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# BNA

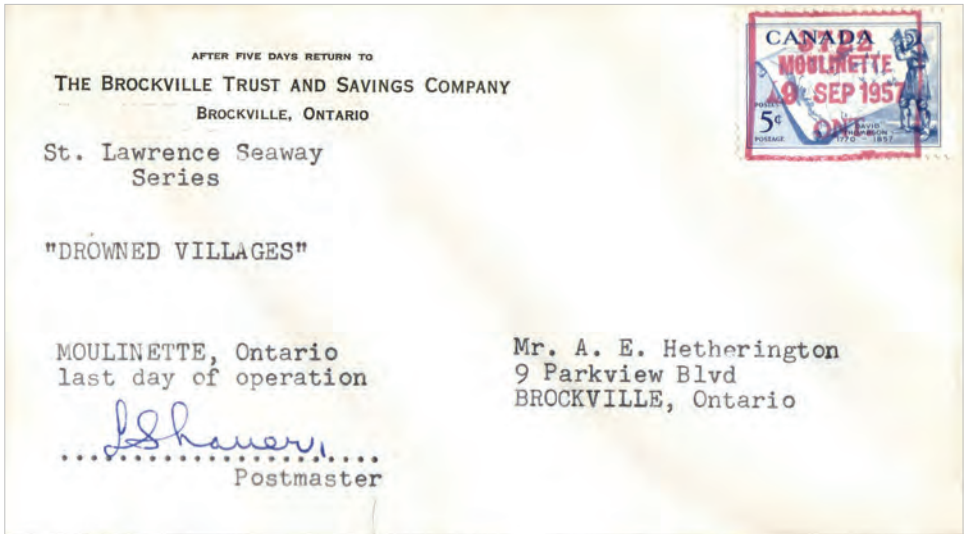
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The Lost Villages of the St. Lawrence Seaway, p. 8

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Volume 66 Number 3 Whole Number 520

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Last day cover from the Moulinette, Ontario post office, p. 8

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... continued on last page ...

# Why you should come to BNAPEX 2009 SEAWAYPEX

*Mike Street*

**H**AVE you had enough of the World Economic Crisis? It's been almost a year since this mess really got going, and at times the media coverage has been overwhelming. Perhaps you feel like you need a bit of a break from it all? Yes? Well, why not treat yourself to a great philatelic weekend this September 11-13 in Kingston, Ontario?

Don Ecobichon and his team are preparing to welcome all of us to another excellent BNAPS convention. At the time of this writing—Canada Day, July 1—some 15 dealers and the BNAPS Book Department have booked tables in the Bourse; most of the almost 160 exhibit frames have been requested; and an even dozen study group meetings have been scheduled. In addition to the study groups, three seminars are on tap: “Library & Archives—Philatelic Collections & Research at LAC”, “Possible Changes in BNAPEX Exhibiting Guidelines”, and “Meet the Editor of *BNA PortraitS* and the Interim Editors of *BNA Topics*”. Above all, you will have the opportunity to meet and spend time with many of the people you may be in contact with through a study group, as well as others whose names you see in our publications. Every one of these people is a collector like you, and we all have a lot to share with others.

Scheduled sightseeing activity includes a bus tour of the historic city of Kingston, one of the three capitals of Canada in the 1840–60 era, a visit to Fort Henry and the Royal Military College Museum, and a Thousand Islands boat trip including lunch on board. On Friday evening, attendees will have dinner in the Officers' Mess at Fort Henry, a separate venue from the fort itself.

The Ambassador Conference Resort is a modern facility, offering city bus service to the door every twenty minutes, an adjacent wetland for a nature interlude, and even an indoor water park. The Ambassador is situated close to Hwy. 401 and just 300 metres from the VIA Rail train station, where many trains connecting Kingston to Quebec City, Montreal, Ottawa and Toronto arrive each day. Kingston Airport, with several flights a day from Toronto, is an easy cab ride away.

Cost is always a significant element in deciding on something like attending a convention. When thinking about coming to Kingston, keep in mind that fully one-third of BNAPS' members live within a day's drive (or less) of Kingston. If this is you, it means, of course, that you can attend without the high cost of a long-distance plane trip. If you have attended a BNAPS convention before and, especially, if you haven't, opportunity is knocking. I hope to see you there.

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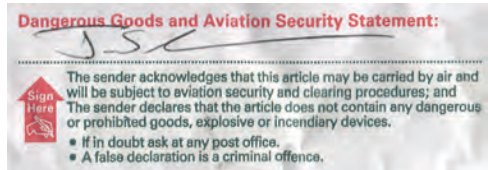
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# Readers write



David Whiteley received this Australian Postpak and asks if anyone has seen a similar security statement on mailers from Canada, or any other country or courier service.



*David Jones* found the nineteenth century “Postage Stamp License” shown at the bottom of the previous page, while visiting antique shops in Nova Scotia. It was issued to “Mr. AO Fulton, Bookseller and Stationer of Inglis Street, Truro in the County of Colchester, Province of Nova Scotia”. David asks if anyone has seen such a license used in other provinces or has any more information about them.

CR McGuire’s “Communications across the Atlantic from the 1860s to the end of an era, Part 2” in *BNA Topics*, Vol. 65, Number 4, October–December 2008, brought several replies from readers. *George Sawatzki* writes, “I noticed in Part 2 of CR McGuire’s article that he missed an interesting part on the post card sent by catapult airplane from the *SS Bremen*. On the back of the card (Figure 31, on p.15) the author writes: “[I am] on the way to New York to see the fight between Sch.–Louis.... “Sch.” is an abbreviation for Schmeling, the German heavyweight boxing champion.” This was the first of the two famous Louis-Schmeling fights. In another follow-up to this part of the article, a reader forwarded an eBay listing for an *SS Bremen* catapult mail cover (shown below) mailed from Canada to the Netherlands in 1930. This was eBay lot 370176509477. Although a spectacular item, the cover was priced too high and did not sell.



In a Postscript at the end of Part 2 of the article, McGuire reported a new late date for the last Father Point Paquebot cancellation (shown as Figure 22 on p. 51 of Part 1). Subsequently, *John McNaig* wrote to advise of an even later date of this cancel, May 9/58, on a post card showing the Cunard ship *RMS Saxonian*.  
**(Continued on page 17)**



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# The Lost Villages of the St. Lawrence Seaway

*David McLaughlin*

THE 50th anniversary of the official opening of the St. Lawrence Seaway was marked on 26 June 2009. Recognized as an engineering marvel and a symbol of Canada–United States cooperation, the Seaway’s inauguration half a century ago meant progress and prosperity for both countries. Ocean-going vessels could now travel over 3,500 kilometres inland from the Atlantic Ocean, and cities as far west as Port Arthur, Ontario and Duluth, Minnesota were now able to ship directly to international locations. The St. Lawrence Seaway Project also included a co-operative hydroelectric power station complex to supply electricity to both sides of the border. At the heart of the complex is the Saunders–Moses dam, located just west of Cornwall, feeding water to Ontario Hydro’s RH Saunders Generating Station and to the New York Power Authority’s St. Lawrence–Franklin D Roosevelt Power Project, which have powered thousands of homes and industry for 50 years.



**Figure 1.** Normal St. Lawrence Seaway stamp.

In celebration of the opening the US and Canada post offices each issued St. Lawrence Seaway stamps with identical designs. Like the Seaway itself, the shared design represented a successful collaboration



**Figure 2.** Inverted St. Lawrence Seaway stamp.

between the neighbouring countries. The Seaway stamp (Sc #387, Figure 1) is one of the most recognizable Canadian stamp designs, and many a philatelist has avidly sought the infamous Canada Seaway invert error (Sc #387a, Figure 2) arising from this issue, both at auctions and in mission mixes [1].

Progress, however, is not often made without consequences, and the story of the St. Lawrence Seaway project proves to be no different. When it was completed, the mighty Long Sault Rapids were quieted, a railway re-routed, highways and roads abandoned, houses moved to new locations (Figure 3) or demolished, and six villages, three hamlets, and thousands of acres of farm land wrestled from the Upper Canada wilderness generations earlier, now lay submerged below the surface of the 30-mile long, man-made Lake St. Lawrence behind the Saunders–

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Keywords & phrases: St. Lawrence Seaway, post offices, inverted stamp

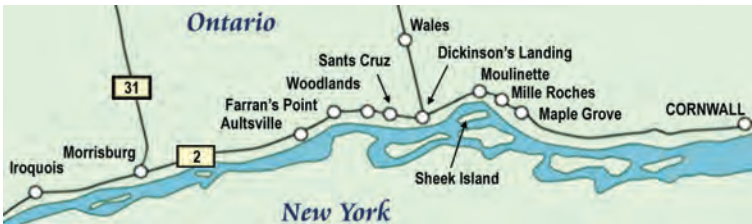
BNA Topics, volume 66, Number 3, July–September 2009

Moses dams. It is ironic that most of John Crysler’s farm, the site of one of the most important battles with the Americans in the War of 1812–1814, now lay under Lake St. Lawrence, a body of water in existence only because of the Seaway project undertaken in a cooperative effort with the Americans 145 years later.



J. W. HARTSHORNE HOUSE MOVER, IROQUOIS, ONTARIO, CANADA

**Figure 3.** Postcard showing how houses were moved to allow construction of the St. Lawrence Seaway.



**Figure 4.** Map showing the St. Lawrence River in Stormont County, before the Seaway project.



**Figure 5.** Map showing the St. Lawrence River after the Seaway project. Flooded parts of Stormont County are in dark green.

In addition to the changes to the physical landscape (Figures 4 and 5), the Seaway project also tore apart the social fabric of the region. In all, some 6,500 people, many of whom could trace their connections to the area back 150 years or more, were relocated to two new towns—Long Sault and Ingleside. The bodies of 2,000 of their ancestors were reinterred. Other graves, when there was no kin to request reinterment of the body, were capped with concrete and left to lie under the water forever. Ultimately, six Canadian post offices were closed as the communities they served disappeared. This is the story of these Lost Villages; of Mille Roches, Moulinette, Dickinson's Landing, Wales, Farran's Point, and Aultsville, and of their post offices, permanently closed to make way for the water storage areas of the Saunders and Roosevelt hydroelectric generating stations and the shipping channels of the St. Lawrence Seaway.

The first settlement in the area came in 1669, when the French explorer, René Robert Cavalier, Sieur de La Salle (Scott #446) established a trading post at the head of the Long Sault Rapids on the St. Lawrence River, where Dickinson's Landing would later stand. La Salle's exploratory voyages would later take him further west, crossing Lakes Ontario, Erie, Huron, and Michigan, and then down the Mississippi River to the Gulf of Mexico.

When peace was established in 1783, at the conclusion of the American Revolutionary War, Britain recognized the independence of the United States. Some of the soldiers from disbanded British units moved into the wilderness of Stormont County in Upper Canada, to take up land grants given in exchange for their military service. The soldier-settlers were also provided with basic tools, food rations, and clothing for three years. Many of the communities along the river were established by soldiers and officers from the King's Royal Regiment of New York, or "the Yorkers" as they were familiarly known.

From the time of first settlement, many recognized both the power to be harnessed from the St. Lawrence and the need to bypass the rapids to provide a transportation route further inland to the Great Lakes. In the early days, businesses flourished in all of the towns along the river with oat mills, grist mills, sawmills, and carding and fulling mills being established, taking their power from the river's water. The first hydroelectric power was produced from the Long Sault rapids in 1901, with the completion of a 3000 HP power station at Mille Roches. It now sits, intact, below the waters of Lake St. Lawrence.

A joint commission, established by the governments of Upper and Lower Canada in 1818, recommended improvements to the waterways below Prescott on the St. Lawrence. Work on the Cornwall Canal, from Cornwall to Dickinson's Landing, began in 1834, but was suspended in 1837 because of the state of provincial finances and the political troubles of the 1837 Rebellion. Construction recommenced in 1841, after the Act of Union, combining Upper and Lower Canada into the Province of Canada, went into effect.

At its completion, the Cornwall Canal spanned 11.5 miles, with seven locks and a total rise of 48 feet. The steam mail boat *Highlander* was the first boat to pass up the canal. Further west, about five miles upstream from Dickinson's Landing, the Farran's Point Canal, with one lock and a four-foot rise, was completed in 1847. Various improvements were later made to the canal systems on the St. Lawrence at different times, culminating in the truly massive St Lawrence Seaway project in the 1950s.

Construction of the Grand Trunk Railway line from Montreal to Toronto was underway by the mid-1850s. By 1856, trains were stopping at stations in Mille Roches, Dickinson's Landing Station, Farran's Point, and Aultsville. Dickinson's Landing Station was located inland, north of Dickinson's Landing; its name was changed to Wales, reportedly in honour of Queen Victoria's son, Edward, Prince of Wales (later Edward VII), who visited in 1860, arriving by train for an excursion to view the nearby Long Sault Rapids. In 1910, the townspeople of Moulinette lobbied for and obtained a train station as well.

The Lost Villages were located in the townships of Cornwall and Oznabruk in Stormont County. In the order in which the first post office in each village was opened, a brief summary of the postal history of each follows.

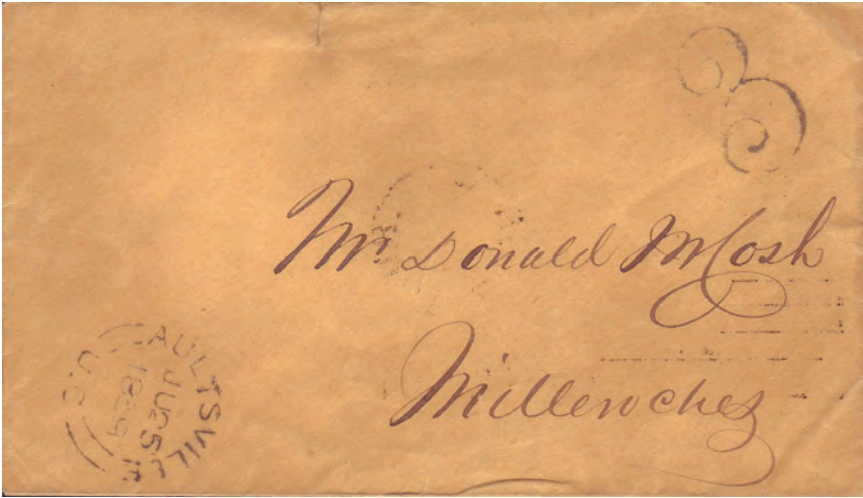
## **Aultsville**

Aultsville, the furthest west of the Lost Villages, was founded, about 1783, by five soldiers from the King's Royal Regiment of New York. They named the village Charlesville. Why they did this is not known; however, the author notes that the King's Royal Regiment of New York took part in the siege of Charlestown, South Carolina from 11 February 1780 until its surrender on 12 May 1780, so perhaps they chose it to commemorate their military service.

The Aultsville Post Office could trace its roots back to one of the first post offices in Stormont County. William Smith reports [2] that settlers of the new districts began to petition the government for postal service in 1787, and that, in 1789, 11 post offices were opened between Montreal and Kingston. One of them was called Oznabruk, taking its name from the Township of Oznabruk, as was the custom for early post offices.

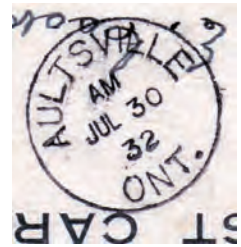
Frank Campbell writes [3], however, that from 1803 to 1830 this office was actually called Oznaburg. Max Rosenthal reports [4] that the office was closed during the war of 1812–14 and was not reopened again until 1829, with Joseph Bockus as Postmaster and the name corrected to Oznabruk. The Oznabruk Post Office generated annual revenues of between \$200–\$250 in the 1830s and 1840s, dropping to between \$100–\$200 thereafter, as additional post offices were opened in locations more convenient for some patrons. On 1 April 1854, the name of the Oznabruk office was changed to Aultsville. One year later, on 1 April 1855, JR Ault was appointed Postmaster [5].





**Figure 6.** 1859 letter from Aultsville to Milleroches [sic].

The rise in annual revenues to \$500-\$750 following the opening of the Aultsville office, combined with no mention of a post office in WH Smith's written account of Charlesville in 1851 [6], suggests that the Oznabruk Post Office was located in a rural residence that was not convenient for patrons in the mid-1850s. The post office revenue is also a proxy for the increased commerce in the area and the progress that came with the railroad in 1856. The Aultsville Post Office continued to operate until its final closure on 18 September 1957. An early letter from Aultsville to Milleroches [sic], with an AULTSVILLE / U.C. double broken-circle cancel, is shown in Figure 6, and a 1932 AULTSVILLE / ONT. CDS postmark in Figure 7. A last day cover is shown in composite Figure 13.



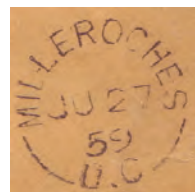
**Figure 7.** A 1932 AULTSVILLE / ONT. CDS cancellation

## Mille Roches and Moulinette

Mille Roches (1000 Rocks) and Moulinette were located just two miles apart, and their postal histories are intertwined. A post office named Moulinette was opened on 10 August 1835 and closed 25 May 1839. A year later, in 1840, the Moulinette Post Office reopened with Benjamin Tait as Postmaster. The Postal Archives indicate the name of the post office was changed to Mille Roches in 1859. On 15 May 1874, another post office named Moulinette was opened, with George McDonald as Postmaster.

Max Rosenthal's explanation [4] of the name change is that, in 1859, the post office was moved from Moulinette to a point near the Mille Roches railway station,

which was established on the new Grand Trunk railway line. While this seems to be a plausible explanation, it is not consistent with WH Smith's 1851 descriptions [6] of the two villages, in which Mille Roches had a post office and Moulinette did not. The Mille Roches Post Office remained open until its closure on 11 September 1957, while the Moulinette Post Office closed two days earlier, on 9 September 1957. An (18)59 MILLEROCHEs, U.C. single broken-circle cancel is shown in Figure 8. Last day covers are shown in composite Figure 13; the full Moulinette last day cover is also featured on the front cover of this issue of *BNA Topics*.



**Figure 8.** (18)59 MILLEROCHEs, U.C. single broken-circle cancel.

## Dickinson's Landing



**Figure 9.** 1854 Letter from Dickinson's Landing / C.W. to Toronto.

The Dickinson brothers, Horace and Barnabas, who came from Denmark, New York, established a stage coach line between Montreal and Kingston after the war of 1812–14. On 25 March 1816, the brothers were awarded a two-year contract for the conveyance of mails between Montreal and Kingston, with stagecoach couriers departing two times per week in each direction. By the time the contract was renewed on 4 October 1817, Barnabas Dickinson had moved on to pursue stagecoach and mail contract opportunities in the United States, while Horace continued the Canadian operations alone. Barnabas returned to Canada about 1827. Both died just weeks apart in the cholera epidemic of 1832. Although the early mail contracts were for mail conveyance by land, their later contracts provided for the use of a combination of stagecoach and steam boat.

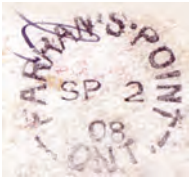
Dickinson's Landing became the transfer point at the head of the Long Sault rapids for the exchange of passengers, mail, and freight between the stagecoaches from Cornwall and a steamboat—the *Iroquois*—upstream of Dickinson's Landing. The *Iroquois* was soon replaced by a larger vessel—the *Dolphin*—to better navigate the rapids upstream to Prescott.

The Dickinson's Landing Post Office opened on 5 October 1841, and operated continuously under ten different Postmasters for 115 years, until its closing on 28 June 1957. An 1854 Dickinson's Landing, C.W. double-broken circle cancel is shown in Figure 9, and a (19)24 single broken-circle cancel in Figure 10.



**Figure 10.** (19)24 Dickenson's Landing single broken-circle cancel on a post card.

## Farran's Point



**Figure 11.** (19)08 Farran's Point single broken-circle cancel.

Farran's Point was established around 1810, on property that was part of a land grant to Jacob Farrand, a lieutenant in the King's Royal Regiment of New York. The land grant included property on the shore of the St. Lawrence River west of the Long Sault Rapids. Jacob's son, Charles, developed a number of businesses in the area including a grist mill, carding mill, saw mill and shingle mill. The Farran's Point Post Office was opened on 1 July 1861 and remained open until 19 September 1957. An (19)08 FARRAN'S POINT / ONT single broken-circle cancel is shown in Figure 11. A last day cover is shown in composite Figure 13.

## Wales

Wales was the only lost village not actually situated on the St. Lawrence River. The land on which Wales was established was a land grant to Dr James Stuart of the King's Royal Regiment of New York. Dr. Stuart did not take up his land grant immediately after the disbandment of his regiment, choosing instead to live in New Stamford, New York, before coming to Canada in 1810. Five generations of the Stuart family lived on the land grant until it was inundated in 1958.

After the establishment of the Grand Trunk Railway station at Dickinson's Landing Station (Wales), the government was petitioned to establish a post office in the village as well. The office opened 1 March 1866 and remained open until 12 December 1957. Six people with only three different surnames served as Postmasters of Wales over its 91-year history. A (19)07 WALES / ONT CDS cancel is shown in Figure 12. A Last Day cover is shown in composite Figure 13.



**Figure 12.** (19)07 Wales CDS cancel.

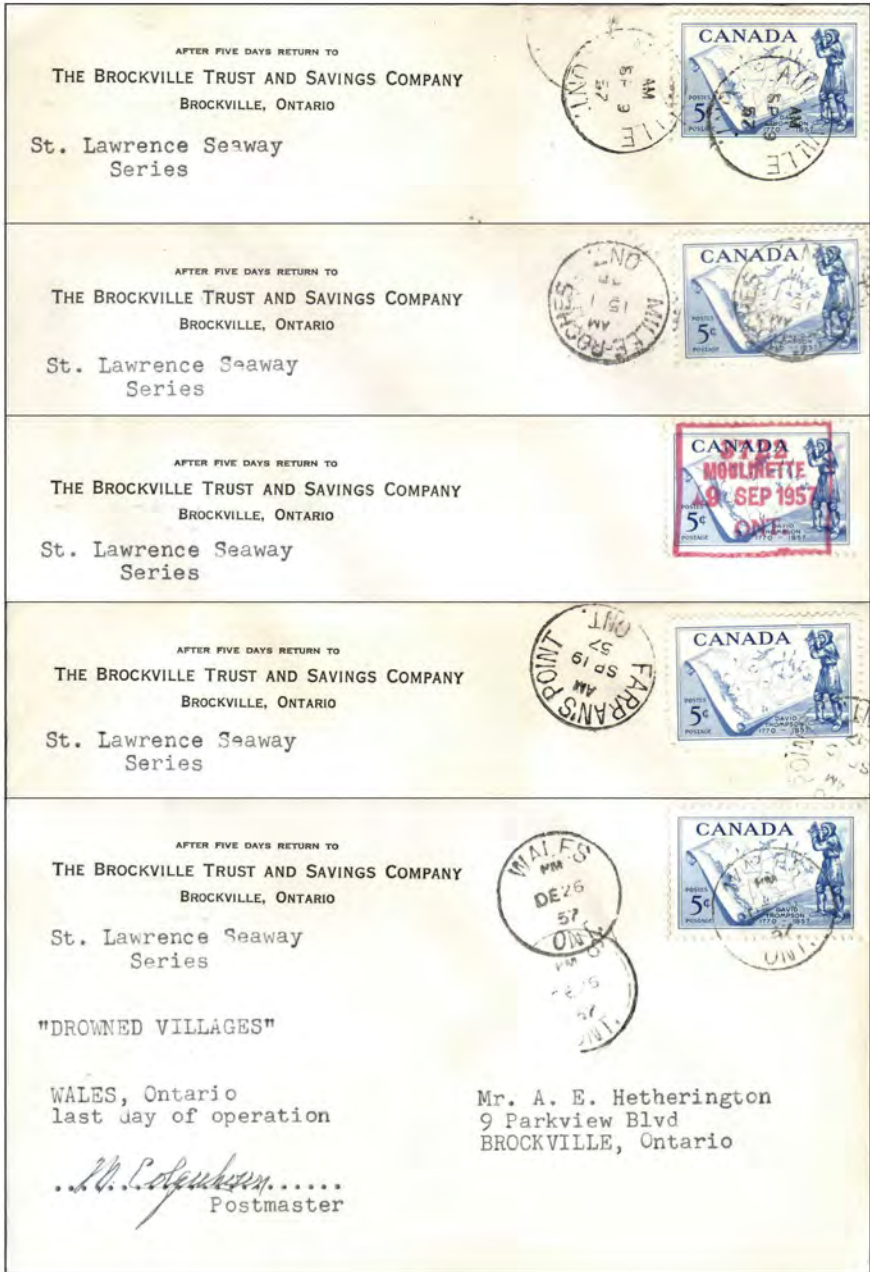


Figure 13. Last day covers from the Lost Villages of Aultsville, Mille Roches, Moulinette, Farran's Point, and Wales.

## Woodlands

In addition to the village post offices that were closed in 1957, prior to the region being flooded for the RH Saunders power dam, it should be noted that one of the three hamlets inundated also had a postal history. Woodlands, located between Dickinson's Landing and Farran's Point, had a post office from 1 February 1864 to December 8, 1909 with, remarkably, only one Postmaster, Robert H Stuart, on record in the location's 45-year history.

## Conclusion

What is past is prologue. Today the families moved from Mille Roches Moulinette, Dickinsons Landing, Wales, Farran's Point and Aultsville, and their descendants have established new lives in the new towns of Long Sault and Ingleside. A new chapter in Stormont County's postal history began with the establishment of new post offices in those communities. The history of the inundated area is also being kept alive with the establishment of the Lost Villages Historical Society and the Lost Villages Museum at Ault Park, Long Sault, Ontario.

## Acknowledgements

The author wishes to thank Colin Cutler for the scans used in Figures 6, 8, 9, and 13, and Jeri Danyleyko for those used in Figures 3, 4, 5, 7, 10, 11, and 12.

## References and endnotes

- [1] Seaway stamp illustrations courtesy of the Saskatoon Stamp Centre. See also John Jamieson, St. Lawrence Seaway Invert Errors, *BNA Topics*, Vol. 63, No. 1, p. 8-22 (2006).
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2. Beverlie A Clark, "The St. Lawrence Seaway Canada-USA", *The Canadian Philatelist*, Vol. 27, No. 5, p. 279 (1976).



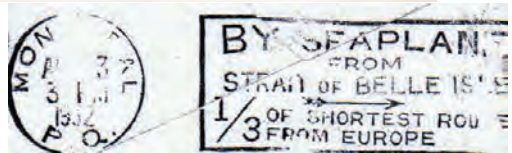
3. Frank Mackey, *Steamboat Connections Montreal to Upper Canada 1816-1843*, McGill-Queen's University Press, 2000.
4. The Lost Villages Historical Society collection is on public display in its museum at Ault Park. Information including directions, opening dates and times are available on the website at <http://www.lostvillages.ca>
5. Ghosttownpix.com is a website dedicated to remembering the Lost Villages of Ontario as well as "Ghost Towns" in five different provinces, and abandoned buildings in various locations. The website's address is: [www.ghosttownpix.com](http://www.ghosttownpix.com).

## Readers write (continued from page 6)

The "Aircraft and ships on the St. Lawrence" section, pp. 15-19 of part 2 of the McGuire article, discussed and showed covers whose mailing time was reduced because they were flown between Montreal and Rimouski or Ottawa and Bradore Bay. Subsequently, the cover below was offered as Lot 38526 in Nutmeg Auctions' Sale 9. The typed text reads, "By first flight by the new combined sea and air mail service to Canada...per SS Duchess of Richmond to Rimouski and thence by aeroplane." The cover carries a My 16/31 Montreal backstamp (courtesy Nutmeg Auctions).



Figure 35 on p. 17 of the article showed a cover carried on the commemorative Imperial Economic Conference flight from Bradore Bay to Ottawa. Unfortunately the special postmark on this cover was obscured by the stamp. Brian Plain sent a scan of another cover carried two weeks later on this service. Brian's cover, mailed at Weston Super Mare, Somerset and addressed to Victoria, BC, carried a much clearer image of the postmark..



# A two-country revenue stamp document

John Parkin

**D**OCUMENTS carrying Canadian revenue stamps, while not rare, are not common either. Documents carrying revenue stamps of Canada and another country are scarce [1] ! In Figure 1, we see a promissory note for a very large sum in £ Sterling, written and signed at Quebec (City) on 21 November 1873, to be paid after 1 July 1874 in Scotland.



**Figure 1.** 1873 promissory note in £ Sterling, drawn in Canada on a bank in Scotland.

The note reads:

*Quebec 21st Nov 1873*

£28559.14.5 Stg.

*On the 30th day of June next pay to Allan Gilmour Esq. of Ottawa or order  
Twenty eight thousand five hundred and fifty pounds 14/5d Sterling for value  
received and debit same to our account.*

*To Allan Gilmour*

*4 Park Gardens*

*Glasgow, Scotland (signed) Allan Gilmour*

Keywords & phrases: revenue stamps, documents, UK revenue stamps

Written across the main text is: *Accepted 1st May 1874 / Payable at the Union Bank of Scotland, Glasgow / (signed) Allan Gilmour.*

The sum of £28559.14.5 Stg is a huge amount today. In 1873, it was a fortune! As can be seen in Figure 2, to make the document legal, it was recorded and the appropriate bill tax paid, likely in Quebec City. All Canadian stamps are pen-cancelled “21<sup>st</sup> November 1873”, while the UK stamps are pen cancelled “1/1/74”.



**Figure 2.** Reverse of the promissory note, with many endorsements and Revenue stamps of both Canada and Great Britain affixed.

The total of \$41.52 in Canadian Bill Stamps on the reverse of the note (Figure 2) is made up of  $2 \times 1\text{¢}$ ,  $1 \times 50\text{¢}$ ,  $6 \times \$1$ ,  $7 \times \$2$  and  $7 \times \$3$  (van Dam #s FB37, FB51, FB52 & FB5 respectively). The £14/6s total of British foreign bill stamps (Figures 1 and 2) is made up of (front)  $2 \times 1\text{s}$ ,  $1 \times 4\text{s}$ ,  $2 \times 10\text{s}$ , (back)  $1 \times 1\text{£}$ ,  $3 \times 1\text{£}10\text{s}$  and  $3 \times 2\text{£}10\text{s}$ .

On the reverse, the note is endorsed “Pay Thomas Macduff Esq. or order / (signed) Allan Gilmour / (signed) Tho. Macduff”. In addition to an oval duty stamp applied in Scotland, there are three bank endorsement hand stamps: “Pay to the order of the / Alliance Bank Limited”; “Pay Union Bank of Scotland, or order”; and “For the City Bank, Montreal / (signature unreadable) Cashier”.

Since the note was written and signed by, payable to, accepted by, and endorsed by “Allan Gilmour”, and the signatures are very, though not completely, similar, it was a bit difficult to know if “Allan Gilmour” was one or two people. A trip to Google provided the answer—there were at least three—and also offered the likely reason the promissory note was written!

Around 1820, the first Allan Gilmour, a Glasgow merchant, established a lumber and shipping business at Miramichi, New Brunswick and Quebec City under the name “Allan Gilmour & Co.” The management of operations in Canada was entrusted to his nephew, also Allan Gilmour, who was based in Quebec. At the same time, a second company was established in Montreal under a different nephew, William Ritchie, and carried his name. The third Allan Gilmour, also a nephew of the first and thus a cousin of the second, was sent to Canada to assist Mr. Ritchie.

When the first Allan Gilmour retired, the second returned to Scotland to take over the main company, which he eventually inherited. After Mr. Ritchie’s retirement, the third Allan Gilmour and a fourth cousin took over the Montreal company, which was renamed “Gilmour & Co.” Its operations were eventually moved to Ottawa. At the end of 1873, Gilmour & Co. ceased operations, the third Allan Gilmour retired and soon commenced almost two years of travelling in Great Britain, Europe, Egypt, and the Middle East. It is almost certain that the promissory note was payment to this Allan Gilmour for his share of the business! [2]

## **Acknowledgement and reference**

- [1] The Gilmour promissory note was shown during the Members’ Display session of the Canadian Philatelic Society of Great Britain convention at Llandrindod Wells, Wales in 2006. Mike Street asked for the images to bring the item to the attention of collectors of Canadian revenue stamps. My thanks to Mike for locating the information on the Gilmour family.
- [2] [http://www.electricscotland.com/history/canada/gilmour\\_allan.htm](http://www.electricscotland.com/history/canada/gilmour_allan.htm)  
 “Electric Scotland” is an on-line site featuring information on the history of Scotland, the Scots and Scots-Irish, as well as people and places of Scots descent around the world.



# Post-Confederation sales of Newfoundland stamps by the Canada Post Office

CR McGuire

WHILE my interest in first day covers lies in commercially used examples [1] and those sent to clients by firms enclosing publicity and/or product information, I found Gary Dickinson's recent article in *BNA Topics* [2] very interesting, particularly because it pertains to Newfoundland. I would like to add the following information to Part 2 of Gary's article.

On page 65, the author states that the cachet of the cover shown on that page, "...shows...a moose head...". The animal is not a moose; it is a caribou, considered by many to be Newfoundland's national animal. However, more important is that the caribou portion of the cachet is very similar to the Royal Newfoundland Regiment's cap badge (Figure 1). This is most appropriate because the Regiment made numerous contributions to the Allied cause during the First and Second World Wars. The losses suffered at Beaumont Hamel on 1 July 1916 make that date a Day of Remembrance in Newfoundland. Initially, the "Forget Me Not" was Newfoundland's floral symbol of Remembrance; it is now shared with the Poppy.

The cachet also appropriately features Newfoundland's coat of arms, which appears as the watermark on Newfoundland government stationery and also, beginning in 1928, in the paper used for many of its postage stamps and the second printing of the 10 cent postage due. This version replaced the previous coat of arms on Newfoundland Post Office stationery in the 1930s and was used until it was eliminated in the 1940s. Figure 2 depicts the different coats of arms on two examples of the Newfoundland Post Office stationery to which I refer.

On page 70, the author states "Some collectors who had retained an accumulation of Newfoundland stamps apparently began to feel that they had an over-supply and started to dispose of them on their outgoing mail during the 1950's." While this is true, I think the main reason the majority of Newfoundland stamps were used after Confederation is because they were available for sale through the Philatelic Section of the Canada Post Office Department for several years.



**Figure 1.** Royal Newfoundland Regiment cap badge.

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Keywords & phrases: Newfoundland, postage stamps, post-Confederation





**Figure 2.** The Newfoundland coat of arms on official stationery. The upper cover shows the coat of arms used up until the 1920s. The envelope flap below shows the coat of arms used into the 1940s.

Figure 3 is form “P.S.D. 14” which confirms that Newfoundland stamps were available for purchase after 1 April 1949. Form P.S.D. 14 was replaced by “P.S. 15-20M-28-9-50”, a four page, 8 ½”×14” order form which had a half page listing the same group stamps as in Figure 3, with the addition of three postage due stamps: -J-3---3c, J-4---4c, and J6---10c [3].

The new form also pointed out that “It is regretted that these stamps cannot be selected and no exchanges or refunds can be made due to centering.” During this period, the Canada Post Office selected well centered stamps for their philatelic stock, and it wanted to ensure that clients knew this would not apply to the Newfoundland stamps it was selling.

Figure 4 depicts the bottom of the P.S. 15 form’s last page, with the added text, “This Copy of this form Distributed Courtesy of C. P. S.”. The abbreviation is for the Canadian Philatelic Society, the forerunner of the “Royal Philatelic Society of Canada”, which is celebrating 50 years of Royal patronage this year.

LIST OF NEWFOUNDLAND POSTAGE STAMPS  
 THAT WILL BE AVAILABLE FROM  
 THE PHILATELIC SECTION, FINANCIAL BRANCH, POST OFFICE DEPARTMENT, OTTAWA, ONTARIO,  
 AFTER THE 1st APRIL, 1949.

Please use this as an Order Form. A new form to replace it will be sent with the items ordered.

Catalogue No. Scott	ITEMS:	Number of stamps on a sheet	Total Number Required	Total Cost \$	Total Cost ¢
253	.01¢ dark gray	50			
254	.02¢ deep green	100			
255	.03¢ rose carmine	100			
256	.04¢ blue	100			
257	.05¢ violet (die ii)	100			
258	.07¢ blue ('42)	100			
259	.08¢ red	100			
260	.10¢ brownish black	100			
261	.14¢ black	100			
262	.15¢ pale rose violet	100			
263	.20¢ green	100			
264	.24¢ deep blue	100			
265	.25¢ slate red	100			
266	.48¢ brown ('44)	100			
267	.30¢ carmine	100			
269	.04¢ light blue	100			
270	.05¢ rose violet	100			
C 19	.07¢ bright ultramarine	100			
TOTAL					

P.S. D. 14

**Figure 3.** Canada Post Office form P.S.D. 14 offering stamps of Newfoundland for sale after Confederation, 1 April 1949.

Total .....				

Plate numbers and plate number positions will be sold only when they are specifically requested and the following minimum quantities of stamps ordered for each plate number. 100 stamps (full sheets) 1¢ to 5¢ inclusive, 50 stamps (full sheets) of the 6¢ commemorative, 25 stamps (half sheets) of each of the 7¢ to 20¢ inclusive, 10 stamps of each 50¢ to \$1.00 denominations.


Canadian postage stamps perforated and overprinted "O.H.M.S." and "G." are available to philatelists under the following restriction:

Before the stamps may be forwarded a definite undertaking in writing must be given by the applicant, to the effect that he will not use the stamps for postage purposes. The stamps will be sold at face value.

This Copy of this form Distributed Courtesy of C. P. S.

**Figure 4.** Bottom portion of Form P.S. 15, with added text referring to the Canadian Philatelic Society.

Figure 5 shows form letter "P.S.D. 39", which outlines the requirements to obtain plate blocks and the gutter variety of the 30 cent commemorative, Scott #267. I recall seeing another order form for Canadian postal stationery which had typed text added listing Newfoundland's last 1 cent and 2 cent post cards.



**Post Office Department, Canada**

FINANCIAL BRANCH  
Philatelic Section

*Ottawa,*

NEWFOUNDLAND POSTAGE STAMPS  
Plate Numbers, Plate Number Positions,  
and Gutter on 30-cent Stamp

---

Plate numbers and plate number positions of Newfoundland postage stamps will be sold only when they are specifically requested, and the following minimum quantities of stamps are ordered for each plate number . . .

- 100 stamps (full sheet) 1¢ to 5¢ denominations, inclusive
- 25 stamps (quarter sheet) 7¢ to 25¢ denominations, inclusive
- 24 stamps of the 30¢ denomination (includes gutter)
- 10 stamps of the 48¢ denomination.

The gutter in the centre of the two panes of the 30¢ carmine will only be supplied when a minimum of 20 stamps are ordered.

L. J. MILLS  
Director of Financial Services.

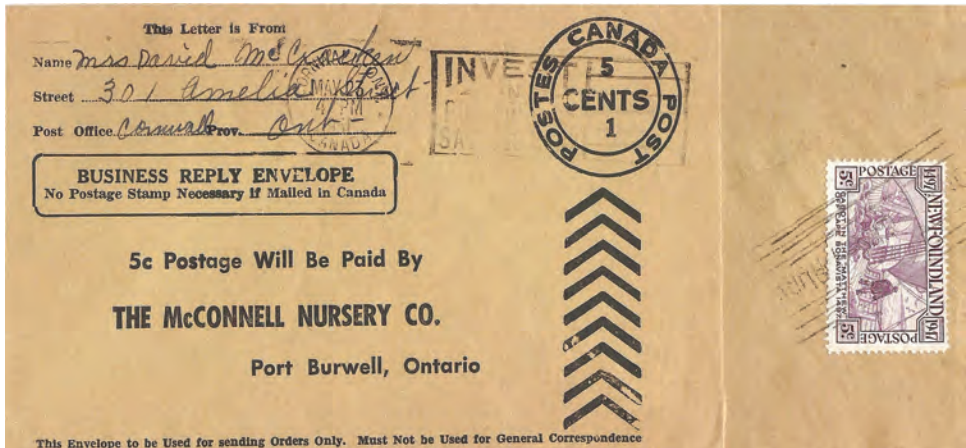
P.S.D. 39

**Figure 5.** Canada Post Office form letter P.S.D. 39 giving details of plate block and gutter variety purchases of Newfoundland stamps that could be made after Newfoundland joined Confederation in April 1949.



**Figure 6.** Letter franked with Newfoundland stamp mailed in Dundas, Ontario on Confederation Day, 1 April 1949.

The envelope in Figure 6, on a Dundas, Ontario hotel corner card envelope, has text added publicizing the fact that “Newfoundland Stamps can be used for postage anywhere in Canada April 1st, 1949”.



**Figure 7.** A 5¢ Newfoundland Cabot stamp applied at Port Burwell, Ontario to pay the postage on a Business Reply envelope addressed to a local company.

Over about twenty-five years, I have observed many non-philatelic, post-Confederation uses of Newfoundland stamps. I believe that when some post offices ordered new counter stock they were sent Newfoundland postage stamps, particularly Sc. # 257 and the Cabot issue, Sc. #270. Figure 7 is an example of Sc.



#270 tied with the Port Burwell, Ontario roller to the back of a business reply envelope. It is a receipt acknowledging the payment of the postage by the McConnell Nursery. This is one of three examples I have seen used on different dates in April and May 1951, which I think confirms that the Port Burwell post office had these stamps in its counter stock.

Two of the Newfoundland stamps sold after Confederation have been reported with Canadian perforated initials. Figure 8 shows Sc. #270 with “PS”, used by the Province of Saskatchewan. It is postmarked with an Openshaw, Saskatchewan CDS on “2-XI-52” and is listed in the perfin catalogue [4]. I have also seen an example of Sc. # 257 with a “CGE” perfin, used by the Canadian General Electric Company, which is not listed in the perfin catalogue. I believe the existence of these perfins confirm that Newfoundland stamps were also sold by the Canada Post Office to non-philatelic clients.



**Figure 8.** Newfoundland Sc. #270 with “PS” perfin.

## References and endnotes

- [1] CR McGuire, There are First Day Covers and...THERE ARE FIRST DAY COVERS!, *BNA Topics*, Vol. 44, No. 4, pp. 40-42; corrections Vol. 44, No. 6, p. 4 (1987).
- [2] CR McGuire, Communications across the Atlantic from the 1860s to the end of an era, *BNA Topics*, Vol. 65, No. 1, pp. 50-58, and No. 3, pp. 64-71 (2008).
- [3] Also listed on page 2 of the P.S. 15 form is another stamp that may be of particular interest to collectors of the Canada Post Office Officially Sealed stamps used by the Dead Letter Office. The last issue of the Officially Sealed stamp, Sc. #OX4 (right), listed as “Maple Leaf, 1913 (brown)”, was “...available at 50¢ each.” That will explain the existence of many covers with these stamps, often in multiples and not tied with any postmark.
- [4] JC Johnson and G Tomasson, *Canadian Stamps with Perforated Initials*, 4th Edition, p.98, BNAPS/ Unitrade Press, Toronto, 1985.



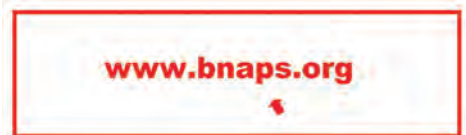


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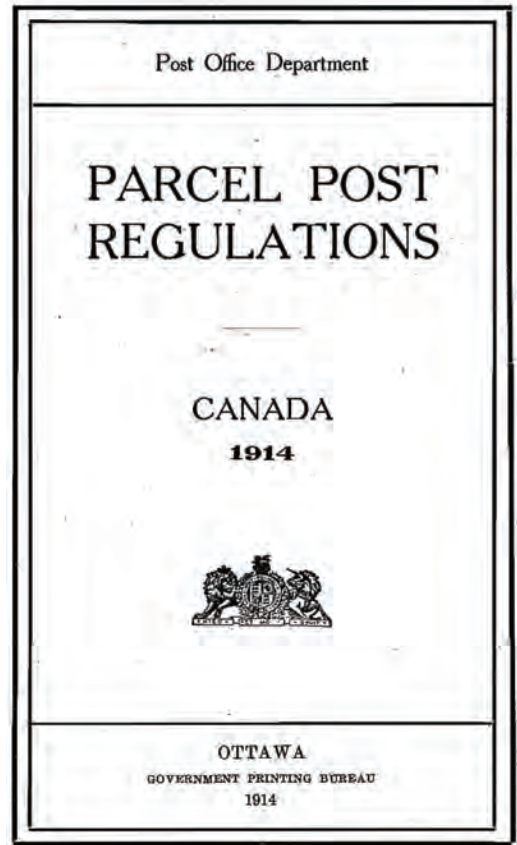
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# The special 5¢ domestic parcel post fee of 1914

*R Parama*

**S**TEINHART [1] provides us with very comprehensive data relating to regulations and rates as applicable to domestic Parcel Post during the Admiral period. Indeed, at the beginning of the Admiral period, there was no domestic parcel post service, and if one desired to send general merchandise to a domestic location through the mails, the most practical option available was Fourth Class matter. It was expensive for larger parcels; 1¢ per ounce regardless of distance.

Parcel post was re-introduced in Canada in 1914. It offered the sender a more reasonable rate to send “merchandise” to domestic points. Interestingly, this class of postage reintroduced the concept of cost-by-distance. I suggest that this rate system was used, in part, to overcome the problem of the high rates charged for Fourth Class matter in which the rate was overly expensive to cover the transport cost of a heavy packet for any distance at one rate—but this is my conjecture only. Whatever the reason, the net result of the new parcel post rates was generally much cheaper rates for mail containing no handwritten communications. It was a somewhat surprising fact to me, and Steinhart mentioned it, that the exact



**Figure 1.** Front cover of 1914 Canadian Post Office publication.

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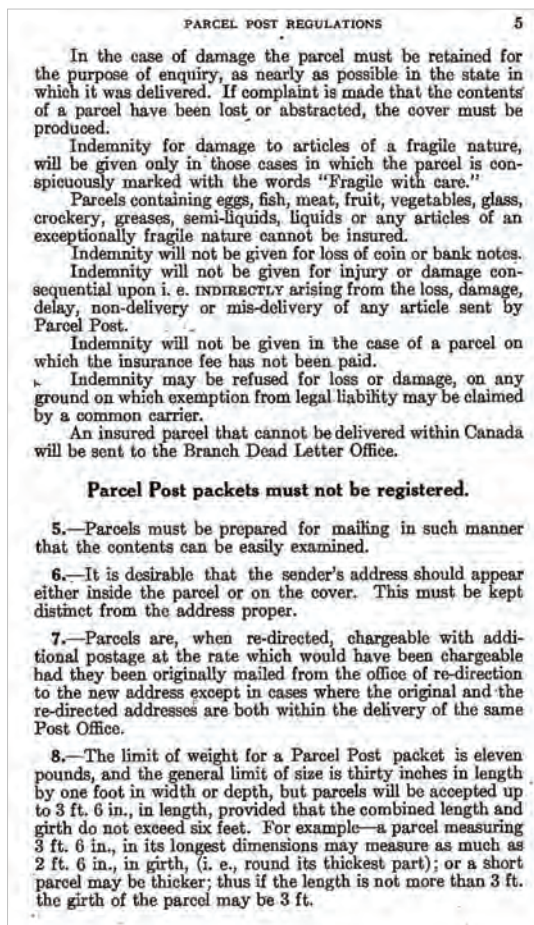
Keywords & phrases: parcel post, Admiral Issue rates

date of reintroduction of the domestic parcel post service was not known. I hope that this article might establish this date within reason. The primary source of the new information is an official POD publication, *Parcel Post Regulations*, printed specifically for the introduction of parcel post and described below [2]. This publication also mentions a special 5¢ fee, referenced in the title of this article.

The title page of the publication is shown in Figure 1. The last page gives the date of publication as 15 January 1914. Presumably this booklet was available to postmasters shortly afterward. The regulations and tables of rates contained therein are, for the most part, the same as those quoted by Steinhart. They were taken from

the 1914 *Official Postal Guide*, so I need not repeat them here. There are, however, a few significant differences. The first is found on page 5 of the booklet and illustrated in Figure 2.

The regulations clearly stated “Parcel Post packets must not be registered.” This regulation is not mentioned by Steinhart, and apparently it was not mentioned in *Postal Guide Supplements* of the period. A possible reason for the prohibition is that the new parcel post system had its own insurance system, and additional insurance coverage by registration would conflict. This parcel insurance system was apparently very short-lived and, as mentioned by Steinhart, it seems to have been dropped by the time that the 1915 *Official Postal Guide* [3] was in effect. The guide makes no mention of insurance for parcel post. Article 150 of the same guide states that all classes of mail within Canada may be registered. However, the simplified *Table Showing Rates of Postage...* on p. 5 indicated that the registration fee was not applicable to parcel post.



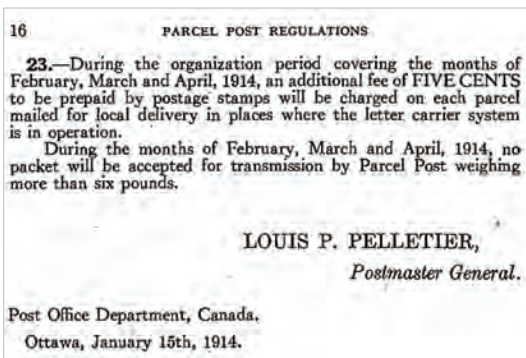
**Figure 2.** 1914 Parcel Post Regulations  
(excerpt).

This was an error, and a correction was issued in the *March 1915 Official Postal Guide Supplement* [4]:

**(12) Corrections to be made in Postal Guide.**—Page 5 – The words “except parcel post” following “Registration fee on all classes of mail matter” should have been omitted, as it has been decided to allow parcels posted for delivery within Canada to be registered on payment of the usual registration fee.

The correction (not mentioned by Steinhart) clearly indicates that registration was not available prior to 1915 and helps to fix the date of the change. A parcel post insurance system was reintroduced in October 1921; Steinhart sets out the details. My conjecture is that this came about due to the increase in domestic registration the previous year; the separate parcel post insurance system offered more reasonable insurance rates for low-value parcels.

Another matter, mentioned by Steinhart as not being clear in the 1914 *Postal Guide* regulations, is the special fees for parcels carried on single-stage routes of longer than 100 miles. Steinhart was able to clarify the meaning of these fees from extracts from the *April 1914 Supplement to the Official Postal Guide*. Post offices which were subject to this fee or surcharge were often exempted when improvements were made in delivery of mails to remote areas, as for example with the introduction of railway service. In fact, there appear to be many changes to those affected post offices found in *Postal Guide Supplements* issued through the Admiral period. This long-stage-route surcharge was by weight (essentially 12¢ a pound) and is not at all related to the 5¢ fee referenced in the title of this article. However, Steinhart does mention that the long-distance-stage surcharge applicable to parcel post seems to have been first mentioned in a POD circular to all postmasters dated 28 January 1914, which in turn was referred to in the *April 1914 Supplement*. It seems that the actual POD circular was not cited by Steinhart; however, the date of the circular provides another clue to the date of re-establishment of parcel post.



**Figure 3.** Last page of 1914 Parcel Post Regulations.

The most interesting page of the POD parcel post booklet is the last (see Figure 3). It is from this page (and it is the only source that I am aware of) that the application of an additional fee or surcharge of 5¢ for delivery of each parcel sent to letter carrier points is mentioned. The extra 5¢ fee only applied during the months of February, March, and April, 1914.

It seems reasonable to conclude that the mention of the



specific months in this article 23 of the booklet, along with the POD memo on long-stage routes dated 28 January 1914 virtually pinpoints the date of re-establishment of parcel post as 1 February 1914.

And, of course, there is that most interesting and very temporary 5¢ fee, the likes of which are very uncommon in any Canadian rate. An example of such a rate must be rare, and if such an example has survived, it would be of great interest to all Admiral rate collectors.

Insured parcel post examples from the Admiral period are uncommon. My example is a cover from the second period (Figure 4). The cover raises a number of questions, both in the rate make-up and in the adhesive booklet pane itself.



**Figure 4.** Example from the second insured parcel post system. (a) Front of a cover posted at Winnipeg sub-post office No.6 on 21 August 1926 and addressed to a local Winnipeg address. (b) Back of the cover showing the backstamp from Winnipeg Sub. No. 6 and the main Winnipeg post office on the same day.

First, the rate: The cover has the appearance of being sent at a registered letter rate, but the “INSURED PARCEL” indicates that it was treated as a parcel. Insured parcel post was reintroduced in 1921, and at the same time registration for parcels

was dropped. Could this be a registered item other than a parcel? The minimum listed charge for a parcel was 5¢. The cover shows no evidence of being heavy. There is no insured parcel rate that exactly fits the 12¢ charge. Steinhart [1] illustrates an Insured Parcel Post cover, and indicates that the fee was paid in cash. But payment in cash apparently contravened regulations (also noted by Steinhart on the page preceding the illustrated cover). The 14¢ postage does not neatly fit a simple registered first class drop letter unless the letter was over one ounce (which is conceivable but not likely). In this case, the maximum indemnity available for a 10¢ registration fee was \$5.

But there are a few other possibilities that fit the rate of 14¢. One exact fit is 8¢ for a four-pound parcel, plus the 6¢ fee for insurance exceeding \$5 and not exceeding \$25. This is not very likely, as the weight was probably not more than one ounce.

Although the parcel rate tables state that the basic rate for a parcel mailed to an address with 20 miles of the post office is 5¢; the tables also indicate that the maximum charge per parcel shall not exceed 1¢ an ounce. Thus, another possible fit for the postage on the cover would be that it could represent the rate for a two-ounce parcel which was charged a 12¢ fee to cover an indemnity of between \$25 and \$50. This fit looks more plausible, but there are still doubts about the weight. Again, it is more likely that the weight of this cover was less than one ounce.

Yet another possible fit, and the one that I tend to favour is that parcels could be mailed at a first class rate at the option of the sender. The sender then requested indemnity of a parcel between \$25 and \$50 and was charged the 12¢ fee + 2¢ postage. This would make the weight of less than an ounce plausible and the sender could get a better deal on the indemnity coverage. The registration fee for up to \$50 indemnity was 20¢. The registration handstamp could be explained if the article was treated as first class (and thus this would be a rare example of a first class parcel.)

The booklet pane of six is, in itself, also interesting. The booklet was actually the reason I obtained the cover, as it was a very uncommon example of a dated 2¢ green Admiral booklet pane of six. I have not come across another. The subjects can be identified as being from the re-engraved die (Die 1b, dot near the left numeral box), from booklet plates 21-22. These plates were approved on 4 May 1926; but according to Marler, and based on Canadian Bank Note Company (CBNCo) records, were not used for printing until January 1927, and this printing was apparently a wet printing. Plates 23-25 were not engraved until 1927. The pane on this cover is almost certainly from a wet printing and the subjects Die 1b; but the pane is dated six months prior to the first-recorded date of printing from this plate. *Why six months earlier than the date in the CBNCo records?*

Examples of insured parcel post receipts can also occasionally be found. The front and back of one is shown in Figure 5.



POST OFFICE DEPARTMENT, CANADA  
SENDER'S RECEIPT FOR INSURED PARCEL

DECLARED VALUE \$ 1.00	INSURED PARCEL NO. 235	FEE 3 CTS.	CHECK ITEM APPLICABLE		
			Not MARKED	OTHER MARK	
ADDRESSED TO Miss Naida Waite Vilna Alta			MARK	FRAGILE	

SENDER SHOULD WRITE HIS NAME AND ADDRESS ON THE BACK OF THIS RECEIPT.  
CLAIMS MUST BE FILED WITH THE POSTMASTER WITHIN SIX MONTHS AFTER DATE OF MAILING.  
THIS RECEIPT MUST ACCOMPANY ANY CLAIM.

OFFICIAL POST OFFICE STAMP

THE POSTMASTER BY: [Signature]

**SCALE OF INSURANCE FEES**


3 CENTS FOR INSURANCE NOT EXCEEDING \$5.
5 CENTS FOR INSURANCE EXCEEDING \$5, BUT NOT EXCEEDING \$25.
12 CENTS FOR INSURANCE EXCEEDING \$25, BUT NOT EXCEEDING \$50.
36 CENTS FOR INSURANCE EXCEEDING \$50, BUT NOT EXCEEDING \$100.

FORM 47-215-1 (REV. 1914) U.S. 4-21  
FOLD UP AND INSERT CARBON.

Figure 5. Receipt used during the second insured parcel post system:  
(a) front of the form; (b) back of the form showing fees.

## References

- [1] Allan L. Steinhart, *The Admiral Era – A Rate Study 1912–1928*, 1979.
- [2] Post Office Department (Canada), *Parcel Post Regulations*, 1914.
- [3] Post Office Department (Canada), *1915 Official Postal Guide*.
- [4] Post Office Department (Canada), *March 1915 Supplement to the Official Post Guide*.



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# The plates, papers, and gums of the 1937–38 stamps of Canada

## Part I. The 1¢ Mufti issue: An interim study

*Stephen Prest*

A study of visually observable differences of the plates, papers, and gums of some 215 plate blocks of the 1937 1¢ Mufti stamp has been undertaken. An approximate timeline for the production of the eleven 1¢ Mufti printing plates between 1937 and 1941 is proposed, based on analysis of Post Office Control Number information. The results of this study suggest that the Narrow Selvedge variety plate blocks were predominantly produced in the 1937–38 period. Four types of paper—ribbed, wove (diagonally), hatched, and regular—have been identified by visual observation of differences in physical characteristics of paper texture. Similarly, three types of gum have been visually identified; namely streaky, mottled, and smooth.

Ribbed, hatched, and regular papers appear to have been used in the initial production of the 1¢ Mufti stamps, but their use appears to have diminished by 1941. Diagonally wove paper appears to have been introduced in 1938–39, and its relative use in production grew in importance from 1940 onwards. All ribbed paper examples examined in the survey had streaky gum in colours ranging from light honey to amber. Wove paper examples predominantly exhibit smooth gum with a slight yellowish colouration.

Further study is required to confirm that the observed differences between hatched (and possibly regular) versus ribbed papers are significant or, alternatively, are caused by differences in paper thickness. Similarly, further study is also needed to confirm whether the observed differences between streaky and mottled gum are significant and to confirm time-based and other production parameters cited in this study.

## Introduction

Some years ago, I purchased my first “matched sets” of low-value Mufti plate blocks from a well-regarded dealer in Canadian stamps. Upon receiving the lot, I was somewhat surprised to find that these sets seemed to be anything but “matched”. While each set comprised the expected four corner blocks, the blocks themselves

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Keywords & phrases: Mufti, George VI, paper types, gum types, plate types

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exhibited selvage of varying widths and a variety of different paper and gum types. A review of a number of reference sources by DH Whiteley [1] reveals that I was not the first to observe these differences (brown gum, ribbed, laid paper etc).

With my interest piqued, I set about acquiring plate blocks of the 1937 Muftis and their companion 1938 pictorials, with a view to accumulating sufficient quantities to analyze observable variations in the papers, gums, and other features of these stamps.

Given the exigencies of war time, it is understandable that the printer of these stamps, the Canadian Bank Note Co. Ltd (CBNC), would likely need to rely upon a number of sources for its printing papers. However, limited research seems to have been conducted into this aspect of the production of Canadian stamps during the Mufti period. This current study paper serves to establish a basis upon which such research might start. This paper should not be viewed as definitive, as much remains to be done for the reasons outlined below:

The data and preliminary conclusions presented below are based on an analysis of a limited sample of some 215 1¢ Mufti plate blocks corners held in my collection. While these examples have been accumulated in a random fashion over a 20-year period, they may or may not be representative of the whole of the production of these stamps.

To date, only a limited literature review has been conducted on this subject, and there may well exist published information of which I am currently unaware that will shed further light on the matters raised in this paper.

I have limited knowledge of the actual manufacturing methods employed by CBNC to produce these stamps. Certain observations developed in the body of this paper may well need to be amended as further information about printing methods is obtained.

To date, Post Office Archives, which may shed additional light on the subjects discussed in this paper, have not been researched.

Notwithstanding these limitations, I hope that the information and preliminary conclusions presented herein will stimulate further discussion and discovery on the part of other BNAPS members. This paper, with its focus on the 1¢ Mufti, is the first of what I hope will be a series covering other Mufti denominations and the 1938 pictorials. The detailed data upon which the results and conclusions outlined in the paper are based can be made available to those interested in pursuing this subject in more detail by contacting the Editor of the George VI Study Group newsletter, the *Post & Mail*.

## Plate numbers

Eleven different plates were used for the production of the 1¢ Mufti over the 1937–1942 period. Post Office records indicate some 1.44 billion stamps were printed by the Canadian Bank Note Co. Ltd. The first day of issue was 1 April 1937.



I am not aware of records indicating the periods of use or the number of sheets produced from each of the eleven 1¢ Mufti plates. It would seem from first order analysis of the data described in this paper that the plates came into use sequentially over time in ascending plate number order. This aspect needs further study as time and access to Post Office Archives permit. However, known records related to plate block Control Numbers do provide some guidance.

## “Control Numbers”

Each lower left plate block printed by CBNC during the Mufti period contains a “Control Number” printed in the left-hand margin. TB Higginson’s [2] article on this subject provides a detailed listing of Control Numbers found on George VI stamps of Canada. An important observation in his article concerns the Post Office’s confirmation that Control Numbers between 500 and 1400 were used for postage work. Some of the numbers in this range were used for printing plates and appear on the left-hand selvage of the lower left plate blocks of Mufti and other sheet stamps, while others were assigned to other phases of postage work.

Tabulating Higginson’s data to take into account the Control Numbers found on the 1937 Coronation, the 1938 Pictorials, the 1939 Royal Visit, and the first War Issue stamps, and assuming that the Post Office Control Numbers were used sequentially over time, one can estimate that the likely time period during which each of the Mufti 1¢ plates were produced to be as follows.

<b>Mufti 1¢ Plate Numbers</b>	<b>Time Period</b>
1, 2, 3, 4	Winter 1937
5	Summer–Fall 1938
6	Fall 1938–Winter 1939
7, 8	Winter 1939
9	Fall 1939
10, 11	1941

While printings from these plates could occur at any interval following the time periods noted above, this pattern of dates provides a useful framework against which other observed changes in the papers and gums of the 1¢ Mufti can be considered.

## **Production methodology: normal and narrow selvages**

The production method for the 1937 low-value Mufti stamps involved the printing of a sheet comprising 400 images, assembled in four panes of 100 stamps of 10

rows and columns each separated by unprinted gutters. The sheets of 400 were slit through the gutters to create the individual panes of 100 stamps. The printer's inscription and plate number were printed along the top and bottom selvedge generally above (or below) the first two columns of stamps at the four outermost corners of the sheet. This resulted in each pane having an inscription in the selvedge, which identifies the pane position within the sheet as illustrated below.

## Normal selvedge



Lower Left Plate No. 10 with Post  
Office Control No. 968A.



Lower Right  
Plate No. 11.

Panes were then subject to a perforation process. All Mufti stamps were line perforated 12 gauge, with the perforations extending through the sheet selvedge. I am not aware of any perforation varieties having been reported on the 1¢ Mufti.

## Narrow selvedge

One very noticeable variation, however, is the so-called “narrow” and “very narrow” selvedge plate block varieties of Mufti stamps. For the purposes of this study, selvedge width is measured from the centre line of the marginal perforations to the outside edge of the selvedge. Typically, the top, bottom, and side selvedge are 5 mm wider in the normal versus the narrow selvedge plate blocks as illustrated in the figure below.

Two Plate No. 2 plate blocks among those under study, one upper right and the other lower right, exhibit side selvage of the very narrow type, measuring only 3.5 mm in width.

	Selvage Width in mm	
	Top/Bottom	Sides
Normal Selvage	14 to 18	12 to 13
Narrow Selvage	9 to 10	7 to 8
Very Narrow Selvage	9 to 10	3.5

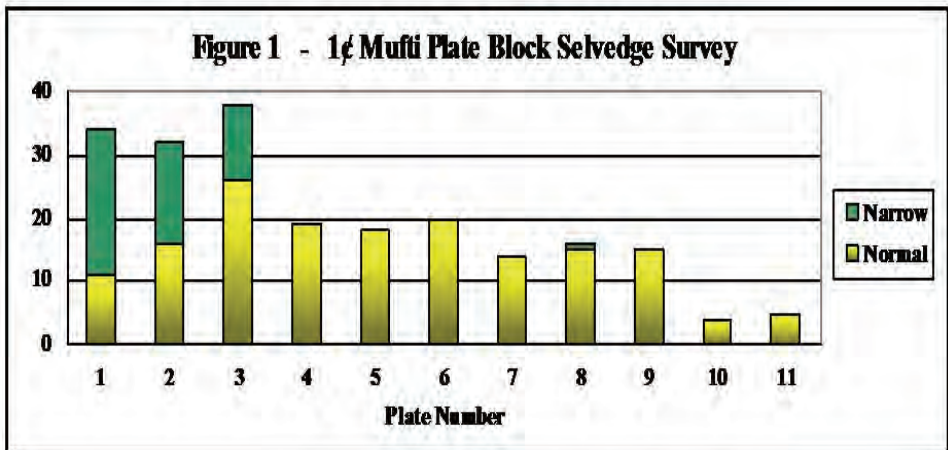


**Narrow Selvage**



**Very Narrow Selvage**

About 25% of the 1¢ Mufti plate block examples under study exhibit narrow selvage. However, as can be seen from the data presented in Figure 1, all but one of the 52 narrow selvage plate blocks studied are found on Plates 1, 2, and 3.



To date, I have not identified reference sources that would explain how the narrow selvage variety arose. It is possible that some of the paper stock available to the printer in the early part of the Mufti period measured some 10 mm less in width and height, thus creating a situation where these sheets, when centred on the printing machine, would yield panes with the observed selvage of some 5 mm less in width and height. The 5 mm reduction in width generally resulted in the partial cut-off of the Control Number inscription in the left hand selvage. The very narrow variety could have been caused by placing the narrow sheet to the left of centre on the printing machine, thus resulting in the very narrow selvage on the right-hand side and normal width margins on the left-hand side.



**Narrow Selvage - Lower Left Plate No. 3, with Post Office Control No. 906 inscription in left-hand selvage partially cut off.**

While further research is needed before final conclusions can be drawn on the matter of normal versus narrow margins, it would appear from the timeline analysis on plate production presented earlier that the CBNC production of 1¢ Mufti stamps was predominantly based on wider paper from the second half of 1938 onward as Plate No. 5 and No. 6 were being introduced into service.

## Papers

It has long been recognized that the Mufti stamps were apparently printed on a number of different papers. On examining the examples in my 1¢ Mufti collection, I have been able to categorize the collection into four main paper types as defined by visual characteristics of the paper “weave” as illustrated below.



**Wove**



**Ribbed**



**Hatched**



**Regular**

### Wove paper

Wove paper can be identified by holding the plate block directly to the light so that light passes through the selvedge. Wove paper will show itself as a diagonal weave pattern like that illustrated above. The wove pattern can generally be determined by observing the stamp from either side, but usually the pattern is most clearly seen from the gummed side.

### Ribbed paper

When held at an angle to the light, ribbed paper can readily be identified by the horizontal striations or lines of thicker paper that are clearly visible on the printed (non-gummed) surface of the stamp. The horizontal lines are usually visible across the full length of the selvedge being observed. Often, these horizontal lines are so pronounced that they are immediately visible as a “lined” surface on the selvedge of the non-gummed side of the plate block.

### Hatched paper

Hatched paper exhibits a very light (and usually partial) horizontal, ribbed effect when observed from the gummed side held directly to the light. This paper type is distinguished from ribbed paper by the presence of faint vertical lines, creating a slight hatched effect, the weave of the paper in this case comprising vertical and horizontal lines.

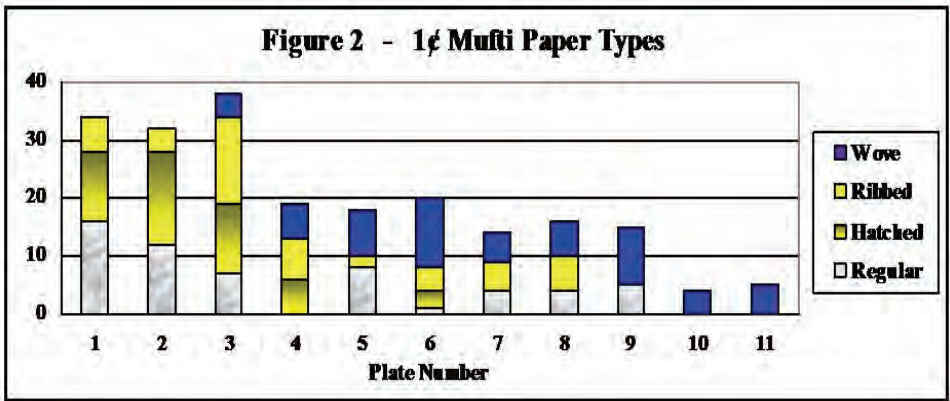


## Regular paper

Regular paper, as illustrated above, can best be described as having no discernible pattern when held directly to the light. Regular paper has, instead, randomly spaced lighter or darker areas much like one would see when observing a mixed grey cloudy sky.

As a general comment, it is entirely possible that hatched paper (and possibly also regular paper) is a thicker variety of ribbed paper, where the extra thickness of the paper diminishes the horizontal ribbing effect one sees in ribbed paper. Further study, possibly in the form of surface spectral analysis to determine the composition of papermaking ingredients and whether these can be related to other observable differences in paper types, is needed on this aspect of the question before final conclusions can be drawn.

Figure 2 depicts the number of each of the four defined paper types identified in the eleven 1¢ Mufti plate numbers examined in this current study.

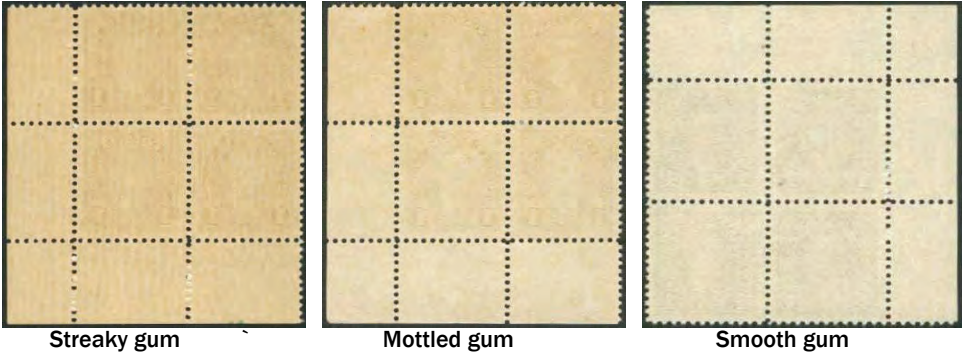


A number of trends are evident. The ribbed and hatched paper examples represent some 45 percent of the total plate blocks under study. It would appear that stocks of these papers were exhausted by 1941, as there are no examples of this type of paper appearing among the Plate Nos. 9, 10, and 11 blocks examined in this study. A similar pattern is observed with the regular paper type.

The wove paper would seem to have been first introduced sometime in 1938 given its general absence from the Plate Nos. 1, 2, and 3 examples in this survey. It would also seem that by 1941 only wove paper was being used in the production of the 1¢ Mufti stamps, although this conclusion must be considered preliminary given the relatively small number of Plate Nos. 10 and 11 blocks available for this study.

## Gum types

There appear to be three main gum types appearing on the back of the 1¢ Mufti plate block examples evaluated in this study: streaky, mottled, and smooth. There is great variation in the appearance of the gummed surface of the 1¢ Mufti stamps studied in this survey. Gum colour ranges from dark amber-brown to light honey for the streaky and mottled gum types. The smooth gum type ranges from creamy off-white to light honey. The examples of these gums illustrated below have been selected to emphasize their textures.



### Streaky gum

Streaky gum can be readily identified as vertical striations of gum texture and thickness running from top to bottom of the stamp. In the case of the 1¢ Mufti plate blocks with streaky gum, all examples reveal a shiny surface when held at an angle to the light, and the colour ranged from light honey to amber (brownish).

### Mottled gum

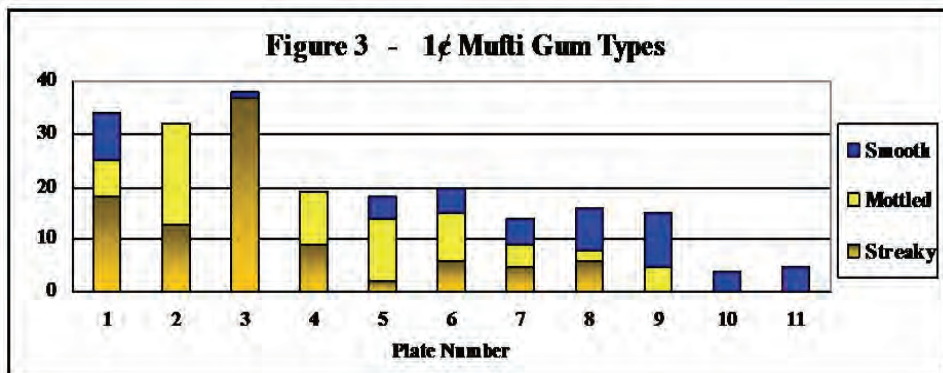
Mottled gum appears to be a variation of streaky gum, but instead of regular vertical striations, mottled gum examples present a mosaic of areas of more or less gum. As with streaky gum, all mottled gum examples studied for this survey revealed a shiny surface when held at an angle to the light, and the colour ranged from light honey to amber.

### Smooth gum

Smooth gum shows no discernible pattern of gum thickness or intensity. While the surface appears shiny when held at an angle to the light, the colour is very light yellow, presenting a slightly “off-white” darker shade as compared to the non-gummed (printed) surface of the plate block. As such, this “off-white” appearance suggests a somewhat different gum type than the “clear” shiny gums one finds on stamps issued later in the KGVI period. There were no examples of smooth amber or “brownish” gum identified in the survey.

Figure 3 depicts the number of each of the three gum types identified among the eleven 1¢ Mufti plate numbers examined in this study.

As with papers, a number of trends are evident. First, streaky and mottled gums predominate among examples of the early plates 1 through 6 but become relatively less important with the later plates. It is notable that all 49 examples of ribbed paper surveyed in this study had streaky gum. Similarly, about half of the 47 hatched paper examples had streaky gum. Only 6 of the 60 wove paper examples had streaky gum, four Plate 3 and two Plate 6 examples. It would appear that stocks of papers with streaky gum were exhausted by 1941, as there are no examples of this type of gum appearing among the Plate Nos. 9, 10, and 11 blocks examined for this study.



Smooth gum examples generally begin to appear with production associated with the later plates. About 70 percent of the 51 smooth gum examples are associated with wove paper with the balance, regular paper. There are no examples identified to date of ribbed or hatched paper having smooth gum. The nine Plate No. 1 smooth gum examples are all associated with regular paper with narrow selvedge.

Of the 68 examples of mottled gum identified in this survey, these are about one third each associated with regular, hatched, and wove papers respectively. Again, as with streaky gum, use of paper stock with mottled gum appears to have been in the early part of the period.

## Paper colouration and varieties

Paper colourations noted in the 1¢ Mufti plate block examples in the author's collection are various shades of "off-white". There are no examples similar to the "whitish" papers one finds in later issues of the King George VI reign. Furthermore, no examples were identified in this survey of fugitive ink colourations

of the paper such as the aniline ink variety of the 1938 \$1 Chateau de Ramezay pictorial or the “rose” paper variety of the 3¢ Mufti.

## Thin paper

There was one readily distinguishable thin paper example, Upper Right Pl. No. 8, identified in the study. This example is distinguished by the sharp definition of the printing plate impression reverse image and the noticeable green shading of the stamps when viewed from the back.

## Sheets precancelled after October 1941

As of October 1941, Post Office policy required that panes of precancelled 1¢ Mufti stamps should bear a Warning Label in the top or bottom selvedge. One example of a LL Pl. 6 pane with Warning Label is among the plate blocks examined for this study, while separately Leo Beudet reported an example of a UR Pl. 5 pane with Warning Label of the 1¢ in Issue 5 of the *Post & Mail*. Earlier in this paper it was noted that Plates 5 and 6 were likely produced in period between late 1938 and early 1939. From the appearance of stamps from these plates being used in the production process for precancelled stamps from late 1941 to early 1942, it would seem that Plates 5 and 6 may well have been in use for a period of some three years.

## Bibliography

- [1] DH Whiteley, “Collecting the Canada King George VI ‘Mufti’ Issue”, *Gibbons Stamp Monthly*, November 1998, pp. 69-71.
- [2] TB Higginson, “Control Numbers on George VI Stamps of Canada” *BNA Topics* Vol. 9 (Whole No. 89, March 1952), pp. 66-71.



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# Study group centreline

*Derek Smith*

**T**HE purpose of this column is to bring to the attention of BNAPS members some of the fascinating and important specialist work being done within each BNAPS Study Group. Highlights are provided from newsletters that have arrived in my mail box from early April until the end of June, 2009.

It seems that this year a number of BNAPS Study Group newsletters will hit major milestones. In a previous column, we mentioned the 100<sup>th</sup> issue of the *Corgi Times*. In this, we have number 200 of the RPO Study Group and Dave Lacelle's 50<sup>th</sup> *Fancy Cancels* publication. This longevity clearly indicates that much information is still being gleaned about Canadian philately as a result of the interest and dedication of Study Group members.

In this instalment of Centreline, we are resuming incorporation of an illustration from a Study Group newsletter. Perhaps over time we can show spectacular and/or important stamps and covers discovered or researched by editors and contributors—with permission of course.

## Elizabethan II

We received two issues of *Corgi Times* during the quarter—numbers 101 and 102.

Issue #101 of *Corgi Times* opens with the discovery, reported by Mirko Zatka, of a significant coil error on the Permanent Spotted Coralroot flower stamp. Two full rolls of 100 of the coils are fastened together, with only the faint hint of a scoring line between them. Thus, “horizontal” pairs can be collected. The Olympic rolls of 5,000 coil stamps have been issued. Rather than having one Olympic and one Paralympic design alternating on each roll, as expected from an earlier Canada Post illustration, each coil roll contains only one type.

Editor Robin Harris commented on various methods used by other postal administrations to prevent the re-usage of uncanceled stamps. In the US, many stamps now have a gum which prevents removal by soaking. The UK has put four U-shaped slits in stamps; if soaked, the stamps fall apart. Canada has so far used micro-printing and warnings to prevent fraudulent re-usage. The simplest and, for us as collectors, best solution would be better cancelling equipment.

The Post Office has issued 18 new postal stationery envelope designs: eight flowers and 10 fishing flies. A new date formatting on the back of the envelopes has been introduced: MM.DD.YY instead of the former YYYY.MM.DD.

John Aitken notes a postage due oddity. For many years in the Elizabethan period, underpaid post cards mailed within Canada were subject to 2 × deficiency postage due. If mailed in the US to Canada, only the deficiency was to be collected.



The amount due was marked by and subject to the rules of the originating postal authority. John illustrates both. A second Aitken article discusses different postal treatments for ballot-box tags. Provincial elections required postage to be paid to and from the polling station. On the other hand, a provincial plebiscite (like federal election ballot boxes) were paid outwards, but were not subject to postage for their return. Both are illustrated.

A number of “errors” from John Hillmer’s 1973–1976 Caricature Issue collection are pictured, including ink smears and other inking varieties, perforation shifts, and paper creases.

Number 102 again stresses that the quarterly Canada Post packs contain varieties not available from any other source. The 2009/01 pack contains five stamps from the Olympic stamps rolls of 50 and 100 not seen on the original rolls.

Bill Robertson studies the printings of the 1999 “Traditional Trades” definitives. The first was by Ashton Potter, the only printer to issue all eight values from 1¢ to 25¢. There were five subsequent printings of six values between 2000 and 2005, each by the Canadian Bank Note Company. Bill discusses differences among them related to selvage perforation, fluorescent inking, gums and shades.

Robert Elias reports a new variety on the 10¢ Inuk and Kayak stamp of 1955. In one position, a thin line runs diagonally through the “N” of CANADA, through the iceberg and behind the paddler. It occurs on position 47 of some, but not all, the lower left of the four panes that comprise Plate 2. Under the same stamp position, the original Plate 2 had a guide dot in the selvage 19 mm below the right edge of the stamp design. Under panes with the scratched iceberg variety, however, the guide dot is 17 mm below and 4 mm to the left of the design’s border. It seems, then, that there were two states of Plate 2, the variety being from the second state.

Robin Harris examines in detail the printings since 2004 by Lowe-Martin of Canadian coils in rolls of 50 and 100 and quarterly pack singles. They have produced 22 different designs, but in the process have created 4,340 unique specimens, each of which can be “plated” and identified by their die cuts. For coils supplied to post offices, each “die cutting mat” is set 10 stamps across by 10 along the web of the paper. Separation into individual rolls occurs later in the process. For the quarterly pack singles, however, the mat’s format is only 6 × 6. The die cutting lines are very inconsistent within each mat, which enables the precise position to be located and identified by measuring the distance between the top of the left and right “peaks”. There are 12 die cutting mats, plus two inverted mats. The 12 are illustrated and identified as being used with particular stamp values and designs.

## **Fancy Cancels and Miscellaneous Markings**

In issue #50, Editor Dave Lacelle pictures the only three fancy cancels used not only as regular obliterators, but also as precancels—one from Ottawa in 1888, another from Saint John, NB in 1888, and the third used as a precancel for

Montreal, 1880-1897. Derek Smith organizes his cork cancellations of Saint John, NB by date, not design. Dave noted a change of “style” around mid-1876. Sure enough, the 39-year veteran, J Howe, was replaced by a new postmaster, JV Ellis, whose designs were less creative. SJ King succeeded him in 1881 and got off to a rocky start. A couple of “apparent new designs” with straight sides, dated within nine days of his appointment, were merely the result of hurried application, with the bottom part of the canceller falling on an overlapping envelope.

Ron Smith sent a new “star” cancel for La Presentation, Lower Canada, dated 1881. Brian Hargraves recorded four foreign cancels on Canadian stamps—two from Belgium, New South Wales and two “unidentifiables”. Wally Gutzman sent various items, among which was a fake—an elaborate crown within two circles, with the outer ring in black, the rest in red. John Burnett sent another Brilliant, BC fancy, with two strikes covering the width of the envelope, one straight, the other curved below it. Arnie Jameson submitted a cover with an unusual boxed strike “...believed...business of a fraudulent character.” He is preparing an article on it. Dave Dawes submitted an odd inkjet. A lower case letter was used in “PÈRE NOEL”—perhaps to accommodate the accent marking?

## First Day Covers

Newsletter #2 confirms that the Group is off to a good start; it already has 25 members. The Group wants to produce a catalogue of first day covers. Doug Holmes notes the numerous systems employed by cataloguers, suggesting that in addition to basic items and all information known about them, later publications would be produced with a format to fit the needs of various collector interests.

Gary Dickinson presents a preliminary count of the number of first day cover cachets up to 1949, so far a total of 1250. The first three were produced for the Historical and Confederation issue stamps of 1927. The greatest number were for the Coronation issue—199—followed by the 1947 Bell stamp and the Royal Visit of 1939. Bob Vogel wondered how JC Rosenbaum produced his “Rosecraft” cachets on postal stationery. They were not available prior to official issue dates. With Andrew Chung, Bob decided that Rosenbaum would have ordered items from the Post Office FDC Service, (of course without any non-postal markings) and upon receipt he would affix his cachet, then sell the items to collectors.

## King George VI

In issue #15 of *Post & Mail*, Editor Ken Lemke introduces a novel feature for newsletters. He tracks the exhibits and presentations by George VI Study Group members. He lists not only their George VI activities, but others—and a wide diversity of interests it shows!

Mike Street is noted for his collection of Peace Issue rates and combined usages with 1950s replacement values. He illustrates two favourite covers. One is a first day cover, with all seven values, on an air letter to India mailed on 16 September. It

received a Bombay backstamp on 20 September. Another cover, shown here, lies a bit before the period/ issue of his specialty, yet it is appropriate for his collection. It



was sent airmail to England at the proper 30¢ rate, bearing War Issue stamps on the last working day of their use—Friday, 13 September—prior to replacement by the Peace Issue.

Ken Lemke showed two dramatic ink smears on imperforate blocks of

the 2¢ and 3¢ Mufti values.

Gary Dickinson wrote on FDCs of the 4¢ stamp issued in 1948 to commemorate the Royal Wedding of Princess Elizabeth and Prince Philip the previous year. He has identified 81 different cachets. He illustrates and comments on ten of them.

Dave Whiteley discusses the routing of mail to Africa following the Franco-German armistice in 1940, which closed normal routes from Canada *via* Great Britain. On 6 May 1940, the USPO created a transpacific route using Pan American flights. Apparently, Canada was allowed to use this service, although Dave can find no related Canadian PO instructions. He demonstrates the route with two 1941 covers from Canada, one to the Cameroons from Montreal and the other to Cairo from Toronto, which went via San Francisco and Hong Kong on Pan Am's Transpacific Clipper service, and there switched to BOAC for forwarding.

## Military Mail

Issue #190 features a number of brief articles and updates on earlier subjects.

Colin Pomfret has produced a study of machine cancels with “Field Post Office” within bars, used between 1916 and 1918. He illustrates those from Camp Borden, Toronto, Niagara Camp, and Valcartier Camp.

Bill Pekonen updates a 2004 article which pictured a cover bearing a straight-line MERCHANT SHIPS FREE MAIL strike. The merchant marine had been brought under the control of the navy in 1942, and thus its personnel were eligible for free franking. A 1945 Order in Council confirmed the privilege (reproduced).

Ken Dodwell had asked for information on routing and censorship procedures for a telegram evidently sent from a soldier at the Front in 1944 to Saskatchewan. He received two replies. One from Michael Dibbs of “The Forces Postal History Society” notes that the letters “EFM” stood for Expeditionary Forces Messages and

entitled the sender to send a prepaid personal message of three standard phrases from a prepared list, as well as a two-word signature. Graham Mark of the Civil Censorship Study Group elaborates on the routing and censorship procedures including a reprint of an article on the subject in the National Archives.

Michael Powell illustrates one of three known covers with an “Internment Operations” label attached. Evidently these were meant for reply correspondence to German prisoners held in Canada. Each of the three came on a letter from Brazil. Doug Lingard pictures both sides of a CPR post card from Victoria, addressed to the CO of the Chinese Repatriation Camp at William Head, BC, informing him of supplies awaiting his collection. Mike Street reports the second example of a 38 mm hammer strike from the “CDN. SECT / APO.214” in Korea dated 1951.12.20 on a 7¢ Peace Issue airmail stamp. This is probably an Australian marking.

## **Newfoundland**

Issue #113 provided further improvements to the electronic newsletter delivery initiated with the previous issue.

Judith Edwards and Pete Motson display three covers flown on the “Bluenose” flight from Harbour Grace, NF to North Sydney, NS on 27 July 1929, all postmarked and mailed that morning. Two were rated 4¢, the other was triple-rated (12¢). The receiving handstamp is also shown. Jean-Claude Vasseur discusses crew mail carried on the 1928 Balbo flight, cancelled at Clarenville and Shoal Harbour where crew and others involved with the flight were housed. Unlike covers placed into closed mail pouches made up at Shoal Harbour, these received no “numbers”, suggesting that they were mailed later and handled by the crew. They also lack the cruise hand stamp and Rome receiving strike.

Terry Harris has listed all known stamp dealers in Newfoundland before 1949. It includes 45 individuals and 11 companies, the latter often being renamed firms or various combinations of individual dealers.

Clarence Stillions discusses the “keyhole” watermark used for the Long Coronation set, normally found on marginal copies with selvage. Although it usually does not command much of a premium, those on the comb-perforated 14 types do, especially the 14¢ Newfoundland Dog, the 7¢ Caribou and the 48¢ Fishing Fleet values. Barry Senior is digging into punch cancellations on some of his stamps. One is an “L” on a 2¢ George VI Royal Family issue. Terry Harris showed him the same punch on a complete two-part ticket issued by the Newfoundland Railway. How and why was the stamp so punched?

George McGowan continues his series on Newfoundland Slogan Cancels, featuring the SAVE FOR SECURITY / BUY SAVINGS CERTIFICATES. / VITAL FOR VICTORY. They were used for slightly over four years, from December 1940 to December 1944. Carl Munden illustrates cancels from closed

post offices—Clattice Harbour (1909 to 25 October 1966) and Point Crewe (1926 to 30 September 1960).

## **RPO Cancels**

Two issues, numbers 200 and 201 were received from the RPO Study Group. Although the RPO Study Group has reached newsletter issue #200, they don't seem pressed for either original research or updates on known markings.

The study of early Nova Scotia RPOs is continued, this time concentrating on the Western Counties Railway—Annapolis & Yarmouth. The first mail run was in 1882. Two hammers were proofed in 1882, but only one was used. Initially, mail was carried over track that existed only from Yarmouth to Digby and was then taken to Annapolis by road until rail reached Annapolis in 1891, joining up with track of the Halifax & Annapolis run. The two lines merged in 1894 to form the Dominion Atlantic Railway. A map showing the combined route and a 1900 timetable is illustrated.

A new ERD, St. Lawrence & Atlantic Railroad hammer II (type RR-142) dated 29 March 1854, has been discovered, which narrows the recorded gap between hammer I, of which the last recorded usage was 28 January, and hammer II. Another new early date with the first-recorded “W” direction indicium for hammer II of the Halifax & Moncton line also led to an update for the three hammers.

An entirely unknown P.E.Island / M.C. hammer, dubbed hammer VI, has been discovered on a post card dated 2 August 1893. This has necessitated an update for the entire RR-123 series. Warren Bosch submitted a listing of a number of previously unreported marks on facing slips. Brian Stalker also illustrates a number of new facing slip markings. Ross Gray and Colin Lewis note a number of new ERD/LRD date strikes.

In issue #201, Ross Gray traces the founding, and expansion—both by building and amalgamations—of the Napanee, Tamworth & Quebec Railway 1879 into the Bay of Quinte Railway until its acquisition by Canadian Northern and eventual incorporation into the CNR in 1918. He presents timetables from 1904 (Bay of Quinte Railway), 1917 (Canadian Northern), and 1924 (CNR), pictured proof strikes of various routes within the system, and details the three Kingston & Tweed RPO hammers used between 1903 and 1941. Chris Anstead supports the article with illustrations and descriptions of four registered covers, providing data on routings and postmarks used by the Kingston Napanee & Western Railway in 1891, Bay of Quinte Railway in 1899 and 1904, and CNR in 1927.

Ross has discovered a new Western RPO A registered cover from Iowa addressed to BC was subsequently returned as not-called-for. At Calgary on the return journey, it was struck TRAIN No. 1 / M. Jaw & Cal. R.P.O. No. 10 and dated 4 / MAR 2 / 1920. An evidently unused, similar hammer was proofed as No. 12, but No. 10 has not before been seen.



# The Quebec-Point Levi 1d/2¢ covers

*Ronald E Majors*

**I**N a recent article on 1d/2¢ Quebec-Point Levi covers, George B Arfken and Charles G Firby discussed the ferriage/adjacent post office rates across the St. Lawrence River during the pence and decimal era of Canadian postal history. In their article, they pointed out that only two decimal era covers were known and depicted one of the two covers in Figure 6.

In addition, they noted that the other decimal cover (cover number 8 in Table I) from the Nickle sale did not sell and may no longer exist. Indeed, I was present at this Christie sale in 1993 and purchased that folded letter (Lot 309) as well as a number of other decimal covers. The folded letter (Figure 1) is alive and well in my collection.



**Figure 1.** Quebec-Point Levi cover addressed to Felix Fortier, esq. dated 1 Oct 1862

Like the cover depicted in the Arfken-Firby article, my cover was also sent to Felix Fortier, Esq. on Oct. 1, 1862. An arrival date stamp of “Levis” on the reverse of the cover shows same day delivery (Figure 2). The vertical pair of the 1¢ deep rose perforation 11.8, Gibbons #30, was placed sideways on the cover and just tied

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Keywords & phrases: Local rates, Quebec, Point Levi

by target obliterators. The upper adhesive of the pair was affected by a vertical file fold, hence the reference in the Arfken-Firby article as “cracked”. I hope this adds some further confirmation for this rare (unauthorized) rate during the decimal period.

**Figure 2.** Arrival date stamp showing same day delivery.



## References

- [1] GB Arfken and CG Firby, “The Quebec-Point Levi 1d/2¢ covers,” *BNA Topics*, Vol. 65, No. 1, pp. 20-24 (2008).
- [2] CG Firby, *The Postal Rates of Canada: 1851-1868 The Provincial Period-A Recording, Part II, 1976* (revision of Sept. 1, 1984).
- [3] Christies Auction, British North America Stamps and Covers, Friday, March 19, 1993.

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# For a penny or two ...

## 9. Postcards from the front and the War Tax of 1914

*Victor Willson, OTB*

**P**OSTCARDS from Canadian soldiers in a war zone are extremely rare prior to World War I. A few are known from soldiers in the Second Riel Rebellion of 1885, perhaps one or two from the Nile Expedition, and several more from the Boer War.

When the Canadian Expeditionary Force left in late 1914 for England and then France, soldiers sent cards from the docks and onboard ship, but most wrote letters. The rate was 1¢ for cards mailed in Canada before departure. For various reasons, until 29 July 1917, Canadians stationed in England had to pay Imperial postage rates for letters and cards mailed to Canada [1]. Canadians stationed in France, Belgium, or the Middle East had free-franking privileges if their mail carried a military postmark. However, when such free-franked mail arrived in Canada, a further wrinkle in officialdom made it necessary for the Canada Post Office to affix the correct Canadian postage to avoid the item being taxed and the recipient charged postage due. This practice also ended on 29 July 1917.



**Figure 1.** 1915 soldier's postcard received in Canada before war tax was imposed.

Keywords & phrases: Postcards, war tax, WWI, Canadian military mail



While the information above sets the framework, this article is primarily concerned with the effect of the imposition of a War Tax on 15 April 1915. On that date, to raise money for the war, the postage rates for Canadian letters and cards not franked at UPU rates, *i.e.*, those mailed to Canada, the US, and most countries of the British Commonwealth, were raised by 1 cent per item. Thus, the penny post card now required 2¢, never to be reduced again.

Shown in Figure 1 is a card sent from the 3<sup>rd</sup> Brigade, 1<sup>st</sup> Division (date under stamp), with a 29 March 1915 Toronto machine receiver cancelling the 1¢ Admiral placed on the item by the Canada Post Office. I have examples of the 1¢ rate applied at London (March 22), Winnipeg (February 23), and Montreal (February 22). From the time Canadian units first reached France and Belgium until the rate hike only a few months had passed, from late 1914 until mid-April 1915, so postcards from the front with 1¢ stamps applied in Canada are not common.



**Figure 2.** WWI soldier's postcard mailed after war tax was imposed.

After 14 April 1915, the 2¢ post card rate in effect was applied by the various post offices receiving cards from the fronts across the world. Shown in Figure 2 is a Church Army Hut card [2] supplied to convalescents, sent from a Canadian General Hospital in France, to Hamilton and received 29 May 1916.

## References

- [1] Robert Bayes, "World War I Auxiliary Covers - Church Army Huts", *BNA Topics*, Vol. 52, No. 4, Whole number 465, October 1995, p. 38.
- [2] WJ Bailey and ER Toop, *Canadian Military Postal Markings 1881-1995*, Charles Firby Publications, Waterford, MI, 1995, p. 844-845.





## The RPO Cowcatcher

# Unusual RPO routings

*Dr Jim Watt and Jeffrey Arndt*

**T**HE two RPO covers in this article did not travel completely by what would be considered expected routes. The first, submitted by Dr Jim Watt, is an intra-city letter with an RPO cancel that never saw a train. Jeffrey Arndt sent the second—posted from a docked great lakes bulk-carrier vessel, it went straight to an RPO car and not through the local post office.



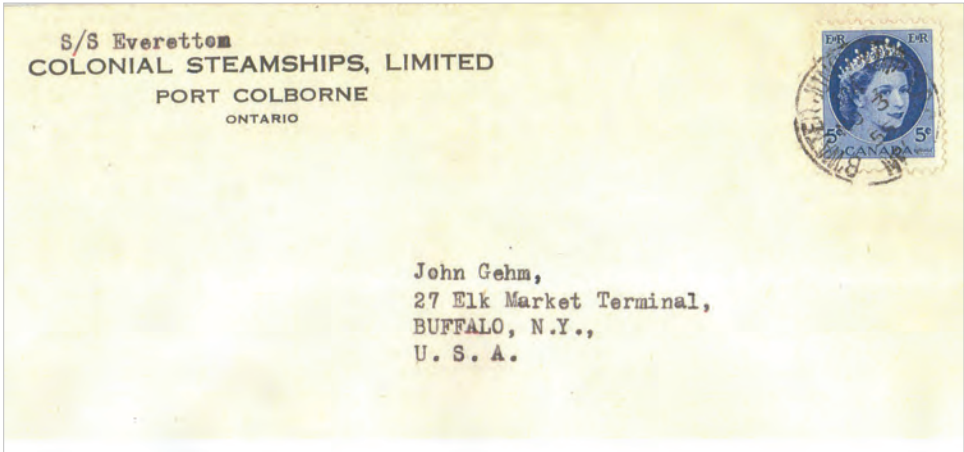
**Figure 1.** Intra-city Hamilton RPO cover mailed in 1900.

Q: How can there be an RPO cover that never saw a train? A: Mail a letter at a train station with a Railway Post Office facility [1, 2]. The cover in Figure 1 was posted at the Hamilton Grand Trunk Railway station, where it was cancelled with the “G.T.R Stn/HAMILTON · CAN RPO” mark (Ludlow #DD24) during the PM shift on Mar(ch) 9/(19)00. Addressed to a local company, the letter went to the main Hamilton Post office where it was backstamped (inset at lower right, Figure 1)

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Keywords & phrases: Railway Post Office, stations/depots, Midland

at 20 - - 0 on the same evening. The carrier mark at left centre shows that it was delivered the next day on Hamilton Carrier Route 1.



**Figure 2.** Letter mailed from the S/S *Everetton*, cancelled with an RPO postmark

The letter in Figure 2 carries a COLONIAL STEAMSHIPS, LIMITED/ PORT COLBORNE/ ONTARIO corner card, with “S/S *Everetton*” typed in above the printed address. The postmark is B'Water Junc. & Mid. R.P.O./No. (Ludlow #O19), dated NO 3/(19)55. Blackwater Junction is 40 kms. North of Whitby. The letter would have been transferred to another train to get it to Buffalo.

The letter was obviously posted while the *Everetton* (Figure 3) was docked at Midland, but why an RPO and not a Midland cancel? Ross Gray supplied the answer. “I doubt that there was any official post office connection with the ship. The passenger or purser likely posted the letter at the railway station, situated right at the harbour, either in a box on the platform or slot in the RPO car, which may have been sitting there since this was the terminal for the run.” [2].



**Figure 3.** The SS *Everetton* sailing under the Mackinac Bridge, MI, ca. 1956 [3].

## References and endnotes

- [1] Ludlow, Lewis M. *Catalogue of Canadian railway cancellations and related transportation postmarks*. Tokyo, 1982. Ludlow lists over 20 railway depots that had an RPO office with its own cancelling devices. Railway station offices did not offer counter service but were facilities to receive, dispatch, sort, and secure mail from the RPOs, including clearing mail boxes at the station.
- [2] Ross Gray, personal communication.
- [3] Photo of SS *Everetton* courtesy of the Upper Peninsula Digitization Center, Upper Peninsula Region of Library Cooperation, Marquette, MI. <http://uproc.lib.mi.us/>  
BNA Topics, Volume 66, Number 3, July–September 2009

# Matters military

## 7. Army use of Hastings Camp, Vancouver in 1942

*Mike Street*

The seventh in a series devoted to Canadian military philately. Each article, from one to five pages long, will focus on a single subject. If you have an interesting military story, why don't you tell it here?

**H**ASTINGS Park in Vancouver is probably best known as the site of the annual Pacific National Exhibition—the PNE. During and after World War II, it achieved notoriety as the first site where Japanese Canadians were processed before being sent to internment camps in the interior of British Columbia and other places across Canada. When the covers shown in this article surfaced on eBay in the fall of 2007, the author's “There’s a story here” instinct led him to purchase them. Subsequent digging resulted in this brief article.



**Figure 1.** October 1942 letter from the US, addressed to a Canadian soldier at Hastings Camp, Vancouver, BC

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Keywords & phrases: Military camps in Canada, WWII, Japanese internment

When WWII broke out, the Canadian government set up a large number of camps to augment the capacity of militia and regular army camps already in existence. In the fall of 1942, the letters shown in Figures 1 and 2 were mailed from the United States to GNR (Gunner) Milne, Geo. T, 79<sup>th</sup> Btry. 9<sup>th</sup> LAA Reg't at one of these, Camp Hastings, on the grounds of the PNE in Vancouver.

The 9<sup>th</sup> Light Anti-Aircraft Regiment, Royal Canadian Artillery, was part of the 6<sup>th</sup> Canadian Division, which served the west coast. The 79<sup>th</sup> was one of several mobile batteries that formed at Camp Petawawa in Ontario before being sent to British Columbia [1]. After training at Camp Hastings, the 79<sup>th</sup> was sent to 6<sup>th</sup> Army headquarters at Esquimalt, BC [2], in the process freeing up space at Hastings Park for additional Japanese internees.

Although there are no Canadian postal markings on either envelope, they serve to show that, as in World War I [3], civilian post offices in Canada often served military establishments directly. Covers such as these can be an uncommon aspect of Canadian military postal history.

## Acknowledgement

Thanks very much to WG (Bill) Robinson, OTB for his gracious help in providing key information for this article.

## References

- [1] GWL Nicholson, *The Gunners of Canada: the history of the Royal Regiment of Canadian Artillery*, McClelland and Stewart, Montreal, 1967.
- [2] CP Stacey, *Six years of war: the army in Canada, Britain and the Pacific*, Official history of the Canadian Army in the Second World War, Queen's Printer, Ottawa, 1966.
- [3] William Topping, "Military Matters 4. Victoria BC/Sub. Office X", *BNA Topics*, 2008, Vol. 65, No. 515, pp. 52-56.



**Figure 2.** December 1942 letter to the same soldier at Hastings Camp.



# Canadian postage due markings: The “cut” numbers

*Richard Johnson*

**I**N a previous publication [1], the author presented a chronological analysis of the use of six basic types of the large 2s used in Canada to indicate postage due. It was based on 62 dated examples of the use of the 2s only, amongst which were 13 examples where the numbers carried one or more “cuts”. Since the completion of that progress report, several other dated examples of cut numbers have been identified, two of which, bearing “4”s, were illustrated in a letter to the editor of *Maple Leaves* by The Yellow Peril [2]. This note is based on 23 dated examples of these “cut” numbers: seventeen 2s, five 4s, and one 6.

The five basic shapes of these impressions with cuts are illustrated in Figure 1, the first four of which correspond to the types identified in the previous article [3]; the last, designated Type 7, is new. As will be seen presently, there are varieties within these basic types caused by different placings of the cuts.

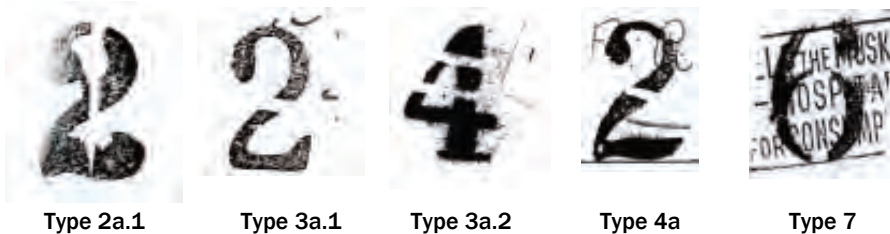


Figure 1. The different types of cuts.

The timelines of use of these 23 examples are summarized in the table below.

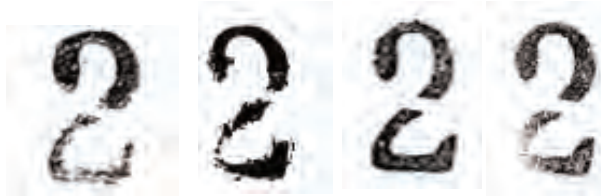
Type (number)	Earliest Date (Sending)	Latest Date (Sending)	Likely Location of Application
2a.1 (4)	1924 09 16	1931 09 01	All Toronto
3a.1 (4)	1926 05 21	1930 04 27	First three- Toronto; last: Vancouver
3a.2 (6)	1916 03 01	1930 07 24	All but last: Toronto; last: Route??
4a.1 (5)	1907 10 15	1924 08 09	All but last: Toronto
7 (4)	1924 01 04	1930 12 19	All Toronto, except the third: Toronto or Vancouver.?

Keywords & phrases: cancellations, postage due markings, “cut” number cancels



## Notes

- In all cases the “Likely Location” at which the numbers were impressed has been identified under the two assumptions:
  - that there were only two such locations, Vancouver and Toronto (This assumption is supported by the observation that a number of these covers were local, that is, from and to Toronto or other Ontario locations, and similarly for Vancouver.); and
  - that mail from Great Britain directed to Canadian addresses was assessed in Toronto.
- Close examination of a number of examples from all types indicated the characteristic spreading of the ink upon impression whereby the edges of the impressions show a deeper pigment. This is consistent with the “hammer” being made of metal, which conclusion was further supported by the sharp edges evident on many of the cuts.
- The four examples of Type 2a.1 all show a tapered vertical cut in the “2”s, probably because the hammer was damaged after cutting. (How else could one cut the tapered slot?) The new Type 7 is also characterized by vertical cuts, but of quite a different pattern than those of Type 2. Compare Figures 1.a and 1.e.
- Type 3a.1 is characterized by a single, virtually horizontal cut, although the second in the sequence from Plymouth (SD 1926 08 11) to Ingersoll ON (RD 1926 08 25) carries the cut in a distinctly higher position than the others. See Figure 2.



**Figure 2.** Varieties of Type 3a.1.

- Varieties of Type 3a.2 (the “2” indicating two cuts) are shown in Figure 3.



**Figure 3.** Varieties of Type 3a.2 with the double cuts.

The latest of this type is the curious cover shown in Figure 4. It is dated Nakusp BC (which is close to the border with the U. S. A.) 1930 07 24 and is directed to University Book Store / University of British Columbia / Vancouver / BC, but it carries a 2¢ red Washington stamp and imprints “Insufficiently Prepaid” and a Type 3a.2 “4”. What would the appropriate routing of such a cover have been, that is one mailed in Canada but carrying a US stamp? Would it have been the “normal” route, applying to all postage dues, or, because of the international nature of the cover, was it sent, say, to Toronto, for special treatment? The top cut in the last example of this type is higher than on the others. See Figure 3.



**Figure 4.** Nakusp, B.C. to Vancouver bearing a 2 cent U. S. stamp 1930 07 04.

6. Type 4a.1 is replete with varieties that differ in the slopes of the single cut and the second one by a very much narrower cut. The five examples are shown in Figure 5. Since the last of these was sent from Vancouver to Hamilton, the postage due charge could have been put on in either Vancouver or Toronto. Given the very distinctive slope of its cut, it was more likely Vancouver. (The opposite is likely the case for the third of the Type 7s. See Figure 6.)



**Figure 5.** Varieties of slopes in the cuts of Type 4a.1.

7. Type 7s are characterized by a single vertical cut. Again, there are evident varieties, See Figure 6.



Figure 6. Varieties of Type 7.

## Conclusion

This analysis is based on the examination of only 23 examples of these “cut” numbers, the majority of which were “2”s. More examples need to be identified before any firm typology or chronology may be developed. It is hoped that publication of this note will bring forth more examples. The author may be reached at <richard\_johnson@umanitoba.ca>.

But several other questions remain.

- What was the purpose of these cuts? To distinguish clerks?
- Were these isolated, large numbers used only in Toronto and Vancouver?
- Were they officially authorized by the Postmaster General or only locally?

and last:

- What primary evidence exists for the answers to any of these questions?

## References and endnotes

- [1] Richard Johnson, “Canadian postage due “2” handstamps”, *BNA Topics*, Vol. 63, No. 4 (October-December), pp. 65-70 (2006).
- [2] The Yellow Peril (Stan Lum), “Split postage due markings”, *Maple Leaves*, Vol. 29, No. 7 (July), pp. 313-315 (2006).
- [3] The types of “2”s may be described sequentially as: Type 2-“plump” figure, Type 3- square right lower corner, Type 4-curved base (broken off?). The “a” identifies a cut figure, followed by .1 or .2 indicating the number of cuts. The type designated as 4a.1 above was originally simply 4a.

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# Canadian short-paid mail

## 1. The Small Queen era

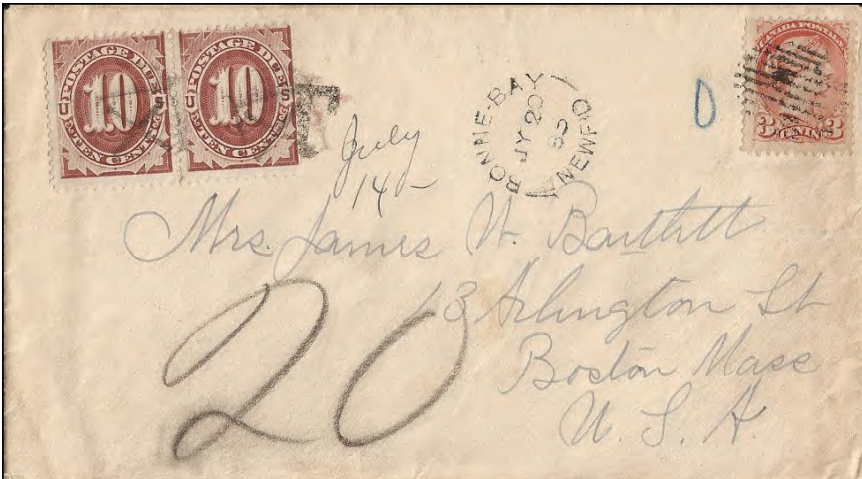
*Gary Steele*

This series of articles will deal with Canadian covers mailed with less postage than was required by the regulations of the time. The first installments will look at Canadian mail sent to foreign destinations where postage due was assessed by another country and postage due or equivalent stamps applied by that country.

### Short-paid Small Queen covers

**E**ARLY Canadian postal history to foreign destinations is very often scarce. Covers with franking applied by other postal administrations are quite scarce, especially from the Small Queen era. Many countries, including Canada, did not have postage-due stamps during this period. In addition postal employees were usually very diligent in not allowing short-paid mail to easily pass through the system.

### Canada/Newfoundland to the United States



**Figure 1.** A 3¢ Small Queen Cover with United States postage-due stamps; mailed from Bonne-Bay, Newfoundland to Boston, Massachusetts on 20 July 1885.

Keywords & phrases: Small Queens, short-paid mail, postage due.

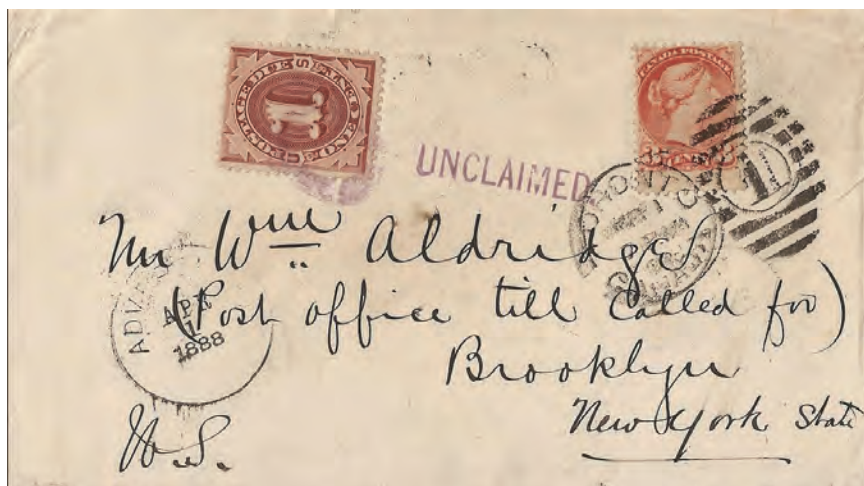
The letter in Figure 1 was either intended to be mailed in Canada but posted in Newfoundland, or initially mailed in Newfoundland and franked in error with Canadian postage. Because the 3¢ Small Queen Canadian stamp (Sc #37) was not valid in Newfoundland, the letter was treated as completely unpaid. Per Universal Postal Union (UPU) regulations, a manuscript “0” was written beside the stamp, indicating no payment. The Bonne Bay postmaster assessed the letter as being over half but less than one oz. The correct letter rate from Newfoundland to the United States at the time was 5¢ per ½ oz. letter rate, thus the letter was charged postage due of 20¢ = 2 x 10¢, indicated by the large manuscript “20”.

On arrival in Boston, the fee was paid with two 10¢ US postage-due stamps. St. John’s, Newfoundland transit and Boston backstamps are shown in Figure 2. Prior to this cover coming on the market, George Arfken wrote: “No nineteenth century Canadian cover of this sort [*i.e.*, with a manuscript “0”] has yet been reported.” [1]



**Figure 2.** Backstamps on the cover in Figure 1.

## Canada to the United States, Advertised



**Figure 3.** 1888 Letter from Canada to Brooklyn, NY, advertised when unclaimed and then returned to the sender.

The letter in Figure 3 was mailed in Toronto on MR 1/(18)88 franked with a 3¢ Small Queen paying the 0-½ oz. Letter rate. It was received in Brooklyn, NY on Mar 3/88 (Figure 4). When it had not been claimed by the end of March, the Brooklyn Post Office advertised the letter in a local newspaper, applied the



ADVERTISED/APR/1/1888 cancellation and affixed a 1¢ United States Postage Due stamp to collect for the advertising service, with tied US 1¢ due. On April 14, the letter was marked as UNCLAIMED on the front, with the UPU-required “NON-RÉCLAMÉ” added on the reverse, and sent to the US Dead Letter Office (APR/19-88) and then, with the advertising fee not paid, on to the DLO in Canada where it was received JUN 5/1888.



Figure 4. Reverse of Figure 3, showing UPU and Dead Letter Office markings.

## Canada to United States, Simple deficiency



Figure 5. 1886 short-paid letter from Canada to the United States.

Figure 5 shows a double-weight 3¢ per ½ oz. letter mailed from Toronto MAY 10/(18)86 to Philadelphia, Pa. The total postage required was 6¢, so the letter was short-paid by 3¢, and the Canadian “3” handstamp was applied to show the amount of the deficiency. Prior to 1907, the UPU convention was for the dispatching country to indicate only the actual deficiency, and for the receiving country to calculate double the deficiency in Swiss *centimes* and charge the equivalent in its own currency. However, in this case the postage due charged was not the expected 6¢. A special UPU agreement between Canada and the United States allowed the US post office to charge only simple deficiency on letters that were paid at least one full rate of postage [2]. Thus this item shows an uncommon application of the agreement, with the 3¢ postage due paid by three 1¢ US postage-due stamps.

## Canada to France



**Figure 6.** 10 July 1886 letter from Pence, Assiniboia to France.

In Figure 6 we see a letter mailed 10 July 1886 from Pence, Assiniboia to France, with a 5¢ Small Queen (Sc #38) paying the single UPU 5¢ per ½ oz. letter rate. The large “T” in a circle was applied in Canada to indicate that the letter was short-paid [3]. The amount of the deficiency was indicated as “2/25” at left. On arrival, the French Post Office calculated the amount to be collected and applied the large “T” partly hidden behind the French postage-due stamps.

From the “2/25” the French Post Office calculated the amount to be charged. The number above the line, in this case the “2”, gives the number of weight rates that should have been paid when the letter was mailed. The “25” was the UPU rate in Swiss *centimes* for the first weight rate of this type of mail from Canada to France. Thus the amount of the deficiency was one rate, or 25 Swiss *centimes*. The French Post Office doubled this to 50 French *centimes* due and attached one each of the 20 and 30-*centimes* 1882 postage-due stamps to the cover.



**Figure 7.** Short-paid 1899 letter from Montreal to France.

A Small Queen mourning cover to France is shown in Figure 7. Mailed MY 30 / (18)99 at the St. Lawrence St. (Centre) post office in Montreal to Mirecourt in the Vosges region, it should have been paid at the UPU rate of 5¢ per ½ oz. letter rate. With only two 1¢ Small Queens (Sc #35) affixed, it was short-paid 3¢. As with the previous cover, the large “T” in a circle was applied in Canada to indicate that the letter was short-paid, but the amount of the deficiency was not indicated in Canada. On arrival, the French Post Office calculated the deficiency to be 15 French *centimes* (manuscript “15” right of “T”) and on 9 June 1899 affixed a 30-*centime* 1894 postage due stamp to collect double the deficiency.



## Canada to Italy



**Figure 8.** 25 March 25 1895 letter from Montreal to Firenze, Italy.

The 5¢ Small Queen on the cover in Figure 8 paid the UPU 5¢ per ½ oz. letter rate. Mailed in Montreal MR 25/(18)95 to Firenze (Florence), Italy, for some reason the letter attracted the attention of the Italian authorities, who marked a “T” and an unidentifiable squiggle, possibly a “3” or a “5” or an “S”, in blue pencil on the front and affixed a 50-centimes (Italian) postage-due stamp.

The letter was also sealed with six labels with “DELLE REGIE POSTE AMMINISTRAZIONE” (the Postal Department/Authority Administration) between the double circles. The question is: “What was the reason for the postage due charge?” The letter could have been overweight and underpaid by 5¢ or more, and thus taxed accordingly. Alternatively, perhaps it was received in damaged condition and sealed with the labels. If this was the case, however, no charge should have been raised for the repair.

In Canada, at the time, if a damaged letter contained currency or other objects of obvious monetary value amounting to \$1.00 or over, the postmaster placed the article under registration – termed “Forced Registration” - and taxed it the simple registration fee of 5¢. It is possible that the Italian authorities thought the letter might have contained valuables and opened it for examination, then resealed and forwarded it by “Forced Registration” to ensure it reached its destination safely, and charged 50 centimes for the service. As there are no obvious registration markings or labels with an “R”, it seems likely that the letter was simply overweight. We may never know. On the reverse (Figure 9) are the labels and many Italian postal markings.



Figure 9. Reverse of cover in Figure 8.

## Canada to Sweden

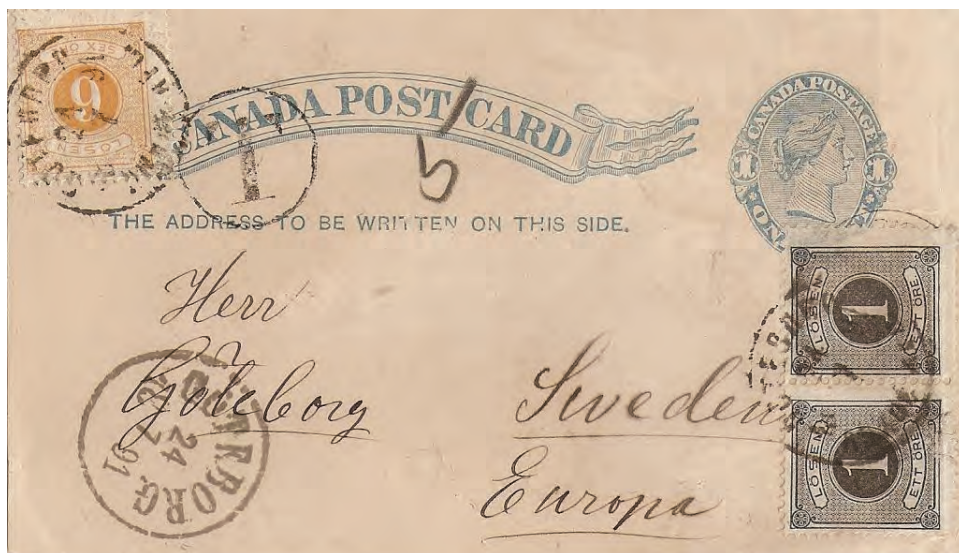


Figure 10. 1891 short-paid postal stationery postcard to Sweden.

The last cover in this article is a 1¢ postal stationery card (Webb #P7) mailed to Sweden with no postage added to pay the 2¢ UPU rate for a postcard. The large “T”



in a circle was applied in Canada to indicate that the letter was short-paid, with the amount of the deficiency indicated by the manuscript “5” (centimes).

Dated 10 July 1891 (Canadian postmark obscured), the postcard was received in Goteborg, Sweden on 24 July. Noting the “I” and “5”, the Swedish post office doubled the amount to be charged to 10 centimes and, at the exchange rate of 1 *ore* = 1.25 *centimes*, affixed one 6 *ore* and two 1 *ore* Swedish postage dues.

## References and endnotes

- [1] George B Arfken, *Canada and the Universal Postal Union*, BNAPS, Toronto, 1992, p. 52.
- [2] Anthony S. Wawrukiewicz and Henry W Beecher, *Special Postal Treaties with Canada, US International Postal Rates, 1872-1996*, Cama Publishing Co., Portland, OR, 1996, p. 323.
- [3] Winthrop S Boggs, *The Postage Stamps and Postal History of Canada*, Quarterman reprint, Lawrence, MA, 1974, p. 486. The large circular “T” postage-due mark was used in Canadian post offices from April 1877 to 1893. UPU member countries used similar types of marks to indicate that postage was due. They were agreed upon at the Third UPU Congress held at Lisbon, Portugal, in 1885, at which Canada was represented.
- [4] An earlier version of this article was first published by the Postage Due Mail Study Group of Great Britain in the *Postage Due Mail Study Group Journal*, No. 43, September 2007. Contact: Michael Furfie, 37 Town Tree Road, Ashford, Middlesex, TW15 2PN, UK.

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# ADDENDUM III - 5¢ Beaver

## An outstanding new variety

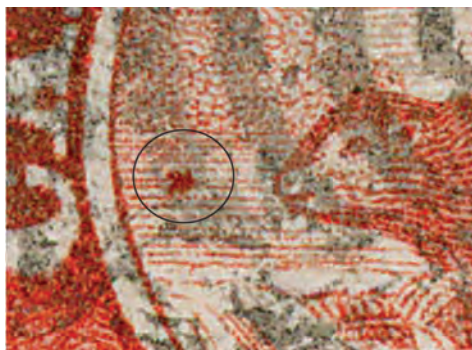
*Kenneth A Kershaw*



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

THE cover opposite, dated DE 12/(18)65, was correctly paid for a weight between 1½ and 2 ounces with four 5¢ Beaver stamps perforated  $11\frac{3}{4} \times 12$ . The middle stamp of the upper trio has an outstanding new variety, similar in style to “The Rising Trout and Mayfly”. This new variety is correlated with a re-entry in the top right frame R83, position #61, states 5-6 [1].



## Acknowledgement

I am most grateful to Chester Soule for loaning me this 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, pp. xv and 109.

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# New issues

*William JF Wilson*

## Birds, horses and polar bears

**P**OLAR and alpine regions around the world are undergoing major long-term changes as a result of global warming, including the retreat of glaciers, melting of permafrost and reduction in the extent and thickness of sea ice. To highlight the threat to our global ecosystem, 38 countries have collaborated on a campaign to release stamps with the theme “Preserve the Polar Regions and Glaciers” in the period January to March, 2009. Four others had joined, but as of April 14 had not issued stamps. Canada Post’s contribution features a Polar Bear, a species that is already feeling the impact of these changes, and an Arctic Tern. The souvenir sheet also shows an Arctic Fox, four Emperor Penguins and an Adelie Penguin, with the Arctic Tern linking the two regions with its annual migration from the Arctic to the Antarctic and back.

These are Canada’s second Arctic Tern stamp and fifth Polar Bear stamp, the tern having been previously featured in the fifth and final set of the Birds of Canada series (2001) and the Polar Bear on a 2¢ commemorative (1953), 25¢ definitive (1972), \$2 definitive (1998), and a \$1.25 Tourist Attractions commemorative (2003). The latter was issued to highlight Polar Bear watching in Churchill, Man.

Two horses appear in a booklet released May 15. The Canadian Horse originated from Breton and Norman stock sent from the King’s stables to New France in the period 1665-1670. Although of mixed Arabian, Barb, Andalusian and other parentage, in the relative isolation of New France they gradually merged into a distinct and internationally-recognized Canadian breed. The Newfoundland Pony similarly developed from several English breeds of pony brought to Newfoundland in the 17<sup>th</sup> and 18<sup>th</sup> centuries.

One more horse and one more bird appeared on April 2, but you can only see them on a dark night. The Horsehead Nebula is one of the most well-known astronomical objects outside the solar system, instantly recognizable by its uncanny resemblance to its namesake animal – not to mention a knight in a chess set. It is a perfect example of a dark nebula, a cloud of dust and molecular gas seen in silhouette against a background of bright, reddish emission from ionized hydrogen gas. To give an idea of scale, the distance across the Horsehead from nose to mane (horizontally on the stamp) is about 2 light years (LY); *i.e.*, it would take light about 2 years to travel from the nose to the mane. By comparison, light takes 8 minutes to reach the Earth from the Sun, and 1600 years to travel from the nebula to the Earth. To get an idea of how big the nebula would look on the sky if these features were bright enough to see by eye, if the full moon were to pass in front of the nebula it would almost fill the stamp vertically, and slightly more than fill it horizontally.





The other stamp in this pair honouring the International Year of Astronomy shows the Eagle Nebula, although the form of a bird may be hard to pick out in this view. Look at the bright regions in the upper right part of the stamp. The eagle's tail extends to the upper right and the wings to the upper left and lower right. The bright area nestled against the dark clouds forms the head. The bird form is more apparent when seen through smaller telescopes than the one used here, because the dark nebulae don't show up as well and the bright regions stand out more. Both photographs were taken with the 3.5-metre-diameter Canada-France-Hawaii Telescope (CFHT) on Mauna Kea in Hawaii, with the CFHT observatory shown on the Eagle Nebula stamp and the Dominion Astrophysical Observatory in Saanich on Vancouver Island on the Horsehead Nebula stamp. The Eagle Nebula is about 6500 LY away from us, the "wingspan" diagonally from top centre to right centre on the stamp is about 20 LY, and the full moon would take up about twice the height of the image on the stamp. For you Hubble Space Telescope fans, the dark columns extending toward the upper right are the Pillars of Creation made famous in some Hubble photographs.

Both the Horsehead Nebula and the dark clouds silhouetted against the Eagle Nebula are sites of ongoing star formation. The Sun is a star, and the Sun, Earth and other planets of our solar system may well have formed in a region similar to these.

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

**<http://www.canadapost.ca/cpo/mc/personal/productsservices/collect/stamps/default.jsf>**,

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



**Table 1. 2009 Commemorative Stamps.**

Stamp	Astronomy	Climate Change	Monarch Caterpillar	Canadian Horse & Newfoundland Pony	Diplomacy	Boundary Waters	Recording Artists	Roadside Attractions
Value	Bk: 2 × 54¢ SS: 2 × 54¢ s-t	SH: 2 × 54¢ s-t SS: 2 × 54¢	2¢	54¢	54¢	54¢	4 × 54¢ s-t	4 × 54¢
Issued	02 April	09 April	22 April	15 May	01 June	12 June	02 July	06 July
Printer	L-M	L-M	CBN	L-M	L-M	L-M	L-M	L-M
Pane	Bk: 10; SS: 2	SH: 16; SS: 2	50	Bk: 5	16	16	Bk: 8 SS: 4	8
Paper	C	C	C	C	C	C	C	C
Process	10CL	6CL	5CL	5CL	7CL	8CL	9CL	8CL†
Qty (million)	Bk: 6 SS: 0.25	SH: 2 SS: 0.225	Continuous	4	1.75	2.5	Bk: 4 SS: 0.275	4
Tag	G4S	G4S	G4S	G4S	G4S	G4S	G4S	G4S
Gum	Bk: P-S SS: PVA	PVA	PVA	P-S	PVA	PVA	Bk: P-S SS: PVA	P-S
Size, mm	Bk: 27.75 × 38.25 SS: 30.5 × 40	42 × 28	20 × 24	39.0 × 32.25*	36 × 26†	36 × 36	32 × 32	35 × 41
Perf	Bk: Simulated SS: 13.1 × 13.0	12.9 × 12.9	13.0 × 13.3	Simulated	13.3 × 13.1	13.3 × 13.3	Bk: Simulated SS: 12.5 × 13.1	Simulated
Teeth	Bk: N/A SS: 20 × 26	27 × 18	13 × 16	N/A	24 × 17	24 × 24	Bk: N/A SS: 20 × 21	N/A

\* Listed as 39.75 × 32.25 by Canada Post; † Listed as 36 × 26.5 by Canada Post; ‡ Listed as 7CL by Canada Post.

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

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(continued. from page 2)

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