arrival at the outskirts of Enzeli, Dunsterforce found the port to be held by a strong force of Bolsheviks, who wanted

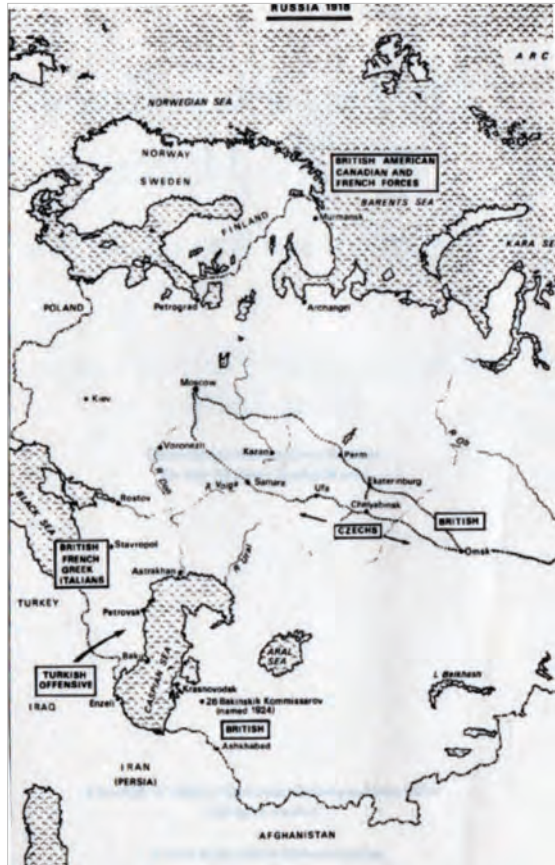


Figure 1. Map showing the operating area for Allied forces in the Transcaucasus 1918–1919.

When the column arrived at Hamadan, they found the town in the grip of famine and disease. The newcomers were distrusted by the local citizenry, many of whom were actively hostile. Consequently, Dunsterville had to leave the bulk of his force in Persia to conduct relief work, maintain law and order, battle brigands in the mountains of Kurdistan, and recruit and train local levies to protect the 600-mile supply line from Baghdad. Of the 50 Canadians attached to Dunsterforce, about forty of them remained in Persia, where they played a prominent role. Major GC Burbridge, MC from Montreal, was appointed town commandant of Hamadan. Captain Walter Chambers from Pembroke and Captain Tommy Hodgson from Montreal were given command of locally raised units. Prior to assuming his command, Chambers had been responsible for the security of the Hamadan–Kasvin road.

Canadians also played a major role in attempting to extricate some 80,000 Christian Assyrians who were surrounded by Turkish and local Muslim forces at Lake Urumia. Dunsterville, on hearing of their plight, suggested that the Assyrians should break through the Turkish cordon southeast of Lake Urumia and send a delegation to the village of Sain Kaleh, where the British would meet them with arms and money. Due to misunderstanding and the difficulty of the terrain, the proposed meeting never took place, with the tragic result that the Assyrians panicked, and the entire group, including women and children, attempted to reach the British lines at Hamadan. The column was subjected to constant attacks by the opposing Turks, who slaughtered some 40,000 Assyrians despite the heroic efforts of Dunsterforce personnel, who formed a rearguard defensive screen. Several Canadians, including Captain JH MacLean, 3rd Battalion from Toronto, Captain JM Fisher, 18th Battalion from Sarnia, Sergeants WT Brophy from Collingwood, Roy Casey from Regina, AP Gattey from Consort, DF McWhirter from Shoal Lake, and Robert Clark, an American from Moccasin, Montana, played a prominent role in attempting to protect the fleeing Assyrians [4]. Many of the refugees were organized by the Allies into a fighting unit and the rest were eventually evacuated to Bakuba. The influx of some 40,000 people into the Hamadan region created horrendous problems for the personnel of Dunsterforce. Subversive activities continued to occur, and it soon became necessary to arrest the acting governor of Hamadan and some of his cronies. Two Canadians, Captain Gordon Hopkins from Hopkins Landing and Sergeant Thomas Pegg from Canoe, were members of one of the parties assigned the task. Following the successful outcome of this operation, some degree of order was established. Dunsterville was able to gain control of Hamadan's communication network, thus being able to censor all messages covertly transmitted to the Turks. With this luxury, Dunsterville was able to grossly inflate the size and composition of his force [5].

Dunsterforce received some welcome reinforcements from the British forces in Mesopotamia in July 1918. The War Office ordered the GOC Mesopotamia to give

Dunsterville his full support in the effort to reach Baku and, if possible, Tiflis, which was now known to be under German occupation. As a result of these orders, the GOC Mesopotamia ordered the 39th Midland Infantry Brigade from Mesopotamia to Hamadan [6]. The addition of this brigade, together with a battery of artillery, gave Dunsterville the manpower needed to attempt the capture of Enzeli as a prelude to the advance upon Baku.

Prior to the arrival of the Canadians at Hamadan, Dunsterville had moved his advance headquarters to Kasvin, from where he could more effectively deal with Mirza Kutchik Khan, the Jangali leader whose forces had to be eliminated before an advance on Enzeli could be undertaken. Fortunately, Dunsterville was able to enlist the assistance of a Russian Cossack commander, Lazar Bicherakov, who had 1,200 men under his command. Bicherakov was willing to assist the British for a price and, after an accommodation was reached with him, he quickly overcame the resistance of the Jangalis. He then continued northwards to Enzeli, where Major Harold Menzie Newcombe from Winnipeg joined him as financial advisor. Bicherakov realized that his only chance of retaining his command was to join with the Bolsheviks, who appointed him as commander of the Red Army of the Caucasus. This change of allegiance, however, did not stop Bicherakov from co-operating with Dunsterville. Major Newcombe remained with Bicherakov's command and took part in a number of actions along the Central Caspian Railway before finally ending up at Derbend on the Caspian Sea, from where he was repatriated to Baku on 19 August 1918.

With the way clear to the Caspian Sea, elements of Dunsterforce were called forward and, by 15 June, Dunsterville was firmly established in Enzeli where he was able to plan his next step, the capture of Baku. He left Colonel Warden as town commandant at Kasvin. On 28 June, Dunsterville received a new communication from the War Office ordering him "to gain control of the Caspian Sea shipping, destroy the Baku pumping plant, pipeline and oil reservoirs." On 1 July, Dunsterville sent Bicherakov and five British officers to Baku, where on 26 July, the Baku Soviet was overthrown by a group calling themselves the Central Caspian Dictatorship. Bicherakov appealed to Dunsterville to help organize the defence of the city, which was being threatened by a large Turkish army. Dunsterville dispatched a small advance guard from the 1st/4th North Hampshires to Baku [7]. They arrived on 4 August, just in time to help repulse a determined Turkish attack upon the city. Bicherakov, after surveying the crumbling local defence force facing the large Turkish army, realized he could do little to stop the Turkish advance. He withdrew his Cossacks northwards toward the advancing White Russian forces. By the end of July, the Turks were within two miles of the harbour at Baku when, for some inexplicable reason, they stopped their advance and withdrew to positions surrounding the city. Despite the substantial Turkish threat, Dunsterville continued

to move troops into the city and by the end of August had 1200 troops in Baku, including five Canadians and elements of the 39th Brigade [8].

Dunsterforce contemplated widening his horizons and ordered Captain Gilmour from Winnipeg to proceed across the Caspian to Krasnovodsk, the western terminus of the Central Asian Railway in Russian Turkistan. He was ordered to link up with Major-General W. Malleeson's North Persia Force and anti-Bolshevik Menshevik forces, whose headquarters were at Tashkent. Gilmour set out on his mission on 26 August and spent the next few weeks travelling between Krasnovodsk and Khaaka Kala. A small detachment of North Staffords under the command of Colonel Battine were also sent to this front to assist the Mensheviks and to prevent the port of Krasnovodsk from falling into the hands of the Bolsheviks who were entrenched a short distance from Khaaka Kala. The Allied force remained there until 1 November when the mission was finally withdrawn. Gilmour remained in Turkistan until the fall of Baku. He was eventually recalled to Enzeli where he attached himself to the Assyrian Brigade at Kasvin before returning to Canada.

The situation in Baku was very volatile and, for five weeks, Dunsterforce's position was far from secure. Dunsterforce had to cope with a weak local dictatorship, which vacillated between gratitude and open hostility toward the British. The mixed population of Armenians, Tartars, and Russians were suspicious of each other and racial tensions ran high. There was a serious food shortage and considerable labour unrest. The five Canadians who were stationed in and around Baku were appalled by the state of the city's defences. The 6,000 troops, mostly Armenian, who garrisoned the city were for the most part untrained and poorly disciplined factory hands. The city was, however, well supplied with munitions of all types, mostly materiel that had been supplied by the Allies prior to the collapse of Imperial Russia. In an attempt to bring some order and military discipline into the Armenian garrison, the officers of Dunsterforce were assigned a number of duties. Captain Harrison was given command of the 24th Armenian Battalion at Mikhamedly. Captain Hopkins was appointed supply officer and spent much of the next five weeks procuring food and provisions for the troops. Major Newcombe, upon his return, was appointed Treasurer and Paymaster. Major JW Van den Berg from Winnipeg was appointed Machine-Gun Officer for the whole garrison. Captain Gilmour, as mentioned, was dispatched to Krasnovodsk. Colonel Warden, a veteran of Vimy Ridge, was appointed Inspector of Infantry and spent many unsuccessful days trying to instill military ardour into the Armenian troops. He finally summed up his efforts as "being as futile as trying to flog a dead horse back to life". Warden's statement was only too true.

Once the Turks recommenced their offensive on 26 August, the Armenians, at the first sign of conflict, turned and fled, leaving the small Imperial force to fight a rearguard action trying to protect a 12-mile front. Further attacks by a large Turkish

force, which at times numbered over 6,000 regular and 8,000 irregular troops, forced the British garrison to withdraw to the harbour. By 14 September, the British position was untenable. Dunsterforce was forced to abandon the city, escaping by sea to Enzeli.

On 22 September, the War Office abruptly disbanded Dunsterforce. The campaign in and around Baku had cost 125 lives. There were no Canadian fatalities. One Canadian soldier, Sgt. Ambrose J Mahar, was wounded early in the fighting and evacuated to Enzeli. Once the announcement was made that the force was to be disbanded, most of the officers and men were returned to their original units. They arrived after the Armistice had been signed. The final epitaph as to the effectiveness of the force and General Dunsterville's abilities can be found in Colonel Warden's diary where he writes that "Major Gen. Dunsterville should be made a full Gen. and knighted and kicked out as they do everyone who makes a mess of his job." These harsh words might have been better aimed at the wizards in the War Office who had envisioned such a harebrained scheme in the first place.

As a postscript to the Canadian involvement with Dunsterforce, a few members remained in the area after the unit was disbanded. One of these men was Colonel Warden, who accepted command of elements of the 9th Royal Warwickshire Regiment and a battery of field artillery at Enzeli. This unit was detached from the 39th Brigade and ordered to Krasnovodsk on the eastern shore of the Caspian Sea to reinforce General Malleon's North Persia Force. The detachment landed at Krasnovodsk on 29 September 1918[9]. His assignment was to aid in the protection of the overland route to Afghanistan and India. He was also to assist the local anti-Bolshevik government that had been established at Ashkabad, which had asked for British assistance in their fight against ex-German and Austrian POWs armed by the Bolsheviks.

Acting on instructions from General Sir CC Munroe, Commander-in-Chief Indian Army, Malleon had agreed to guarantee military and financial aid as long as the Trans-Caspian government remained in power, maintaining law and order, and suppressing both Bolshevik and Turko-German intrigue. Malleon's Indian Army units had soundly defeated an advancing Bolshevik force at Kaakha on 28 August. Once the reinforcements from Dunsterforce arrived, Malleon had about 1,000 men under his command. By 1 November 1918, he had driven the Bolshevik forces out of Merv, thus giving him control of the Caspian Sea, on which a flotilla of five small ships armed with guns, dragged overland from Persia, was able to operate. These successes, together with the changing situation on the Western Front, effectively removed the threat to Afghanistan and India. Malleon's force was withdrawn after the arrival of the 27th Division and the British mission to South Russia. Colonel Warden's detachment rejoined the 39th Brigade at Baku on 7 April 1919. Colonel Warden later saw service with the White Russian forces in Siberia before returning to Canada [10].

Postal arrangements

Since Dunsterforce was a small independent command, it was not given special Army postal facilities and therefore presumably had to rely on the local Army postal service as operated by the Imperial forces in Mesopotamia. As there were many Indian Army units in the area, the Indian Army Postal Service had an extensive postal network to service units of both the Indian and British Army attached to the various divisional and brigade commands. There would have been major Army postal outlets at both Baghdad and Basra and possibly at Hamadan.

The arrival of the 39th Infantry Brigade with its support units at Enzeli and Kasvin on 1 August 1918 would have provided the members of Dunsterforce with access to the Brigade's Field Post Office, which was probably established at brigade headquarters in Kasvin. Although the 39th Brigade was composed entirely of British army units, Indian Field Post Office 81 was attached to it. The cancelling device was a double circle with FPO at the top of a central rectangular tablet with No. 81/ date. [11]. From Kasvin, mail was probably sent to Hamadan and Baghdad. It has been established that IFPO 81 moved into Persia from Mesopotamia in July 1918, reaching Hamadan on 29 July, Kasvin on 21 August, Enzeli on 29 August, and Baku on 31 August 1918. It returned to Enzeli on 3 September [12].

Since I have seen only one cover from a member of Dunsterforce, the arrangements outlined above are at this stage only speculative, but it is the most logical routing given the limited resources of Dunsterforce. The cover I have seen is a British army postal stationery envelope (Figure 3) from Sgt. WE Trevor, MM of Vancouver to Captain CE Bailey, DSO MC 47th Canadians, France. It has a black circular Indian FPO No. 105/ 9 MAY 18 used by the 37th Brigade 14th Division in the Diyala Area, possibly Bakuba, between 21 March 1918 and 16 May 1919. It also displays a black double circle PASSED CENSOR/D1 used at Basra. There is a black circular British FPO C.10 receiver dated JY 2/18. This FPO was allocated to the 10th Canadian Brigade, 4th Canadian Division, which was stationed in

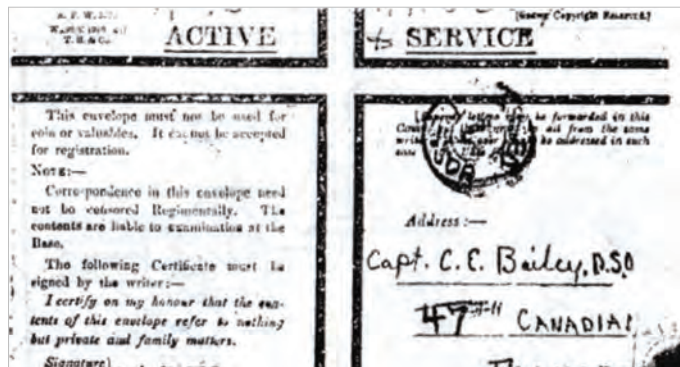


Figure 3. British Army Privilege envelope to Capt. C.E Bailey, serving in France, from Sgt. W.E. Trevor, serving with Dunsterforce. (Courtesy John Frith)

the Lens area from November 1917 to June 1918, before moving to Amiens in August 1918.

A second cover (Figure 4), addressed to Lt. Col. JW Warden, 102 Canadian Battalion, Canadian Contingent, BEF France, dated London 3rd October 1918, has been reported. It was franked with a G.B. 1d. perfin "B of M.", forwarded to Dunsterforce, MEF Egypt, returned to Records Mesopotamia, then endorsed in manuscript with Basra D. The Indian Army Expeditionary Force D had responsibility for Persia and Mesopotamia, with base post offices at both Basra and Baghdad [13].

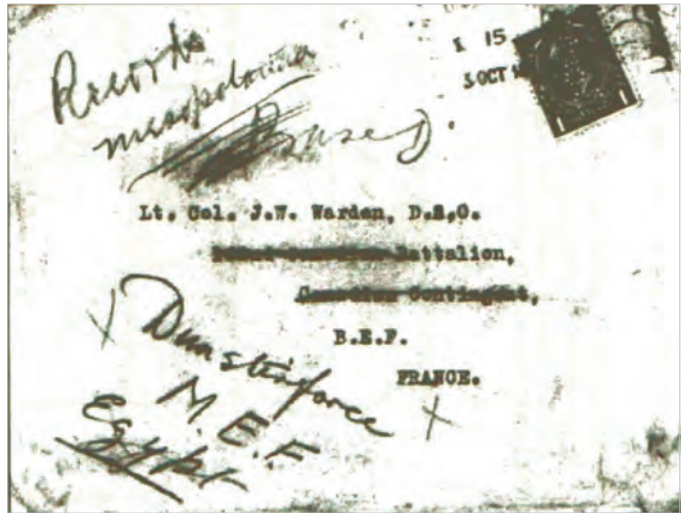


Figure 4. Letter forwarded from Bank of Montreal, London, England to Lt. Col. JW Warden, DSO via France Records Mesopotamia to Dunsterforce MEF Egypt .
(Courtesy Robert Toombs).

It was forwarded to Basra, where it was cancelled with an IFPO BASE OFFICE D I.E.F./ DELY/ 14 NOV 18/ 10 A.M. transit mark. As Warden was in Krasnovodsk in November, the letter was most likely forwarded by military courier to that location. No military FPO was opened in Krasnovodsk until March 1919. When the Force D Indian Expeditionary Force arrived in Basra on 22 November 1914, it brought with it a complete postal corps, with its own unique double-circle, numbered date stamps. By 1918, Basra had been assigned a BASE OFFICE D I.E.F./date tablet with "killer arcs" on either side and vertical bars above and below (Figure 5). With the capture of Baghdad, it was also designated a Base Post Office and issued a date stamp similar to the one used at Basra. Numerous Indian Army FPO daters, similar to the one described above, were used in Mesopotamia. Known locations include 26 and 308 at Basra, 36 at Kut, and 55, 57, 106, and 301 at Baghdad [14]. The Indian Army also brought its own censoring devices, one of which has been described above. A second device displays a small single circle with a "BASE D" tablet above and below in a straight line "PASSED CENSOR." [15]. Some of these devices are shown in Figure 5.

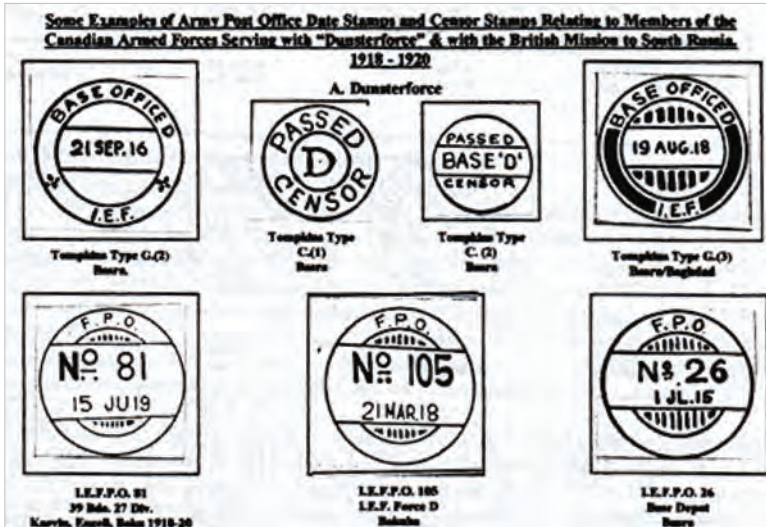


Figure 5. Examples of censor and postmarks used on mail to members of Dunsterforce published by Firebrace.



Figure 6. Cover from Teheran bearing a Persian provisional stamp cancelled 24 April 1919, censored by Dunsterforce.

All civilian mail in North Persia was censored by Dunsterforce. This example appears to have been used after the force itself was disbanded and the Allies had occupied the region following the Turkish armistice. (Courtesy Henk Burgers)

Nominal roll of Canadians attached to Dunsterforce

It is most likely that any mail from Dunsterforce that does exist would have passed through Indian FPOs close to the main supply line of Baghdad–Bakuba–Kermanshah–Hamadan–Kasvin–Enzeli. However, since individual members were often assigned duties throughout the Transcaucasus region, mail could have been handed in at any opportune location. To help identify such mail, a list of the members of Dunsterforce follows.

Lt.-Colonel JW Warden DSO OBE, Vancouver B.C.
Major HK Newcombe OBE Winnipeg Man.

Major JWH Van Den Berg, Winnipeg Man.

Lt-Col. JW Warden DSO OBE, Vancouver B.C.

Captain W Chambers, Pembroke Ont.

Captain JM Fisher, MC, Sarnia Ont.

Captain AH Gilmour MC(& Bar), Winnipeg Man.

Captain R Harrison, Minnedosa Man.

Captain T Hodgson MC, MM (& Bar), Montreal PQ.

Captain GS Hopkins, Hopkins Landing B.C.

Captain CJ Lewis, Vancouver B.C.

Captain JH McLean, Toronto Ont.

Captain PS Murray, Calgary Alta.

Captain WL Petrie, Saskatoon Sask.

Captain GB Roberts, M.C Toronto Ont.

Sergeant Leon Bedat, Toronto Ont.

Sergeant WT Brophy, Collingwood Ont.

Sergeant CG Campbell, Kincardine Ont.

Sergeant R Casey MM, Regina Sask.

Sergeant R Clark, Mocassin Mont.

Sergeant WE Cummings MM, Sylvan Lake

Sergeant R Eastbrooks, Bristol N.B.

Sergeant AP Gattey, Consort Alta.

Sergeant S Hamilton, Airdrie Scotland

Sergeant WT Jackman MM, Brookline Mass.

Sergeant J Lawrence, Stonewall Man.

Sergeant J Leeds MM(& Bar), Fort William Ont.

Sergeant F Longhurst, Fort William Ont.

Sergeant AM Mahar, Charlottetown PEI

Sergeant WD McCue DCM

Sergeant DJ McDonald

Sergeant DF McWhirter, Shoal Lake Man.

Sergeant WJ Murdock, Montreal PQ.

Sergeant J Murray, Calgary Alta.

Sergeant FC Parsons, Winnipeg, Man.

Sergeant TH Pegg, Canoe B.C.

Sergeant AM Ramsey, Victoria B.C.

Sergeant T Ridgeway, Collingwood Ont.

Sergeant A Swanwick, Springhill N.S.

Sergeant WE Trevor MM Vancouver B.C.

Sergeant LF Weidmark, Beachburg Ont.

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Endnotes

- [1] The major source for this historical account of Canadian involvement is Murray's article. See Bibliography.
- [2] Other historical and military accounts of Dunsterforce have been taken from Roy MacLaren's *Canadians in Russia 1918–1919*, (Toronto: Macmillan of Canada. 1976), Part One.
- [3] The involvement of Canadians in Dunsterforce had been cleared by Sir Edward Kemp, the Minister of Overseas Military Forces of Canada, in late December 1917. Sir Edward, however, failed to notify Canadian Prime Minister Sir Robert Borden until 24 February 1918 of his concurrence to the request of the Imperial authorities.
- [4] Both Brophy and Casey received commendations for their actions.
- [5] Two Canadians, Captain Robert Harrison and Captain Gilmour, were involved with this aspect of the operation.
- [6] The 39th Infantry Brigade consisted of elements of the 1/4th North Hampshire Regiment, 7th North Staffordshire Regiment, 9th Royal Warwickshire Regiment, 9th Worcestershire Regiment, and their support services.
- [7] Murray, p. 386. Sweetenham, at p. 47, claims that the first British troops in Baku were elements of the 7th North Staffordshires who, he states, arrived on 4 August. Maclaren also states that it was 44 men from the 7th North Staffords who were the first troops in Baku. p. 23.
- [8] The five Canadian officers were Colonel Warden and Captain Lewis of Vancouver, Captain JWHGH Van Den Berg (PPCLI), Captain Robert Harrison from Minnedosa, Captain Gordon Scott Hopkins from Hopkins Landing, BC.
- [9] Firebrace, p. 101.
- [10] For the information regarding Colonel Warden's role with Malleson's force I must thank Robert Toombs. See also Sweetenham, p. 47, Dobson and Miller, pp 92-97.
- [11] Firebrace, p. 45.
- [12] Kennedy and Crabb, p. 262.
- [13] The Indian Expeditionary Force to Mesopotamia was known as D Force. Firebrace, p. 80 and Major TLC Tomkins, *The Persian Gulf*, (London: Stamp Collecting Ltd. 1950), pp. 43, 48-9.
- [14] For more complete listings, see Robson Lowe (ed.) *Billig's Philatelic Handbook*, Volume 38 [The Empire in Asia Part I, (London: Robson Lowe), p.85 or EB Proud, *History of the Indian Army Postal Service*, Vol. II, 1914–1931, (1984) 206 fwd.
- [15] Used at Basra, per Tompkins, pp. 43, 48-49.

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The RPO Cowcatcher

The early days of the RPO— looking at postmarks RR-142 and RR-143

Peter McCarthy

ON 12 August 1853, Deputy Postmaster General James Morris ordered the following from John Francis, Clerkenwell, London [1]:

I have to request you will furnish as speedily as possible two dated stamps with the words thereon - St. Lawrence and Atlantic Railroad - and also two steel dated stamps with the words thereon - Ontario, Simcoe and Huron Railroad - with double sets of type for each.

This article discusses the stamps of the St. Lawrence & Atlantic Railroad (Ludlow RR-142) [2].

The inauguration of the Railway Post Office in Canada was to take place in October of 1853. The St. Lawrence & Atlantic railroad finally joined track at the international border with its United States counterpart, the Atlantic & St. Lawrence Railway. This took place at Island Pond, Vermont on 11 July 1853, not in January as stated by Boggs [1]. The St. Lawrence & Atlantic posted an advertisement of its intended schedule, beginning 18 July 1853, in a Montreal newspaper (Figure 1).

In addition to a daily express train running from Montreal to Portland and back, a daily mail train was also scheduled to leave Montreal at 3:00 PM, arriving at Sherbrooke at 7:30 PM; leaving Sherbrooke at 6:30 AM; arriving at Portland at 3:00 PM. On the return trip, the mail train left Portland at 1:15 PM, arriving at Sherbrooke at 8:30 PM; leaving Sherbrooke at 6:30 AM and arriving at Montreal at 11:00 AM. This schedule doesn't appear to have lasted very long.



Figure 2. Newspaper advertisement of first cross-border run of St. Lawrence & Atlantic Railway.

Keywords & phrases: RPO, St. Lawrence & Atlantic Railway



Figure 3. First RPO cancelling device (RR-143) used on the St. Lawrence & Atlantic Railway

Seven are east movements addressed to the same person, one of which is shown in Figure 3, while the other is a west movement addressed to Montreal.

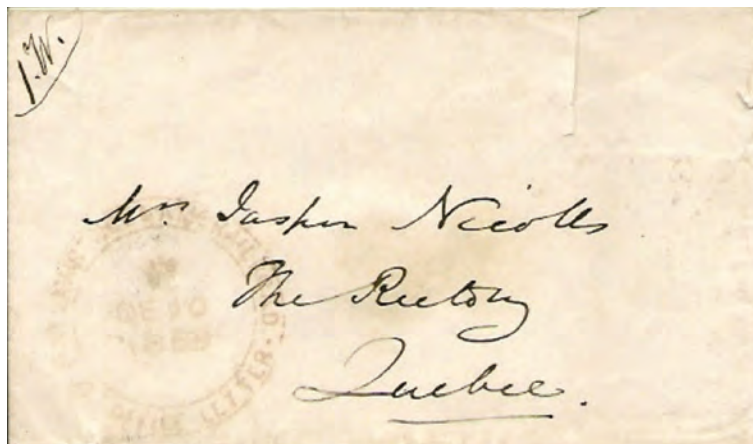


Figure 4 . RR-143 strike on letter to Quebec

The steel dated stamps (RR-142) ordered from John Francis arrived sometime early in 1854. Based on James Morris' letter, quoted above, this author felt there were two RR-142 hammers. The question was open until quite recently, when Ross Gray did a study based on the available examples and confirmed that there were indeed two hammers (Figure 4) [4]. This, of course, made the hammer study much more complex.

The earliest-known date of use for RR-142 was 24 April 1854. Unfortunately, this strike is unclear, and the hammer cannot be determined. Recently, Ross Gray discovered a copy of RR-142, hammer II, dated 29 March 1854. The earliest-known date of use for hammer 1 is 20 February 1855. There is a two-month period

between the latest-known use of RR-143 and the earliest use of RR-142. An example of RR-142 on cover is shown in Figure 5. It is absolutely amazing that, of the 4,258,592 letters handled by the post office in 1853, only a few with RPO cancellations are known. Is 28 January 1854 really the last day RR-143 was used, and is 24 April 1854 the earliest date RR-142 was used? Proof strikes for these two cancellations are not available. Will we ever find out?

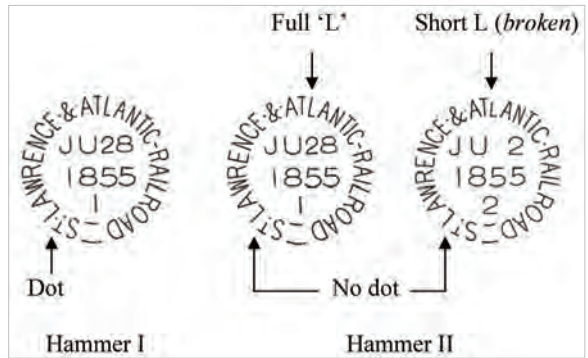


Figure 5. Hammer study for RR-142
(Courtesy Ross Gray)



Figure 6. Earliest-known use of RR-142, Hammer 1

References and endnotes

- [1] Winthrop S Boggs, *The Postage Stamps and Postal History of Canada, Volume II*, Chambers Publishing Company, Kalamazoo, MI, 1945.
- [2] Ludlow, Lewis M. *Catalogue of Canadian railway cancellations and related transportation postmarks*. Tokyo, 1982.
- [3] Figure 2 has been enhanced for clarity.
- [4] BNAPS RPO Study Group Newsletter, November–December 2007, Ross Gray, ed.

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- [1] Lionel F Gillam, *A History of Canadian RPOs*, S. Cockburn and Son Ltd., Ossett, Yorkshire, 1967; Reprinted, American Philatelic Society Inc., State College PA, 1979.
- [2] Lionel F Gillam, *Canadian Mail by Rail 1836–1867*, 1987; self published.
- [3] Nick and Helma Mika, *Railways of Canada: A pictorial history*, McGraw-Hill Ryerson, Toronto, 1972; ISBN 0070927766.

Postal potpourri

18. Pitney Bowes self-serve kiosk

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

LAST fall, Mike Street, who normally lets his eyes slip past advertisements in newspapers and magazines, noticed the Canada Post “Wing” logo in an advertisement in the 10 October 2008 *Ancaster News*, the local weekly paper. Titled “SEND IT YOURSELF WITH THE NEW SELF-SERVE KIOSK” (Figure 1), the ad [1] announced that one of these kiosks had been installed locally and was available for use until 31 December 2008.

Intrigued, Mike went to the Canada Post Corporation (CPC) Ancaster Meadowlands post office to see what he could find out. Sure enough, a machine identical to that shown in Figure 2 was sitting in the customer area of the Meadowlands facility. After following the straightforward instructions to buy postage for a single-weight, first class domestic letter, the machine produced a self-adhesive label that looked very much like a modern Pitney Bowes postage meter impression (Figure 3). This was confirmed when the payment receipt returned by the machine (Figure 4) carried Pitney Bowes’ logo and name in addition to the CPC “Wing” and transaction information.

SEND IT YOURSELF WITH THE NEW SELF-SERVE KIOSK

Introducing a fast, easy and convenient way to send your letters and parcels ...but only for a limited time! The **NEW self-serve kiosks** are available to use until December 31, 2008, as Canada Post pilots this new technology. Simply bring your ready-to-send envelopes or parcels to the kiosk and follow the simple instructions.

AT THE KIOSK, YOU CAN SELECT AND PAY FOR THE SERVICE THAT'S RIGHT FOR YOU!

- Send letters anywhere in the world
- Send Parcels in Canada
 - Priority Courier™
 - Xpresspost™
 - Regular Parcel

Available at Meadowlands Post Office, 27 Legend Court, Ancaster ON until December 31, 2008.

www.canadapost.ca/sendityourself

CANADA POST POSTES CANADA
From anywhere... to anyone

Figure 1. Canada Post Advertisement for Self-serve Kiosk

Keywords & phrases: Pitney Bowes, Canada Post Corporation, self-serve kiosk, adhesive labels



Figure 2. Pitney Bowes kiosk at the University of Western Ontario, Fall 2008.

A check with David Cooper of the Canadian Meter Study Group [2] confirmed that the kiosk impressions were news to that group.

Pitney Bowes is well known to most North Americans, if not by name then by the ubiquitous postal meters that have been used on mail since the 1920s. Meter collectors are of course very familiar with the company, but Canadian

cancel collectors know the name as well, because Pitney Bowes also manufactured the Barrel Cancel hammers used from 1955 to 1962.



Figure 3. Standard Pitney Bowes postal meter impression (top) and self-serve kiosk label.

A representative of Pitney Bowes Canada (PBC) advised that over 2,000 postal kiosks, some supplied by Pitney Bowes, are operating in the United States. The Ancaster unit was one of six placed in various locations in southwestern Ontario to test the concept here in Canada. PBC had two primary goals for the test, to see how Canadian consumers reacted to the kiosks and to determine the type of location where they would see the most use. Table 1 gives the locations and dates of operation of the six kiosks.

The PBC kiosks allow customers to select the type of service, enter the destination (postal code or country) and, where required, the dimensions of the item to be mailed. A built-in scale supplies the weight. After payment by credit or debit card, self-adhesive labels on a paper with smooth-backing, and a receipt are produced. Multiple labels for the same or different postage rates or services can be purchased in a single transaction. The services offered for addresses in Canada during the test were standard Lettermail, Priority Courier™, Xpresspost™, and Regular Parcel mail [3]. Labels for the latter three services are shown in Figures 5 and 6. Only Lettermail postage was available for mail to the United States and International destinations (Figures 7 and 8) [4].

As can be seen from the illustrations, the labels are produced on rolls of paper with a fluorescent pink tagging stripe pre-printed on the right side to allow CPC processing equipment to face the mail. The waxed-paper backing has the Pitney Bowes logo and “Pitney Bowes” two wide with black bars at the left. In the only technical glitch observed, Mike found that the first label of the day is printed on a triple-height, self-adhesive label, *i.e.*, larger than the height of a standard #8 or #10 envelope, which had to be cut apart if the purchase was for Lettermail [5].

After the test period a Pitney Bowes representative told us that the company was satisfied with the results obtained.

Figure 4. Pitney Bowes kiosk receipt.

		
Customer Payment Card Receipt Reçu de carte de paiement		
Corporate Post Office 27 Legend Court Ancaster, ON L9K 1J0		
Transaction ID/Code de transaction 64C98D3C-7F174c17-20081106-155755		
Item	Description	Price
Article	Description	Prix
1	(4) Lettermail Standard (unweighted)/ Standard Poste-lettres (non pondérée) - \$0.52	\$2.08
Weight/Poids : 1 g		
Type :	Capture	
Type :	Avis D'Achat	
Account :	VISA	
Reference Number :	208609860010120020 S	
Numero Reference :		
Date and Time :	2008-11-06	
Date et heure :	15:59:17	
01 APPROVED - THANK YOU 027 01 APPROUVEE - MERCI 027		
Cardholder will pay card issuer above amount pursuant to cardholder agreement		
Le Titulaire versera ce montant à L'émetteur conformément au contrat adhérent		
We appreciate your business. Nous vous remercions d'utiliser nos services.		
Thank You! Merci!		
For inquiries, please call 1-800-690-7219 or email KioskAlerts@pb.com		
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Ref / Réf :
64C98D3C-ae80f5c7

XPRESSPOST
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1

Refer to Address:
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l'étiquette d'adr

CANADA POST / POSTES CANADA

Ref / Réf :
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7284636**

**Method of Payment /
Mode de paiement :
Credit Card / Debit Card
Carte de crédit /
Carte de débit**

**Weight / Poids :
6.738 KG (GU)**

**Size / Dim :
245 x 165 x 1 cm**

Refer to Address Label
Reportez - vous à
l'étiquette d'adresse

CPC Delivery Co

7284 6360



Sender warrants
L'expéditeur garantit

A

CPC Delivery Confirmation Confirmation de livraison - SCP

7284 6360 1000 0625 L7R 2L5



Sender warrants that this item does not contain dangerous goods.
L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.

ATTENTION Signature Required
Signature requise

Figure 5. Priority Courier™ and Xpresspost™ from Pitney Bowes kiosk.



Figure 6. Pitney Bowes kiosk Regular Parcel label on cover.

During the test period, the RBC Campus and University of Western Ontario kiosks saw the most activity, likely due to the large number of people using the buildings each day, and also to the fact that regular CPC post office facilities were either not

available at all or only during fixed hours. PBC found that usage increased significantly as people in the buildings became aware of the kiosks' presence and what could be done with them. The least-used kiosks were those in the CPC post offices, probably because the desired services are already offered in those locations. Pitney Bowes will continue to evaluate the test results. The company hopes to enter into a partnership with Canada Post to market the kiosks jointly in Canada, or to get approval from CPC to market them independently.

Last year, Great Britain introduced self-adhesive labels in five categories of mail, and both the US and Great Britain offer Internet postage options, so it is most likely that kiosks will be introduced across Canada. When and how many we will see in the future remains to be seen. In the meantime, collectors can look for what looks like metered mail with the distinctive pink bar used during the 2008 tests, and can keep an eye out for any that may appear in future.



Figure 7. PB kiosk label paying first class postage to the United States. The letter was returned as “Not Deliverable”.



Figure 8. PB label paying first class postage on double-processed letter to the United Kingdom.

Table 1. Pitney Bowes Self-Serve Kiosk Locations and Dates.

Location	Location type	Start Date	End Date
Reimer Tower, 5500 North Service Rd, Burlington, ON L7L 6W6	Office building, ~600 employees	30 Sep. 2008	31 Dec. 2008
University of Western Ontario Community Centre (UCC), 151 Richmond St., London, ON N6A 3K0	University Student Centre	1 Oct. 2008	31 Dec. 2008
Royal Bank of Canada RBC Campus, 6880 Financial Drive, Mississauga, ON L5N 7Y5;	Office building, ~6000 employees	8 Oct. 2008	31 Dec. 2008
Canada Post Ancaster Meadowlands, 27 Legend Court, Ancaster, ON L9K 1J0	CPC corporate post office	10 Oct. 200	31 Dec. 2008
Canada Post, London Station B, 515 Richmond St., London, ON N6A 3E0	CPC corporate Post office	16 Oct. 2008	31 Dec. 2008
International News, 5099 Creekbank Drive, Mississauga, ON L4W 5N2	Retail store in mall	25 Nov. 2008	9 Jan. 2009

Acknowledgements

My thanks to Mike Street for digging up this story right in his own backyard.

Endnotes

- [1] The 10 October 2008 ad was printed in black and white. The colour ad shown in Figure 1 appeared in late November.
- [2] Canadian Meter Study Group, c/o Ross Irwin, #903-24 Marilyn Drive, Guelph, ON N1H 8E9 <rwirwin@sympatico.ca>
- [3] A kiosk service that may be offered in the future is Expedited Parcel™ post, currently available to CPC Venture 1 and contract customers.
- [4] If a customer goes to a regular Canadian post office and purchases more than \$5 in postage for letters going outside of Canada, the Goods and Services Tax (GST) is not charged. The Pitney Bowes kiosks charged GST for all transactions, even though the customer had to explicitly choose US or International postage for such letters. On questioning this we were advised that the requirement to charge GST on all transactions came from Canada Post.
- [5] Pitney Bowes is looking into a software solution which will print a blank label at the start of each day so the first customer will not be required to find scissors to cut the label to the proper size.



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View of Albany from the East by Jim Flordorf, Professor Emeritus of The Sage Colleges (www.jfpan.com)

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ADDENDUM II — 5¢ Beaver

A new and extensive re-entry

Kenneth A Kershaw

IN my revision of the varieties and re-entries in the 5¢ Beaver [1], I recorded and illustrated three new examples—#1, #2, and #3—of extensive re-entries that, somehow, had been overlooked previously. I now have to report #4, so far unplated, with clear doubling throughout “CANADA” and “POSTA”.



Acknowledgement

I am most grateful to Chester Soule for loaning me his recent important find to report and update my work on the 5¢ Beaver.

Reference

- [1] Kenneth A Kershaw; *The Five Cent Beaver II. Plating the More Notable Varieties and Re-entries*, 2007, British North America Philatelic Society.

Keywords & phrases: 5¢ Beaver, plating, re-entry



For a penny or two ...

8. Domestic registration of the post card - or drop letter rate usage

Victor Willson, OTB

IN an earlier article, I showed what is still the earliest-recorded registration of a post card [1]. Registration was permitted on post cards from their inception until, inexplicably, the Canada Post Office decided they could no longer be registered after 11 April 1882. Since for all other purposes post cards were treated as letter mail, this decision is puzzling. Perhaps their small size and potential to be mislaid made them troublesome. In any case, cards could not be registered again until the postal revisions of 8 May 1889, when all classes of mail could be registered.

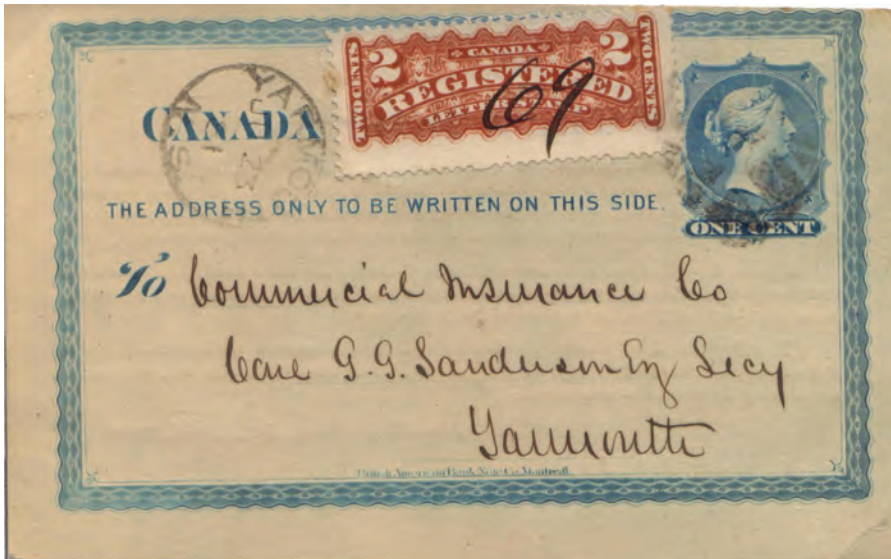


Figure 1. 1881 Yarmouth, Nova Scotia registered post card.

Two cards are shown here, one mailed locally in Yarmouth, Nova Scotia on 23 June 1881, and the other a local mailing in London, Ontario on 10 May 1884. The first (Figure 1), sent within the legal period for registration, is a legal notice, as is the second, clearly mailed after the end of post card registration yet allowed to pass through the mails.

The key for the second (Figure 2) is that it must be considered a drop letter. First, the card is not a government issued post card, and private cards were not allowed

Keywords & phrases: Registration, post card, drop letter

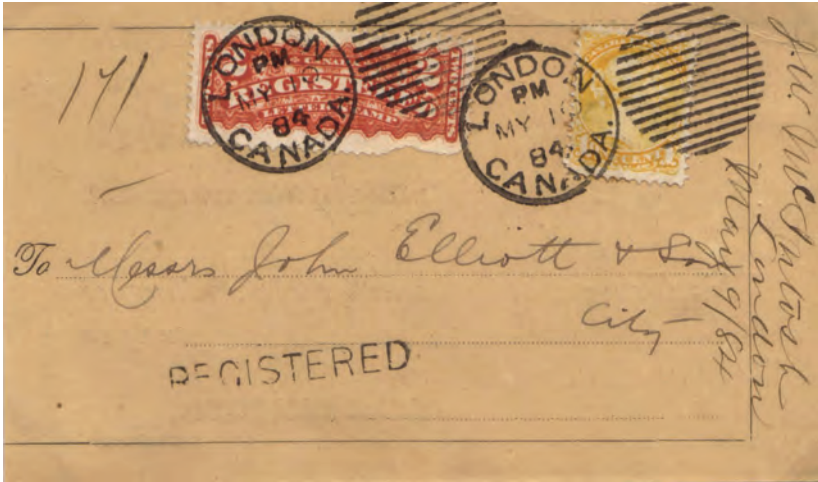


Figure 2. 1884 London, Ontario registered post card treated as a drop letter.

to be mailed as post cards. Second, since it is local, it was eligible for drop-letter privileges. Beginning 24 April 24 1876 London had free city delivery, so the card was likely delivered to Messrs. John Elliott & Sons in regard to their civil suit against another party. The first card was likely also delivered, but at the post card rate. Different interpretations, same result.

Reference

[1] For a penny or two...#2, *BNA Topics*, July-September 2006, No. 508, p. 18.



The Postal History Society of Canada invites applications for membership.

The Postal History Society of Canada promotes the study of the postal history of Canada and its provinces. It publishes the award-winning quarterly *PHSC Journal*, whose contents range from fully-researched feature articles to items of current interest – from the pre-stamp era, postmark specialties, and regional histories to modern mail mechanization.

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Membership dues are \$25.00 per year in Canada. For a membership application form please visit our website or contact the Secretary, Stéphane Cloutier, 255 Shakespeare St. Ottawa, ON K1L 5M7 Canada. Email: cloutier1967@sympatico.ca

New issues

William JF Wilson

Black History Month

FOR those of you who collect RPOs, there is one railroad for which you'll never find a cancel. This is the Underground Railroad, organized to guide fugitive slaves to freedom during the years leading up to the US Civil War. Although most of the activity was in the United States, Canada was a major terminus. Numbers are difficult to determine, but an estimate that appears reasonable suggests about 10,000 former slaves had found freedom in Canada by 1850, and 40,000 by the start of the Civil War.

Abraham Doras Shadd, honoured on a stamp released by Canada Post on 2 February 2009, was born a free Black in Delaware in 1801. He made a successful living as a shoemaker in Delaware and later in southern Pennsylvania, but the main focus of his energy was in furthering the interests of other African Americans. He was an active abolitionist, as well as a stationmaster and conductor on the Underground Railroad.



When Congress passed the *Fugitive Slave Act* in 1850, life became intolerable for many Blacks, and emigration to Canada increased. Fugitive slaves anywhere in the United States, even those who had spent 20 years living in freedom in states where slavery was illegal, were subject to capture, as were any free Blacks who didn't have papers to prove their free status. In 1851, Abraham decided to follow his daughter, Mary Ann Shadd, to southern Ontario. He purchased 200 acres of land near Elgin Settlement (also known as the Buxton Mission), south of Chatham. The Settlement had been established in 1849 by the Reverend William King and was soon proving itself a centre of Black success in Canada. Only Blacks could own land in the settlement and all did, paying for the land and supporting themselves through their

own industry, primarily farming and logging. All were provided with the highest standard of academic education — so high that many white families in the surrounding area sent their children to the Elgin school rather than to one in their own neighbourhood. Many Black graduates went on to complete higher degrees and pursue professional careers, for example as doctors and teachers. In 1859, eight years after moving to Raleigh Township, in which Chatham and Buxton were located, Abraham Shadd was elected to the township council, the first Black person elected to public office in Canada.

As part of Black History Month, the Shadd stamp is paired with another, honouring Rosemary Brown, the first Black woman elected to public office in Canada (among her many other accomplishments), serving from 1972 to 1986 as NDP MLA for Vancouver–Burrard and later Burnaby–Edmonds. She was also the first woman to run for leadership of a federal political party, coming second after Ed Broadbent (out of five original candidates) on the fourth ballot of the 1975 NDP leadership race.

Other new issue notes

Canada Post's Lunar New Year series maintains its very high standard of excellence into a second 12-year cycle with the release of two stamps marking the Year of the Ox. The \$1.65 international-rate stamp on the souvenir sheet features a hand-made earthenware cooking pot designed and produced by Vancouver artist Shu-Hwei Kao.

On her website, the artist says that "... the yellow represents the soil the ox lives on, the red brings an auspicious atmosphere of New Year...." Canada Post has redesigned the souvenir sheet in a long, narrow format suggesting a Chinese scroll. This format will continue to be used throughout the series.

The information in the accompanying tables is from the Canada Post website,

<http://www.canadapost.ca/personal/collecting/default-e.asp?stamp=stamps>,

and from philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvedge differs from that published by Canada Post, the selvedge is taken as correct. Perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) × (VERTICAL).

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

Table 1. 2009 Stamps to 13 March.

Stamp Value	Year of the Ox	2010: Sports	2010: Emblems	Queen	Celebration	Shadd & Brown	Silver Dart	Rhododendrons
	SH: P SS: \$1.65	Bk: P SS: 5 × P	Bk: P SS: 5 × Pt	P	P	54¢	P	54¢
Issued	08 January	12 January	12 January	12 January	02 February	02 February	23 February	13 March
Printer	L-M, GC	CBN	L-M	L-M	L-M	CBN	L-M	L-M
Pane	Bk: 25 SS: 1	Bk: 10, 30 SS: 5	Bk: 6 SS: 5	Bk: 10	6	16	16	Bk: 10; SS: 2
Paper	C	C	C	C	C	C	C	C
Process	6CL, 2 foil, embossing, varnish	5CL	5CL	5CL	8CL	5CL + varnish	6CL †	6CL
Qty (million)	SH: 7.5 SS: 0.75	Continuous	Continuous	Continuous	Continuous	2	3	Bk: 13 SS: 0.275
Tag	G4S	G4S	G4S	G4S	G4S	G4S	G4S	G4S
Gum	PVA	Bk: P-S; SS: PVA	Bk: P-S; SS: PVA	P-S	P-S	PVA	P-S	Bk: P-S SS: PVA
Size, mm	32 × 32	24 × 20 *	24 × 20 *	20 × 24 *	36 × 28	39.65 × 40 †	56 × 29	Bk: 32 × 25.9 # SS: 32 × 25.5
Perf	12.5 × 12.5	Bk: Simulated SS: 13.3 × 13.0	Bk: Simulated SS: 13.3 × 13.0	Simulated	Simulated	13.1 × 12.5	12.5 × 13.1	Bk: Simulated SS: 13.1 × 13.3
Teeth	20 × 20	Bk: N/A SS: 16 × 13	Bk: N/A SS: 16 × 13	N/A	N/A	26 × 25	35 × 19	Bk: N/A SS: 21 × 17

* Listed as 23.25 × 20.25 (Queen: 20.25 × 23.25) by Canada Post; † Canada Post quotes 5CL, but 6 colour “dots” are shown on the selvedge; ‡ Listed as 40 × 39.65 (horizontal) by Canada Post; # Listed as 32.25 × 26.25 by Canada Post.

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Book reviews

The Large Queen Stamps of Canada and Their Use, 2nd edition; HE and HW Duckworth, 2008, Toronto, The Vincent G Greene Foundation, 8.5x11, hardbound, 468 pages. \$C125 plus shipping, from the VG Greene Foundation, 10 Summerhill Ave, Toronto ON M4T 1A8.

After being out-of-print for many years, *The Large Queen Stamps of Canada and Their Use*, by HE and HW Duckworth, has been updated and reprinted by the VG Greene Foundation. The second edition includes new colour illustrations and updated information on the stamps.

The full period of printings and use of the Large Queen stamps from 1868 onward is covered, the 5 cents value is now included, and coverage of the 12 ½ and 15 cents values has been extended beyond 1872. Dated collections of each value are shown to illustrate the progression of printings. The chapters on postal history from the first edition have been retained.

Also maintained is a very high standard of postal history discussed in detail, with amply illustrated covers and maps of various routes. . In my view, the book's strong point is postal history.

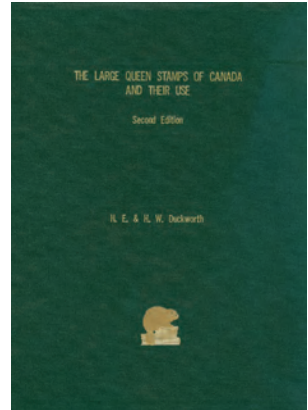
In the area of plate varieties, Horace Harrison's classic 1961 *BNA Topics* article, which was reproduced in the initial 1986 book, has been included in this new edition, with an added illustration of the position dot error on a block of four of the 6 cent large Queen.

An additional feature is a coloured section showing stamps with dated cancellations of the years of usage, a major contribution by Donald A Fraser, who also arranged the selection and mounting of cancellation and obliterator illustrations.

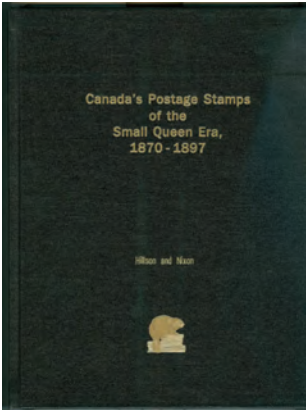
The colour reproduction in the volume is reasonable, but could be improved. Similarly, it would have been better if modern computer scanning techniques had been applied to Horace Harrison's 1961 article. On the whole, however, the book is excellent and worthy of a gold medal in any literature competition.

Reading and reviewing this book has motivated me to make further research contributions, and it will likely stimulate others to do research as well. In this regard, the late HW Duckworth would certainly be proud of this volume.

- Dr Jim Watt



Canada's Postage Stamps of the Small Queen Era 1870–1897; John Hillson and J Edward Nixon, 2008, Toronto, The Vincent G Greene Foundation, 8.5x11, hardbound, 240 pages. \$C150 plus shipping from the VG Greene Foundation, 10 Summerhill Ave, Toronto ON M4T 1A8.



Canada's Postage Stamps of the Small Queen Era, 1870–1897 is a new book which builds on earlier works by John Hillson and adds research on the printing plates by Ted Nixon. It covers proofs and stamps of the Small Queen issue, as well as the Widow's Weeds and the 1891 essays by the Canada Bank Note Engraving & Printing Co. It presents colour illustrations of the full range of shades and the prominent re-entries of each value. In addition, printing characteristics are traced through the three distinct periods of printing in Ottawa and Montreal. Furthermore, the book discusses and illustrates the rates and uses of each value.

As a collector, I am a latecomer to these stamps. For me, the Small Queen issue was the most difficult area to master. In the foreword of the book, the authors write: "A major challenge for us was deciding how much technical depth to provide on any particular subject. Collectors who have formed specialized collections in one aspect will probably feel we have not done justice to their specialty. Conversely, collectors trying to start a Small Queen collection may feel intimidated by the amount of detail in the book. The authors have tried consistently to balance these extremes." After reading the book, I believe the authors have achieved absolutely everything expressed in those goals. I have never seen such wonderful reproduction of the actual colours of printed stamps as are found in the images in this book. The material, including proofs, covers, multiples, and varieties is well covered in satisfactory introductory detail.

Naturally, as I am a specialist in varieties, I wanted to see a little bit more regarding the "Strands of Hair" on the 1 cent Small Queen, with and without the re-entry and, perhaps, a picture of the long, medium, and short Strands of Hair as well. This is a very minor point. For me, the most incredible item is to be found on page 187, where the 10 cent value is brilliantly reproduced in wonderful colour detail, as close to the actual colour of stamps of the issue as one could get. Covers are very well documented with respect to earliest dates of issue. The authors note that postal history has already been well covered in George Arfken's book [1], and I agree that no more was needed here.

Lastly, this book should contain a warning from the Surgeon-General: "Hazardous to your health—causes sleep deprivation!" I could not put it down. The

first time I looked up from reading it, the clock showed that it was 3:30 in the morning!

The goal of any philatelic book should be to stimulate others to collect more. The authors have certainly achieved all of their objectives, and then some. It has stimulated me to want to do further research in varieties and add to the knowledge of the Small Queens. I would give this work a large Gold, *magna cum laude*—Book of the Year for 2009.

- Dr Jim Watt

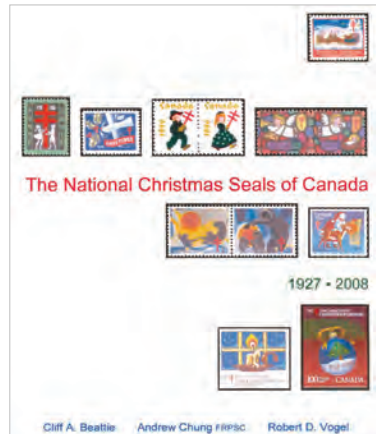
[1] Arfken, George, *Canada's small queen era: postal usage during the small queen era, 1870-1897*; 1989; Vincent Graves Greene Philatelic Research Foundation, Toronto.

The National Christmas Seals of Canada 1927–2008; Cliff A Beattie, Andrew Chung FRPSC and Robert D Vogel. ISBN 978-0-973511-0-2. 2008, privately printed, 119 pages, colour \$C79.95 or black-and-white \$C29.95. Postage is extra at \$C4 within Canada, \$C8 to the USA and \$C15 to other countries. Available from Andrew Chung, P.O. Box 89111, Westdale RPO, Hamilton, ON L8S 4R5.

The National Christmas Seals of Canada 1927–2008 is a very interesting priced catalogue depicting Christmas Seals and related items produced since 1927 by the Canadian Association for the Prevention of Consumption and Other Forms of Tuberculosis, the Canadian Tuberculosis Association, the Canadian Tuberculosis and Respiratory Disease Association and, finally, the Canadian Lung Association. Canadian Christmas Seals initially used basic US designs, then designs by Canadian artists, then American designs again and, since 1957, designs by Canadian artists.

This volume chronicles in detail what is known about each issue of the traditional Christmas Seals, including pane layout, perforations, designer, and printer. In some of the panes, every stamp in the sheet is unique.

What I found very interesting—and had never heard of before—were the related bookmarks, milk collars (to fit over milk bottles), package inserts, sponsorship programs by companies such as Wendy's™ and Burger King™, window labels, Canada Day seals, country hearts/valentines (seals with hearts or valentines), nature seals, pre-Confederation Newfoundland seals and Christmas



bonds, Partnership Program seals, Quebec Christmas Seals, and Spring seals. All these items, whether they are stamps themselves or depict a stamp, are listed.

The authors show the many variations used by different provincial Lung Associations in their fundraising efforts. The basic catalogue numbers are used with permission from *Green's Catalogue of the Tuberculosis Seals of the World*. The Christmas Seals covered in this work also gave rise to *Christmas Seal Ads on Canadian Post Cards*, by Arthur Klass, a BNAPS book available from Ian Kimmerly Stamps.

This book is a must for anyone interested in the Christmas Seals or Canadian postal stationery post cards. The authors request additional information when readers check their holdings against the catalogue.

- *Dr Earle Covert*

New book releases from BNAPS

THE latest releases from the British North America Philatelic Society (BNAPS) Book Department are the 54th and 55th volumes in the BNAPS Exhibit series and a new stamp plating book by Ken Kershaw.

Newfoundland Airmail Stamps and Air Mail Flights: 1918-1949, Peter Motson. Spiral Bound, 132 pages, 8.5 x 11. BNAPS Exhibit Series #54. ISBN: 978-1-897391-44-0 (Colour), 978-1-897391-45-7 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.54.1 (Colour) - \$C105.00; B4h923.54 (Black & White) - \$C37.95

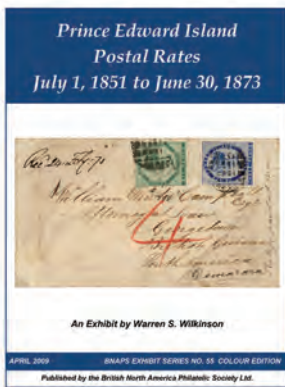
At the age of eight, Peter Motson was an aircraft model maker and a “schoolboy stamp collector”, but his philatelic interests did not connect to aerophilately until after 1968 when he left his first career, in the Fleet Air Arm, Royal Navy, where he had served for nine years as an aircraft engineer on carrier-borne “front line” squadrons. He later worked at the Westland Aircraft manufacturing company, providing him with a better than average knowledge of aircraft. He is well read in the history of aviation as far back as the Wright brothers.

Although collecting material for his “Newfoundland Airmail Stamps and Air Mail Flights: 1918–1949” exhibit first started in 1970, the acquisition of scarcer items was minimal until after the sale of his business interests in 2002. The exhibit was first shown in 2004 and won a Large Vermeil award in London, England. His study of North Atlantic airmails was rewarded in 2005 with the British



Aerophilatelic Federation “Medal for Research”. In 2006, the exhibit won the coveted British Aero Philatelic Club Trophy in addition to a Gold Medal. At BNAPEX 2008 NOVAPEX in Halifax, Nova Scotia, the exhibit again received a Gold Medal, as well as the Meyerson Award for “Best Exhibit from a Province of Canada before Confederation”.

Prince Edward Island - Postal Rates July 1, 1851 to June 30, 1873; 2009, Warren S. Wilkinson. Spiral Bound, 152 pages, 8.5 x 11. BNAPS Exhibit Series #55. ISBN: 978-1-897391-46-4 (Colour), 978-1-897391-47-1 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.55.1 (Colour) - \$C110.00; B4h923.55 (Black & White) - \$C37.95.



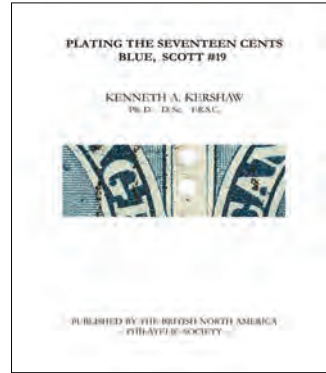
After selling other collections, at CAPEX '96 Warren Wilkinson extended a previous interest in the philately of Canada and British North America with the purchase of the Charles Firby collection of Canadian Pence covers. Developing the Pence collection caused him to expand into other BNA areas, including New Brunswick, Nova Scotia, and Prince Edward Island, as well as British Columbia and Vancouver Island. He proceeded to win an unprecedented three consecutive Grand Awards at the annual British North America Philatelic Society BNAPEX exhibition. His “Postal Rates of Canada 1851-1859” won at Ottawa in 2001, while “Postal Rates of New Brunswick and Nova Scotia” received

the honours at Spokane in 2002. In 2003, Warren won again in London, Ontario with “British Columbia and Vancouver Island Postal History: 1850-1871”. In addition, in 2002 and 2003, these exhibits also won the Grand Award at the Royal Philatelic Society of Canada exhibition.

In 2004, the “Prince Edward Island Postal Rates — January 1, 1860 – July 1, 1873” exhibit, built in part on the Dr. Robert VC Carr collection, received Gold at BNAPEX in Baltimore, Gold and the APS Grand Award at BALPEX in Baltimore, and Gold and the Grand Award at the RPSC exhibition in Halifax. Since 2004, Warren has added Pence and other covers from the Cusworth collection as well as other acquisitions, expanding the exhibit’s date range backward so that it now covers the period 1 July 1851 to 30 June 1873. It is this much fuller and spectacular collection showcased in this volume of the BNAPS Exhibit Book series. In 2005, the exhibit received Gold and the Myerson Award at BNAPEX 2005 in Edmonton, and Gold at the APS Champion of Champions show in Michigan. In 2007, it was awarded Gold and the PHSC and BNAPS awards at the Plymouth, MI show.

Plating the Seventeen Cents Blue, Scott #19, 2009, Kenneth A Kershaw. Spiral Bound, 256 pages, 8.5 x 11, colour. ISBN: 978-1-897391-43-3. Published by the British North America Philatelic Society Ltd. (BNAPS). Stock # B4h038.1; \$156.00

Continuing to use his considerable skills on the Cents issue of 1859, Ken Kershaw has now turned his attention to plating the Seventeen Cents Blue, Scott #19. In this latest work, he again used today's technology to develop a new approach to this stamp, taking the previous plating work of Geoffrey Whitworth and Senator JA Calder 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 BSc degree in Botany in 1952. After military service, he went on to a PhD, working on patterns in vegetation, and was appointed lecturer in Plant Ecology at Imperial College London in 1957. He was seconded to Ahmadu Bello University in northern Nigeria for two years. On his return to Imperial College he became involved with lichen ecology, particularly in alpine and arctic areas, in addition to his work on computer modeling and data analysis. He obtained his DSc in 1965 and was appointed Professor at McMaster University, Hamilton in 1969. His research focused on 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. 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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Study group centreline

Derek Smith

THE BNAPS Study Groups are major contributors to Canadian philatelic research. This column brings some of their fascinating specialist work to the attention of BNAPS members. Highlights in this issue are from newsletters that have reached me from mid-January to late March, 2009.

British Columbia Postal History

In newsletter #68, Editor Bill Topping illustrated a new ERD of JU 10 / 79 for Comox. Although the office was opened in 1868 as a Colonial Post Office and continued operating after Confederation in 1871, there just are no early known strikes. Bill also did major research to discover how many Post Offices actually operated in 1871. Even so, it is difficult to make a definitive count, but Bill believes that Deaville's list of 37 is the most accurate.

Andrew Scott showed recent examples of MOON and POCON with "excisions" to correct or emend rubber handstamps, to enable use pending arrival of proper ones. Bob Forster displayed two Barnard's Express and two Barnard's Cariboo Express labels on Wells Fargo covers in the 1874–1885 period. Phillip Stager submitted a new LRD — 9 December 1918 — for SUB OFFICE X / VICTORIA. Alex Price displays an early 1908 post card from MILNER, which opened that year. Tracy Cooper has discovered a new steamer cancel, CAN. PAC. Ry. Co. / B.C. Coast Service / Mar 22 1907 / Upper Fraser River Route / STEAMER BEAVER.

Elizabethan II

Corgi Times has produced its 100th issue. Since the newsletter's inception in July, 1992, it has had only two editors, John Arn and Robin Harris. The Group's history has been a success — there were 55 copies of the original issue, and distribution grew to 100 by 1994, and now stands at over 130 per issue.

Robin produced an article on the 2009 rate-change definitives, which this year will feature Olympics themes. Two types have been issued so far — Sporting Events in booklets and a souvenir sheet, and "Mascots". The Sporting Events come in booklets, and there are 24 different booklet covers for those with 10 stamps. The only way to be assured of getting them all is to order them from the National Philatelic Centre. The Mascots have come in 54¢, 98¢, and \$1.65 values. The lowest values come in booklets and coils — the latter being Canada's first ever se-tenant coils. (A \$1.18 value also appeared later, in February.) A new Queen Elizabeth definitive domestic value definitive was also issued on January 12.

Georg Gerlach, Pascal LeBlond, and Robin conducted a study of a constant error (a strong black line one stem) on the 48¢ McIntosh Apple stamp. A look at the proof sheets shows that it occurs only once in a sheet of 200, in position 1 of sheet 4. Dick Johnson has done work on a “narrow” version of the 42¢ Flag Stamp. Again, a study of the original proof sheet showed that the perforator was set one row short on the left side, leaving Row 1 with only 13 perfs across the top and bottom rather than the normal 14. Richard Gratton has investigated faking of errors on the Year of the Pig issue. By treating genuine “normal” copies with various organic solvents, the foil can be removed, producing “missing colour” varieties. He has already found ten fakes. There indeed is a true missing colour variety, but here is a case of “know your supplier”.

Large & Small Queens

Two issues of *Confederation* have arrived — #38 and #39.

In the first, Guillaume Vadeboncoeur showed a previously unrecorded 10¢ surtax UPU rate, and one of few with a 10¢ stamp. It is one of only three or four known that were not sent to India. His cover was mailed at Ottawa on 9 March 1883 addressed to Trinidad, and was routed via New York and St. Thomas, arriving in Trinidad on 7 April.

Jack Forbes updated his perforation study of Large and Small Queen blocks — listing those found on the 12½¢ and 15¢ Large Queens, the two Widows Weeds, the 3 registered letter values and the DLOs.

Yannick Cartier produced an article demonstrating the progressive loss of design elements on the LL corner 3¢ Small Queen over time. It begins during the Montreal printings and becomes much more noted on stamps with the 1888 Ottawa shades. He concludes that one of the plates used in Montreal was transferred to Ottawa. John Hillson has concluded that only one of the four plates produced for the 8¢ Small Queen was used in its four years of production.

Bill Radcliffe closed with a spectacular cover — one sent from Belleville to Toronto at 12¢, quadruple the domestic basic rate. It was franked with twelve 1¢ Yellow Large Queens in strips of three and four and five, with each stamp struck with a very fine two-ring “13”.

Issue #39 opens with Yannick Cartier’s examination of the Thin Soft Paper used on 3¢ Small Queens. It has the same horizontal grain and “hairiness” at the perfs as does the thick paper. But it is whiter; the colour of the stamps is less deep; and the design shows through. John McCormick has found a second 6¢ Small Queen with strong doubling in the bottom quarter. They are not side-by-side. But both were mailed at Collingwood on 4 January and 6 January 1894, suggesting that they are from the same row of the same sheet. Vic Willson presented a table of usages for multiples of each of the Large Queens, along with rarity estimates, and actual recorded quantities for the rarer combinations.

Brian Hargreaves has a poser. A cover sent in 1871 to Norway was evidently stamped with two or three 6¢ Large Queens, and returned to sender for additional postage to make up the proper 32¢ rate. A fourth 6¢ stamp was definitely affixed, and darkening in the UL corner suggests that another also was affixed, but has fallen off. The cover received a red PAID marking in London, and was received in Norway. Question: What stamp value is missing, if ever it was attached?

Bill Radcliffe closed with a fine combo franking. A letter of legal papers was sent from Simcoe on 28 January 1873, stamped with one 6¢, two 3¢ and one 1¢, overpaying the 12½¢ rate for up to eight ounces. The stamps were cancelled with two-ring “48”s.

Military Mail

Colin Pomfret opened Issue #188 with an article on No. 2 Construction Battalion, CEF, which was the only black battalion in Canadian military history. It was originally headquartered in Pictou, NS in 1916, and was operating in France by 1917. Another feature article reproduced a letter from the Lt-Gov of Saskatchewan, Mr RS Lake, thanking the 5th Battalion CEF for its services from the second battle of Ypres until the armistice and recognizing the heavy losses it sustained. The unit was formed in 1914 and served in France from 1915 to the end of the war.

Kin Dodwell looks at three telegrams from Jack Lovell to his mother. One was sent just after Dieppe and another from Normandy in August, 1944, both apparently reached the destination without censorship. Perhaps the latter was carried from France to England by favour for transmission, but why no censoring? Mike Street added a personal note to an earlier article by Kim, noting that his father had fought in Normandy near Tilly-la-Campagne in 1944, where he was wounded. Mike tracks the hospital transfers and his return to Canada on the *Letitia*.

Ken Ellison reproduced an enlistment ad for the Canadian Navy in 1917. Enlistment provided pay of \$1.10 per day! An article on *HMCS Portage* featured a 1946 cover with an NPO 618 dater and a Commanding Officer's circular hand stamp. The minesweeper was commissioned in 1943 and paid off in 1958. Capacity, capability, and armaments were outlined.

Darcy Hickson noted that the “Friends of Camp Hughes” had a gathering and display in Carberry, Manitoba last fall. They have a permanent display of Camp Hughes records and materials at the local library, and are attempting to have the grounds declared a National Historic Site with an interpretive centre.

Postal Stationery

The March 2009 issue of *Postal Stationery Notes* begins sadly, noting the passing of Peter Zariwny. Earle Covert and Keith Spencer wrote of his postal associations and the help he kindly offered to all.

In his PCF Corner, Robert Lemire noted that Earle Covert has found a copy of CY046 with a 1995 flag die I impression and an individualized bar code. There now remain unreported only four of the 84 possible postage-prepaid PCF cards in this form. An interesting new card, a reproduction of the CPR Chateau Frontenac Hotel with the 1995 flag die IIIc, has been reported. It has two bar codes, one of which is from a sequence not seen before. It is based on an earlier card without any stamp impression.

On (or shortly after) 9 March, two new sets of envelopes, each in sizes #8 and #10, were issued. One featured a set of eight orchids and gardens; the other a set of 10 fishing flies. Canada Post Corporation, which sponsors the Canadian Freestyle Ski Team, has issued a series of Xpresspost as well as Regional and National Priority envelopes featuring the team's five men and three women in action. Two padded versions have "gone green", substituting shredded paper for plastic bubble. Earle Covert also illustrated small National Xpresspost envelopes that were sold by Shoppers Drug Mart stores and sold for \$3.99 in 2007. These were displayed in the greeting card section, rather than at the RPO counter (if there was one). Labelled remainders are now being provided free by Canada Post as part of an Xpresspost envelope promotion.

Bill Walton contributed the third of his "Unusual and Exotic Postal Stationery Usages" articles. This featured a 2¢ Edward postal stationery envelope with the "Recovered by divers from wreck of SS *Empress of Ireland*" hand stamp. Very rare, indeed, since any *Empress of Ireland* wreck covers come up only about once per year, and postal stationery was a very small percentage of the recovered mail.

RPO Cancels

Issue #199 continues the study of the Intercolonial Railway postmarks of Nova Scotia, picking up the thread for the period 1882 until 1900. The Halifax & Amherst run, which passed through Truro, operated throughout those years. There were, however, a number of changes in the routing between Truro and Cape Breton. Until 1893, mail runs went to Pictou and on to Port Hawkesbury. In that year, however, the routing passed through New Glasgow to end at Point Tupper. The resultant RPO markings are traced and illustrated in detail.

Five new clerk handstamps are reported: G Houde (1953 Wpg. & S.R.), HE Channell (1888 Massawippi Valley RR) and FCH Kirk (1936 Toronto & North Bay RPO), J Brattan (1948 Rest. & Wol. RPO), and RJ Carlin (1946 Ottawa & Toronto). These came from the editor, Brian Stalker, Dave Hanes, and Jim O'Connor. In addition, Peter McCarthy and Doug Lingard have discovered a number of new ERD and LRD usages.

Newfoundland

The *Nenfie Newsletter* has adopted a new format starting with issue #134. It will be published quarterly, and will expand to 16 pages to allow for longer articles of

greater depth. In the first of these, Bob Dyer enlarged on his study of Rev EA Butler, not as a stamp dealer, but as a person, with help from two of Butler's grandchildren, Gwendolyn Butler and David E Messervey. Especially stressed was Rev Butler's strong opposition to the Newfoundland government led by Sir Richard Squires in 1932.

Brian Stalker studied the Bowring Brothers Ltd West Coast mail service under a contract running from 1904 to 1919. He reviews the original and changed routes the ships used and notes the names of the mail clerks. The company lost the contract in 1919 after very unpleasant negotiations with the Colonial Secretary. This is reviewed in some detail.

George McGowan discussed two versions of the EAT MORE / NEWFOUNDLAND FISH / HELP OUR FISHERMEN slogan cancel, used between 1937 and 1940. Carl Munden has discovered a near-perfect, double split circle strike of SALMONIER used during the GPO period. His card is dated OC 9 / 1892. As a result, there are only seven more GPO cancels with unrecorded usage, and in fact some of them may not have been issued. Barry Senior pictured three AYRE perfins used on items other than the usual blue envelope. Bob Dyer illustrated a letter from Lt Arthur Whitten Brown to his mother (a letter which Brown himself carried on the first transatlantic flight) as a cover posted at St John's. Jean-Claude Vasseur submitted a Roessler creation for a proposed 1937 Newfoundland-to-UK balloon flight.

Revenue

In issue #63, Chris Ryan continues his study of "Stamp Taxation of Tobacco Products". Part 9 concentrates on Cigar Stamps and Stamping from 1897 when American Bank Note Co. won the printing contract. ABN introduced numerous changes of design and formatting over the years they held the contract. BABN re-won the contract in 1935 and produced ever simpler designs until the end of tobacco-stamp usage in 1974. The second portion of his opus dwells on Official Cancels for these items over the same 1897–1974 period.

Chris also illustrated new Quebec Liquor Commission labels, in use from April, 1939, to show that the purchaser had paid unemployment tax as part of his liquor retail purchase price. Finally, Chris showed a stock certificate for preferred shares of Canadian General Electric Co, to which was attached both Canadian and US revenue stamps.

Peter deGroot surveyed statutes governing the use of Newfoundland Inland Revenue stamps to show that fees for boiler inspections had been paid. Fritz Angst wrote an article illustrating six types of "Manitoba Search Fee" tickets. Of these, two are not listed in Van Dam's 2001 catalogue. Fritz also has found the first recorded pair of Ontario 10¢ Law Stamps (OL47) imperforate vertically.

Number 64 again featured tobacco tax stamps, specifically the Bonded Removal Permit stamps. John Harper's examinations have revealed two new design types for both the rectangular tobacco and strip cigar varieties. The known type (John's Type III) was in use before 1908. However, John has found a design printed in 1883 by GE Desbarats & Co of Montreal (his Type I) and one of 1887/88 printed by Mortimer & Co of Ottawa (Type II), who also printed Type III. Chris Ryan then expanded on their use in Part 10 of his study of all the tobacco tax issues. While on the subject, new tobacco stamps are to be issued in 2009.

Chris contributed two other articles, one on the Manitoba Municipal User-Pay stamps for excess-to-allowed garbage bags. The other discussed the War Excise Tax stamp overprinted 1½¢. It was prepared for one user, who imported matches in boxes of 200, a form for which no single stamp existed. The overprinted stamps were used from 1936 until 1940, when the import duty rate was changed.

David Hannay illustrated a copy of van Dam BCH3, the BC Hospitals Aid stamp, with broken "5" and "5 legs on 1 swastika" varieties. Although both varieties were known, this is the first report of both on the same copy. Brian Peters illustrated a sheet of 12 British Columbia Police stamps issued in 1927, to be attached to Motor-Vehicle licenses in 1927. The only reported document bearing an example was also shown (courtesy of Erling van Dam).

Seven members of this Study Group held a get-together at a member's cottage in the fall. It was so successful that a repeat and expanded meeting is planned for this year.

World War II

Issue #44 continues with the study of Saint John, NB blackout cancels. One conclusion is that the same dater was used for both Perfect machines. The day/month was consistently above the time mark (with one inverted date error). The best identification for each of the two machines is to measure the length of the wavy lines—54-56 mm for die 1 and 52-54 mm for die 2. The study also looked at the solid inner circle of the blackouts. There were a number of quite consistent "flaws" in the form of notches on the inner ring and breaks on the outer circle.

Colin Pomfret submitted a cover addressed to an RCAF airman "attached RAF, Overseas". It was routed to "150 Sqd" and subsequently noted as "Not Known at 150", and re-routed to 265 Sqdn. There is no listing of #150 in Whitney's volume (Dr JT Whitney, *Collect British Postmarks*). Any thoughts?

Bill Robinson showed two, late-March 1945 blackout covers with Halifax return addresses Halifax at that time was using the "Help the Red Cross" slogan. Yet one envelope with a Halifax return address had an "Observe Sunday" slogan, supposedly then used in Saint John. Could the item have been mailed in Saint John? Has anyone else a similar cover with a Halifax return address?

Readers write (cont'd.)

John Davis, not a BNAPS member, has written, "I am writing a book that will include a chapter about the War Tax stamps issued by Canada during the First World War. For this, I am going to need some help and advice.

To be consistent with the chapters in my first book (shortly to be published) about the War Tax stamps of the British West Indies, in addition to the stamps themselves (the formats, booklets, coils, lathework, imprint numbers, quantities printed, revenue generated, printers, American Bank Note Co. records, etc), I also need to cover pertinent legislation and any amendments to it, post office notices for both the normal postage and war tax rates, information on what was exempt from the war tax for all the different types of mail and/or destinations etc. Newspaper and philatelic magazine articles and public reaction to the War Tax would add a further dimension to the story about the stamps themselves.

If there is anyone (preferably in the UK) who would be willing to help, I would be very pleased to hear from them." Please email John at:

John Davis j552davis@btinternet.com

Ralph Trimble enjoyed Ken Kershaw's article on the Three Penny Beaver varieties and re-entries in *BNA Topics* 2009Q1 very much, but noticed an error in the third paragraph on page 47 regarding the positioning of the stamp in question.

He writes: "The sentence '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' has the facts reversed. It should read '... third stamp from the RIGHT on the plate so third from the LEFT on the printed sheet.'

When referring to plate positions of varieties, we always refer to the position on the printed sheet, not the mirror image plate."

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(cont'd. from page 2)

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