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Designing the 1969 General Sir Isaac Brock Stamp, p. 6

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The Society for Canadian Philately

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Volume 67 Number 1 Whole Number 522

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Contents

3	Editorial	
5	Readers write	
6	Designing the 1969 Isaac Brock stamp	<i>Martha Catchpole, Library and Archives Canada</i>
17	Newfoundland's Coastal North & Labrador Mail Services and the loss of <i>SS Volunteer</i>	<i>Brian T Stalker, FCPS</i>
27	Canadian short-paid mail 2. The 1897–1909 period	<i>Gary Steele</i>
36	The 3¢ 1927 Confederation issue: A new discovery—probably unique, trial colour die proof in olive green	<i>John P Wynns</i>
37	A Canadian connection to the odyssey of a Hong Kong prisoner of war	<i>Donald J Ecobichon</i>
42	Study group centreline	<i>Derek Smith</i>
46	New issues	<i>William JF Wilson</i>
49	Canada's "Stealth" MPOs – Part 1	<i>Henk Burgers</i>
55	Book release notes	
56	A short history of Canadian tagging	<i>Larry Margetish</i>
60	The Plates, papers, and gums of the 1937-38 stamps of Canada Part II. The 2¢ Mufti Issue: An interim study	<i>Stephen Prest</i>
68	Canada to the United Kingdom by the American Ocean Line packet steamer <i>Washington</i>	<i>Steve Mulvey</i>
71	Canadian mail to Spain in the nineteenth century	<i>Vic Willson</i>
73	BNAPS business and reports	
73	President's column	77 Classified advertisements
74	From the Secretary	79 Executives, Directors, & Officers
76	Regional group rant	79 Study group contacts
77	George Arfken honoured	

Cover Illustration: Designing the 1969 General Sir Isaac Brock Stamp, p. 6

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Out with the old, in with the new?

Mike Street

ON the first page of the issue of *BNAPortraitS* you received in November, BNAPS President George Dresser advised members of a major decision taken by the Board of Directors to help address our significant loss of investment income due to the economic meltdown—publication of *BNAPortraitS* will cease, essential Society information will be printed in *BNA Topics*, and less urgent information will be made available on the BNAPS website, or in hard copy to members who request it.

So, is it “out with the old, in with the new?” Well, not quite. Prior to September 1993, *BNAPortraitS* did not exist and all this material was printed in *BNA Topics*, so there’s lots of precedent. Needless to say, however, the action deemed necessary by the Board caused a reaction in the “virtual office” of *BNA Topics*. For reasons both financial and technical we cannot just add pages. “Where do we put it all?” “Can we do this and maintain the quantity of philatelic content of *BNA Topics*? We don’t want to upset authors of articles by taking too long to print their work.” “Help!”

In consultation with others, the first step was to determine what was “essential” and what could go to the website. Next, and very important, were decisions on how to format what was being transferred to *BNA Topics* so members could easily see that they are still getting the “essentials”. Finally, and equally important, came decisions on how to do this without significantly reducing the amount of philatelic content. That was—almost—the easy part! We still had to make it happen. Although by now we are pretty skilled in operating the software used to produce *BNA Topics*, there are always surprises along the way.

It seemed a bit of a tall order, but we have been able to get it all done and the result is literally in your hands, right on or very close to schedule. Is what you see in this issue both the beginning and the end of changes? Not likely. Time will tell. Have we got it right? We think it’s a good start, but only response from our members will determine that for sure. What do you think?

Change of address: Notify the Secretary (address on p. 74).

Missed or damaged copies: Contact the Circulation Manager, Wayne Smith, 20 St. Andrews Road, Scarborough ON M1P 4C4 (waynesmithtor@yahoo.ca).

Manuscripts may be submitted to the Editor in these formats: (1) electronic, preferably with paper copy, or (2) typewritten (double-spaced), or (3) neatly handwritten. Acceptable electronic formats include MacIntosh- or IBM-compatible formatted diskettes or CDs.

Illustrations must not be embedded in Word® or WordPerfect® files! PLEASE do not format text files other than for normal paragraphing, italicization, bolding, or underlining. If tables are required, please consult the Editor before preparing a file in WordPerfect®. Illustrations MUST be sent as separate files from text files. (Scans at 300 dpi in .jpg format are preferred for illustrations sent as attachments). Until a new Editor is found, articles and letters may be submitted by e-mail to Mike Street (mikestreet1@gmail.com) or by mail to 73 Hatton Drive, Ancaster ON L9G 2H5.

Publications Committee: Robert Lemire (Chairperson), Mike Street, Charles Livermore.

Readers Write

Corrections: (Editor's Note: Your *BNA Topics* team spends a lot of time trying to ensure that errors do not occur. We regret all, and we apologize for any that result from our work.)

Chuck Firby advised that the left-hand column of Table 5 was omitted from "The Twelve-Penny Black covers" in (p. 16, *BNA Topics* 2009Q4). The correct first four columns of the table are shown below. Readers are asked to make a note on page 16 of their copy.

Table 5. REJECTED single-usage Twelve-Penny Black covers to the US.

Cover	Date	From	To
C	16 March 1852	Montreal	NY
D	14 April 1853	Montreal	NY
E	11 October 1853	Kingston	NY
F	1? February 1855?	Toronto	NY
G	13 January 1852	Hamilton	NY

CR (Ron) McGuire writes:

"Until I received my copy I did not realize that I had made an error in "My Favourite Stampless Cover, No. 4" (p. 16, *BNA Topics* 2008Q1). I incorrectly stated, "He could even have saved 4 pence by sending it at the 5 pence unpaid rate." The rate, paid or unpaid, was three pence. I was thinking of the later period beginning, 1 July 1859 when an unpaid/collect letter cost the addressee two cents

more than if prepaid by the sender at the domestic rate. To illustrate this point, I submit the cover above, the first I've ever seen where the sender has "apologized" for mailing his letter unpaid. The mourning cover was sent to Archibald Campbell by his son Robert, who wrote in the upper left corner "sorry / no stamp / R. C."



Campbell senior worked initially for the Canada Post Office Department at its headquarters in Ottawa, and then as a geologist and metallurgist for the Geological Survey of Canada. He retired to his home town of Perth, Ontario where he founded and was curator of the Perth Museum until his death in the Great War Memorial Hospital at age 80. Perth was one of those Canadian towns that, in addition to a building a Cenotaph, also constructed a memorial building to remember their deceased First World War veterans."

Heads up re Canada Post Cash Grab: Several members have written to point out that the Canada Post Corporation (CPC) was not satisfied with the 3¢ first class 11 January 2010 postal rate increase (a 5.55% jump after a year in which the Consumer Price Index did not change). It seems that CPC has now instituted a \$2.00 per order charge on most purchases from the National Philatelic Centre in Antigonish. When one considers the production cost of the stamps sold – a fraction of a cent each – and the fact that most of the stamps sold never see the inside of a mail box, this move certainly seems a bit greedy.

(continued on p. 67)

Designing the 1969 Isaac Brock stamp

Martha Catchpole, Library and Archives Canada

THE 200th anniversary of Sir Isaac Brock's birthday was celebrated in 1969. Brock is honoured and revered as the saviour of Upper Canada. He was the heroic British soldier and colonial official who rescued early Canada from a feared American takeover during the War of 1812.

To mark the event, the *Guernsey Review* published the article: "Major-General Sir Isaac Brock, K.B. – A Note on his Life," by TF Priaux, fulfilling the Society's pledge to "keep alive the Spirit of Guernsey both in the British island and overseas." [1]. Brock was a famous son of this English Channel Island. Four new postage stamps were issued there on 1 December 1969 (Scott #s 24-27) to commemorate his life. The 4p and 5p stamps featured a profile portrait bust of Major-General Brock based on a famous likeness by Gerritt Schipper, formerly thought to be by William Berczy [2]. The others were the 1s9p showing Brock as an Ensign, and the 2s6p displaying the regimental coat-of-arms and flags [3].

The Canada Post Office issued its own commemorative 6¢ stamp on 12 September 1969 (Scott # 501) (Figure 1). It was designed by Imre von Mosdóssy and engraved by Yves Baril. Quenching an age-old public thirst for likenesses of historic figures, this stamp reproduced another famous image of Brock: a portrait miniature by J Hudson.

The story of Brock is one of the most important in Canadian history. Born in St Peter Port, Guernsey on 6 October 1769, he was the eighth son of John Brock and Elizabeth De Lisle, Isaac followed his elder brother John into the British military. At the age of fifteen, he purchased an ensigncy left vacant after his brother's promotion to Captain. His career afterwards was primarily linked with the 49th Regiment of Foot, under which he saw early service in Jamaica and Barbados. After his return to England, he became the Regiment's senior Lieutenant-Colonel and commander by 1797. Brock saw some action when his regiment fought Napoleon in Holland and Denmark. He even suffered a close call at Egmont-op-Zee when a bullet failed to penetrate his neck, thanks to his "stout cotton handkerchief and thick black silk cravat" [4].



Figure 1. Sir Isaac Brock, 1769-1812, 200th Anniversary, postage stamp issued: September 12, 1969. Designer: Imre von Mosdóssy, Engraver: Yves Baril, Printer: Canadian Bank Note Company, Post Office Department fonds, Acc.1989-565.501-1. © Canada Post Corporation.

Keywords and phrases: Sir Isaac Brock, War of 1812, stamp design

In addition to feeling the ongoing weight of the continental war, England was uneasy about increased American aggression and decided to bolster her defenses along the Canadian border. Lieutenant-Colonel Brock was ordered to Canada in 1802, bringing with him a measure of knowledge of military command and operations characteristic of an experienced British officer. After a winter spent in Montreal, the regiment took over the defense of York and Fort George in Upper Canada. A full Colonel by 1805, Brock asked for leave back to England. The ongoing American threat compelled him to return to his command, setting sail for Canada on 26 June 1806. From this time on, Brock held several key positions in both the colonial administration and the military, allowing him to build up his allies in preparation for battle with the Americans. He gained the respect of the French Canadians by improving fortifications while stationed in Montreal and Quebec. Another wise tactical move was to win the trust of the Native Americans tribes in Canada, garnering support from the likes of Tecumseh and Teyoninhokarawen (John Norton). The existence of this network would be a crucial factor in battle, providing needed support during the American invasion in the presence of a weak and indecisive colonial government.

Brock was promoted to Major General on 4 June 1811. Perhaps as a sign of confidence in Brock, the ailing Governor-General Sir James Craig gave him his faithful horse “Alfred” just before he had to leave Canada in June 1811. A monument to Alfred at Queenston honours the animal that would later die during battle. Brock was also made provisional Lieutenant-Governor and commander of the forces in Upper Canada after the departure of Francis Gore in October 1811, holding these positions until his death.

When the United States declared war on 18 June 1812, Brock proceeded with his long-standing plan to first secure the Michigan frontier at Michilimackinac and Detroit. While the government waffled, he gave discretionary authorization to Captain Charles Robert at Fort St Joseph to capture Michilimackinac. The Americans under Brigadier-General William Hull invaded Canadian territory on the Detroit frontier on 12 July. British troops managed to hold onto Amherstburg and Brock proceeded to relieve the fort. Hull, fearful of this renewed British strength, had already withdrawn to Detroit. Although under-manned, Brock carried out his bold plan to attack Fort Detroit on 16 August with only a small force of British regulars, militia and Indian supporters. Even though Brock’s contingent was small, Hull was apprehensive and quickly surrendered his army, guns and stores to Brock. The victory inspired and solidified the Canadian defenders and helped overcome England’s troubling complacency. After further official attempts to resolve hostilities failed, Brock turned his efforts to the defense of the daunting 40-mile frontier along the Niagara River.

England was overjoyed at the news of Brock’s success at Detroit. There were celebrations in the streets of London on 6 October, Brock’s 43rd birthday, with bells pealing and bonfires burning. Acting for King George III, the Prince Regent appointed Brock an extra knight of the Order of the Bath, with the honours gazetted on 10 October. The London *Times* likened him to Leonidas, the King of Sparta who died in August 480 BC at the famous ancient Battle of Thermopylae.

Despite the celebration, the war in Canada continued. American forces attacked Queenston during the early morning hours of 13 October. Stationed at Fort George, Brock heard the gunfire and immediately rode on horseback towards Queenston, initially followed only by his aides-de-camp. After riding part way up the heights to assess the assault, he was surprised by enemy troops above him. After a short retreat downhill, he boldly turned

around and fearlessly led an up-slope rally on foot, driving the Americans back. During the skirmish, a sharpshooter took perfect aim at the tall general dressed in scarlet uniform and killed him instantly with a bullet to the chest. His body was kept in safety at a nearby stone house while the battle raged on, with the British eventually winning later that day. Brock died unaware of the battle's outcome and knew nothing of the homage paid to him by his King and country. In Upper Canada he was immediately venerated as a hero, with the *York Gazette* urging Upper Canada to "Remember BROCK." Historians believe that his actions changed the course of Canada's future, inspiring Canadians to always finish the fight [5].

There has always been an interest in Brock, as seen in the letters received by the Canada Post Office [6]. Ideas for stamp subjects are often based on suggestions received from the public, and as early as 1960 proponents urged postal authorities to commemorate the deaths of Brock and Tecumseh, or at least the Battle of Queenston Heights. Of particular interest in the Post Office Department file [7] is a thank-you letter dated 9 November 1961 sent from JA MacDonald, Director of Financial Services of the Canada Post Office, to Dr W Kaye Lamb, Dominion Archivist, Public Archives of Canada [8]. Dr Lamb had written on 23 October 1961, suggesting a stamp be issued "to commemorate General Brock and the Battle of Queenston Heights, which occurred in October, 1812." Lamb must have felt strongly about this tribute since his own book on Brock would be published in 1962 [9]. Had the department acted immediately, a stamp honouring the 150th anniversary of the battle might have been a distinct possibility in 1962. At the time, however, it was decided "the issue should be postponed to 1964 to commemorate the completion of the war and the 150 years of peace between Canada and the United States that followed." [10]. As 1962 and 1964 came and went, the choices narrowed and by the year 1969 the recognition of the 200th anniversary of Brock's birth became one of the only options left. There are no letters in the file between 1962 and 1968 and no evidence of what happened to spur things on, but the question was at last decided and by 15 June 1968 commission letters went out to solicit a design.

At this time, artists known by reputation or from previous work for the Canada Post Office were approached for stamp designs, often (as in this case) using a competitive commission process [11]. For the Brock stamp there were four invited submissions and one voluntary submission. The chosen design was painted by Imre von Mosdóssy, who had recently designed three other stamps for the Canada Post Office: *International Hydrological Decade* (Scott # 481 issued 8 May 1968), *John McCrae* (Scott # 487 issued 15 October 1968), and *Vincent Massey* (Scott # 491 issued 20 February 1969).

Born in Budapest, Hungary in 1904, the artist chose a career in fine arts over engineering, graduating from the Royal Hungarian College of Fine Arts in 1927. A professor at the Academy of Fine Arts in Budapest, he also continued to practice his art, exhibiting in solo and group shows such as his exhibit of watercolours and designs held in the Art Gallery in the Palais-Royal in Paris. He was a designer involved in state and commercial advertisements and worked on exhibits for the 1939 New York World's Fair and the Paris Fair of 1949. His reputation as a skilled portrait painter and as a stamp designer for countries including Burundi, Colombia, Guinea, Panama, Paraguay, Venezuela, Haiti, and Honduras made him an obvious prospect for Canadian stamp design. He left Hungary in 1945 and after stops in Germany, France and Colombia immigrated to Canada late in 1963, settling in Ontario [12].

The winning design depicts an exquisitely painted portrait that hauntingly floats in the upper right sky. According to the artist, it was taken from a reproduction he saw in a book, after a portrait miniature of Brock by J Hudson. A rendition of Brock's Monument at Queenston Heights, taken from a photograph, appears solidly planted on the ground to the left, surrounded by a glowing aura [13].

The problem is the portrait that was innocently copied by Von Mosdossy is probably not of Isaac Brock. Ludwig Kosche has conducted solid research about the portraits and artifacts of Brock in two separate papers that unfortunately were only published in 1980 and 1985, well after the stamp was issued [14]. He has challenged the identification of Brock as the sitter in the miniature, comparing the face to other more proven portraits of Brock. He also discusses discrepancies in details of the uniform and dissects, analyzes and questions aspects of the family history. Apparently the case for authenticity has been largely defended by family tradition. Unfortunately, the use of the intriguing portrait on the Canadian stamp has perpetuated the error.

The original portrait was painted in the early 19th century and clearly has a provenance that connects it to the Brock family in Canada. Before the advent of photography, small portraits of family and loved ones were sometimes painted on little oval sheets of ivory in delicate watercolours using minute brush-strokes. The small faces were often encased in metal locket with convex crystal or glass cover windows and occasionally had plaited lockets of the sitter's hair placed in obverse windows. They were meant to be worn as bracelets or lockets, close to the heart. They were often unsigned, but might have had meaningful inscriptions on backing papers or other secondary supports providing clues to an artist or sitter's identity. Sometimes they were created as keepsakes to mark a special occasion such as a wedding or anniversary or to coincide with the beginning of a new career or an endeavour away from home such as a new military posting. They might even have been posthumous portraits [15].



Figure 2. General Brock, Gerald Hayward, 1896, watercolour on ivory, portrait miniature, Acc. 921.42.2. With the permission of the Royal Ontario Museum.

Ludwig Kosche has posed many questions about the miniature we see on the stamp. Who is the artist, what is the date, what did Brock look like and is the uniform right? [16]. This miniature is apparently signed: "J Hudson," a miniature painter who has remained elusive. There is a famous English portrait painter named Thomas Hudson, but he was not known as a miniature painter and his production dates do not correspond with this work. A well-known miniature painter named William Hudson showed about 150 portraits at the Royal Academy Exhibitions in London 1813-46, including several of military sitters, but he

worked in London and showed portraits at these exhibitions only after 1813. How could he relate to our “J Hudson” who cannot be found?



Figure 3. *Sir Isaac Brock 1769-1812*, Bela Arnotti, 1968, drawing and reproduction / cardboard, Post Office Department fonds R169-634.26. © Canada Post Corporation.

Several events occurred prior to 1969 that sparked a renewed interest in Brock’s visage. According to a document in the Brock Portrait file at Library and Archives Canada [18], Mary Fitzgibbon, a founding member of the Women’s Canadian Historical Society (WCHS), purchased the miniature from the Brock family in 1896. She asked the Canadian miniaturist Gerald Hayward to make a copy that she subsequently left to the Royal Ontario Museum (Figure 2). Sara Mickle, another member of the Society with a passion for history and heritage, later bought the original portrait from Fitzgibbon. She left it to the Society upon her death in 1930. It was temporarily loaned to the Art Gallery of Ontario until 1962, when it was reclaimed by the WCHS. Helen Drurie, the President of the WCHS, marked the occasion with a Victorian Tea on 26 September 1962. From this point on, the portrait was made available to various historical publications that reproduced the image, adding to the credibility of the portrait.

More importantly, what did Isaac Brock actually look like? He is said to have been a tall man, with a full-face (rather than with lean features as seen in the miniature) and a rather large head. Kosche has carefully compared the face with the few extant portraits with better credentials. Although the uniform could be from the 8th Regiment of Foot (making it consistent with Brock’s early career), the uniform does not correspond with the medal shown, which refers to the Battle of Waterloo (1815), at which the 8th Regiment was not present.

The date of the painting, apparently inscribed: “18x6”, is also a puzzle. This might mean 1806, so possibly it is a portrait taken during Brock’s final leave home before his last journey to Upper Canada (a theory supported by the family). After all, the sitter does appear younger than the general would have looked at 43. If the mystery digit is “1” it suggests 1816. Even if the features were an invention of romantic license, a posthumous portrait would capture the sitter at the time of death, so he should look 43 years old; this man seems much younger. One plausible theory presented by Kosche is that the sitter might be someone else who was known and connected to the family during the early decades of the 19th century [17].



Figure 4 *Sir Isaac Brock*, RW Cole, 1968, collage: drawing and photograph / paper / cardboard, Post Office Department fonds R169-637.12. © Canada Post Corporation.

Following the production stages of the Brock stamp is fascinating. Several artists submitted artwork associated with the initial design. Two entries were commissioned from artists known to the Canada Post Office, Bela Arnoti and Robert W. Cole. Arnoti submitted two rather preliminary-looking works executed in coloured pencil. One showed a composition curiously similar to von Mosdóssy's, with a portrait after the same portrait miniature on the upper right and the monument to the left (Figure 3). His other design was possibly based on the Schipper work, but Brock instead faces the opposite way, gazing toward the left of the composition at a map of Queenston Heights. There is a gruesome red X placed on the heights, presumably incorrectly marking Brock's fall.



Figure 5. *Sir Isaac Brock, 1779-1818*, Robert W Cole, 1968, watercolour, acetate overlay,/ cardboard, Post Office Department fonds R169-634.27.©

Robert Cole submitted two designs both with a profile bust of Brock facing to the right of the composition, also taken from the Schipper portrait. Cole copied a photograph after the portrait from the Public Archives of Canada collection (Figure 4), which is part of a collage on one of his submitted artworks. Both of the Cole works are similar, depicting Brock's head gazing toward a map of southern Ontario. However, they are painted using different colour palettes. One is a close-up of Upper Canada showing the Lake Ontario, Lake Erie, Lake Huron triangle (Figure 5). The other is a more distant view of Upper Canada. His use of the dates 1779-1818 below the portraits is curious. Although Cole's work was not chosen for the stamp, he produced a first day cover for this issue with a different design. It shows Brock leading a charge atop his horse with his arm raised, reminiscent of

Napoleon in Jacques-Louis David's painting *Napoleon Crossing the Alps*. First day covers were produced by other designers such as the interesting one by Rosecraft (Figure 6), in which the portrait miniature again appears, set into the top right corner of a picture of Queenston Heights with Brock's monument.

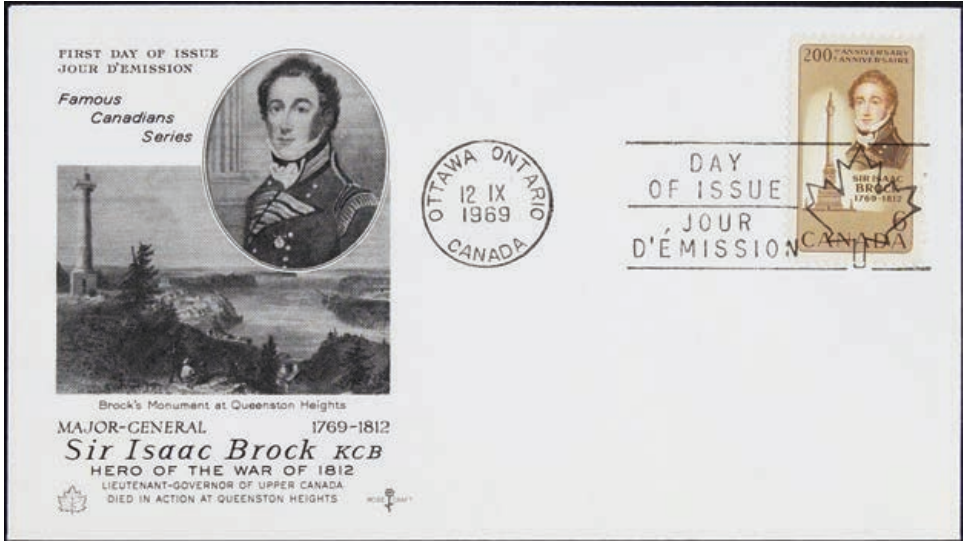


Figure 6. *Sir Isaac Brock*, Rosecraft, September 12, 1969, first day cover, Elizabeth Hutchinson Collection, R3764, Acc. 1993-040.1441.
© Isobel M. Assad and Canada Post Corporation.

The only other design considered for the stamp was a truly unique portrait, a voluntary submission sent in by Carleton McDiarmid, another artist who had occasionally submitted works to the Canada Post Office. It is an irreverently playful close-up of Brock on horseback, wearing his cocked hat, with eyes nervously glancing over his shoulder toward the heights behind him (Figure 7). This wonderful small watercolour executed in the bold oranges and purples of sunset probably didn't stand a chance in the face of the more sober and serious work of von Mosdóssy. It is a fine example of the caricature style of this career artist.



Figure 7. *General Brock*, Carleton McDiarmid, 1968, watercolour / paper, Post Office Department fonds R169-634.28.
© Estate of Carleton McDiarmid.

The imagery chosen in the winning design links us to the past, not only through the portrait of Brock, but also through his monument, which has miraculously survived as a tangible reminder of the battle long ago. The original monument, built and dedicated in 1824, was severely damaged by an explosive blast set off by a saboteur in 1838. A new monument was built in 1853-56 and the remains of Brock and

his aide-de-camp, Lieutenant Colonel Macdonell, were reburied beneath the structure. The tower is 56 meters tall, about three times the original height. The popular Ontario tourist attraction re-opened in May 2009 after four years of restoration work. Tourists can climb up the 235 steps of the narrow inner circular staircase to get panoramic views of the surrounding Niagara countryside. Unfortunately, an eerie ground-level display has been moved. Tourists must now go to Fort George to see pieces of the general's stone arm, which broke off from the top statue during a heavy gale in 1929 [19].

The final artwork simplified the image and pared down captions in order to make the design visually understandable and easily transferable during the engraving process. The following sequence shows the final caption and typography layout (Figure 8), the original watercolour design (Figure 9), and a sequence of works documenting changes to the original concept (Figures 10, 11, 12). The final work in this sequence is dated 26 March 1969. The “first” approved model is dated 17 September 1968, making the concept to approval stage nearly eight months in duration. In the final work, white highlights have been added to much of the monument, notably on the edges of the stone to enhance definition. A small black entry door appears for the first time in its base, correcting a serious omission. It can be speculated that the Canadian Bank Note Company later incorporated these additions to add authenticity and quality to the engraving. The stamp was finally printed and issued on 12 September 1969.

The Brock stamp and the related first day covers produced in 1969 perpetuated the endorsement of the mysterious portrait by Hudson as a real likeness of Brock. Since 1969, the portrait has continued to be used elsewhere, for example in the creation of the Guernsey 10 pound note of 1975-80, derived from notes issued by the States of Guernsey in 1827-94 [20]. The many questions surrounding the validity of the portrait have been somewhat sidestepped but hopefully will be resolved through additional scholarship. Despite the controversy, the products publicized the story of a famous Canadian hero, bolstered national pride, and promoted Canada, which was the ultimate goal of the Canada Post Office [21].

A look back at the Brock stamp allows us a glimpse at the inner operations of the design process of the Canada Post Office in 1969, at a point just before the creation of the Stamp Advisory Committee. After this date would the committee successfully facilitate changes “to guarantee a philatelic product of continued artistic merit?” [22]. Subsequent stamp issues suggest that further errors have been minimized, ensuring the integrity of Canadian stamp designs.



Figure 8. Final Title Caption and Typography layout, Brock Stamp, 1968, collage: applied lettering, gouache / cardboard, Post Office Department fonds R169-634.19.
© Canada Post Corporation.



Figure 9. *Principal Design, Brock Stamp*, Imre von Mosdóssy, 1968, monochrome watercolour: watercolour, gouache / cardboard, Post Office Department fonds R169-634.20. © Canada Post Corporation.



Figure 10. *First approved model, Brock Stamp*, Imre von Mosdóssy, September 17, 1968, collage, with miniature photograph, signed: W. H. Wilson, Post Office Department fonds R169-634.22. © Canada Post Corporation.



Figure 11. *Brock Stamp with caption changes*, Imre von Mosdóssy, September 18, 1968, photograph, Post Office Department fonds R169-634.21. © Canada Post Corporation.

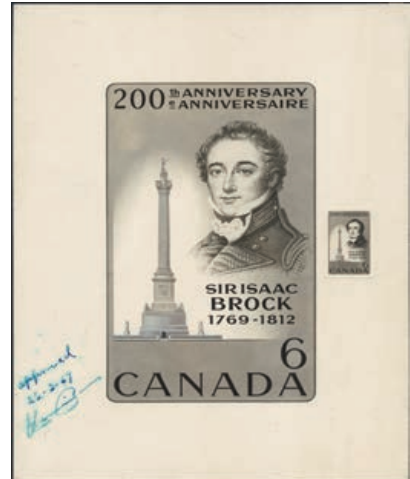


Figure 12. *Final approved model, Brock Stamp*, Imre von Mosdóssy, March 26, 1969, reproduction, gouache / paper / cardboard, signed: J. G. Cunningham, Post Office Department fonds R169-637.10. © Canada Post Corporation.

References

- [1] The Guernsey Society, Guernsey, UK, <<http://www.guernsey-society.org.uk>>, accessed 16 March 2009.
- [2] Early this year, the RiverBrink Art Museum in Queenston, Ontario was unsuccessful in its bid to acquire two portraits of Brock from the family. One is the original pastel portrait by Gerritt Schipper, formerly thought to be by William Berczy, on which the Guernsey stamp is based. Gary Essar, Curator of the museum discussed the recent identification of the artist with me. Notices of the sale were published in the St. Catharines Standard, February 2009, <<http://www.stcatharinesstandard.ca>>, accessed 25 May 2009; the Welland Tribune, <<http://www.wellandtribune.ca>>, accessed 25 March 2009; and The Niagara Falls Review <<http://www.niagarafallsreview.ca>>, accessed 27 March 2009.
- [3] Scott 2009 Standard Post Stamp Catalogue, Vol 3, Countries of the World. Sidney, Ohio: Scott Publishing Co., 2008.
- [4] Walter R Nursey, *The Story of Isaac Brock (General Sir Isaac Brock, K.B.): Hero, Defender and Saviour of Upper Canada*, Toronto: McClelland & Stewart, 1923. The incident was described by his younger brother, John Savery Brock, in response to a request for particulars.
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- [7] Records of the Post Office Department fonds reflect the creation of the stamp documenting not only the activities of our government but how a larger mandate to promote our history was fulfilled. These records are part of a wealth of research material held at Library and Archives Canada and are companion documents similar to a handful of graphic items in the art collection, enriching other historical collections such as the Sir Isaac Brock fonds comprised of textual and microform records. The subject of Brock was suggested in letters received from the public including letters from noted academics, historians, patriots, doctors, philatelists, and perhaps not surprisingly, a letter from a man named "James A Brock".
- [8] Ibid. Letter, JA MacDonald to Dr W Kaye Lamb, 9 November 1961.
- [9] W Kaye Lamb, *The Hero of Upper Canada*, Toronto: Rous & Mann Press, 1962.
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- [12] Biophil, "Imre von Mosdóssy (1904-1995)" Biophil at LAC, Ottawa, <http://www.collectionscanada.gc.ca/archivianet/020155_e.html>, accessed 8 May 2009, and general sources.
- [13] LAC, op cit Letter, Imre von Mosdóssy to V Dumbleton, Public Relations Division, Canada Post Office, 1 March 1969. The artist refers to a telephone conversation the day before and says he is sending two pictures of the monument. He also says he cannot find among his notes the exact title of the book he has taken the portrait from although he mentions HS Eayrs' book. It is not reproduced in the version I looked at, but is found in other books such as Walter Nursey's book.

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Newfoundland's Coastal North & Labrador Mail Services and the loss of SS *Volunteer* on 19 November 1891

Brian T Stalker, FCPS

Introduction

ROBERT H Pratt's *The Nineteenth Century Postal History of Newfoundland*⁸ [1] devotes over seventy pages to "Coastal Steam" and provides what is probably the most comprehensive coverage of that subject published to date. Recent research, however, offers a more complete account with respect to a short statement that appears on page 463 of Pratt's work:

1891 started off calmly but ended sadly when the 'Volunteer' was lost on November 19th near Englee, in Canada Bay on the far northeast shore. What she was doing there is unknown. Perhaps it was another late season attempt at circumnavigation of the island. Her loss disrupted the northern and western service for the balance of the season.

Why was *Volunteer* on the northeast coast in November 1891? What happened to *Volunteer*? What happened after *Volunteer* was lost?

Preamble

By way of introduction, it is necessary to step back to 1888 when the Government of Newfoundland entered into a twelve-year contract with Joseph Wood of Halifax. Effective from May 1888, Wood provided two steamships to operate the Coastal West and Coastal North Travelling Post Office (TPO) services, each vessel having "a room and a safe place for the mail and the mail officer".

The Coastal West TPO served Newfoundland's southern coast throughout the year, departing St. John's fortnightly for what is now the town of Channel-Port aux Basques at the southwestern tip of the island. If required by the government (and ice conditions permitted), it would also head up the west coast to Bonne Bay.

The Coastal North TPO operated while navigation was open, generally from mid-May to early January, travelling as far north as Battle Harbour in southern Labrador, from July to mid-October, before connecting with the Labrador TPO steamer.

The contract required both steamers to be capable of operating in ice and to provide mail, freight, and passenger facilities. The western steamer was to be about 600 tons, with accommodation for 40 cabin and 70 steerage passengers. The northern steamer was to be about 750 tons, with accommodation for 60 cabin and 90 steerage passengers.

Keywords & phrases: Newfoundland, steamship mail, shipwrecks

Two new steamers were procured: *Volunteer* for the western route and *Conscript* for the northern route. Maintenance was undertaken during winter months when northern navigation was closed, with *Conscript* relieving *Volunteer* if necessary. The only significant divergence from this occurred during the summer of 1890. *Volunteer* travelled clock-wise and *Conscript* counter-clockwise during an experimental circumnavigation of the island. However, this proved to be unsatisfactory.

Geography

The outline map (Figure 1) shows the main ports related to this story and the routes of the Coastal West, Coastal North and Labrador TPOs in 1891. The Labrador/Quebec boundary was in dispute at that time.

Historical records

The Postmaster General's Reports and other documents stored in "The Rooms", St. John's, Newfoundland, and in Colonial Office records in the National Archives, Kew, England, say little about the Coastal TPO routes for 1891 and even less about the loss of *SS Volunteer*.

Curiosity aroused, I contacted the Centre for Newfoundland Studies at Memorial University, St. John's, where I was introduced to their "Digital Archives Initiative" website [2]. Under the heading "Newspapers" and the sub-heading "*The Twillingate Sun*" was a

treasure-trove of information. Hidden amongst the local and international news, adverts, parliamentary proceedings, religious exhortations, Lodge reports, etc., were snippets relating to the mail steamers, from which the operation of the Coastal North and Labrador TPO services of 1891 can be reconstructed.

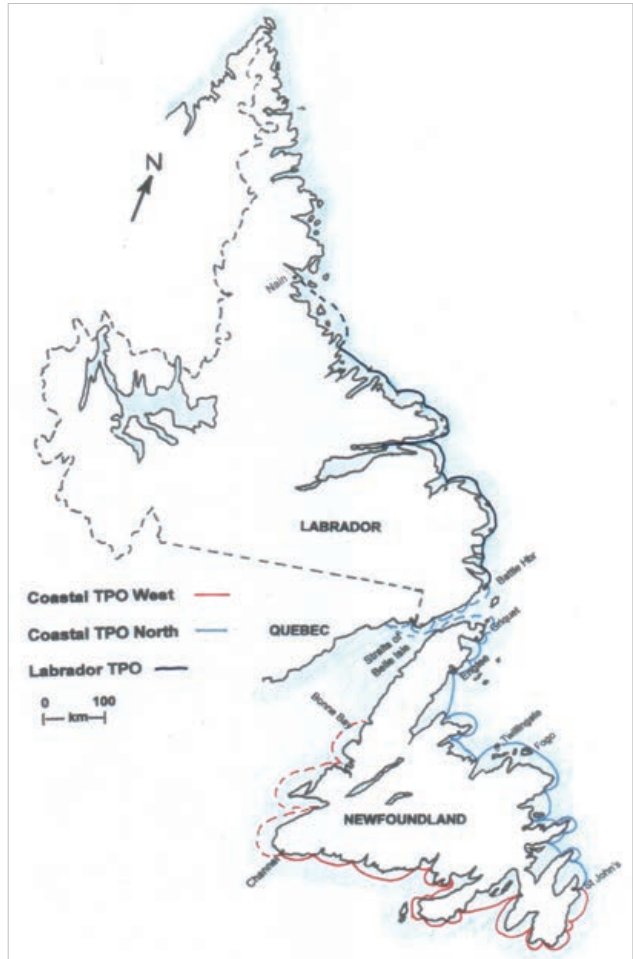


Figure 1. Illustrative TPO routes, 1891.



Figure 2. Masthead of *The Twillingate Sun and Northern Weekly Advertiser*.

The 1891 Census shows the district of Twillingate having a population of 16,780, the third most populous district outside of St. John's. The community of Twillingate would probably have numbered fewer than one thousand, but 12,000 letters, including 500 registered items, were posted in Twillingate Post Office during that year, and many hundreds more would have been brought there from nearby Way Offices. The *Sun* generally consisted of four pages and, during 1891, was usually published each Saturday. As may be expected, the quality of the archived digital images reflects almost 120 years of physical deterioration. Because of that, and to avoid replicating long, narrow columns, original reports have been transcribed, re-formatted and sometimes summarised in this account. Complete verbatim reports are shown in italics.

The reconstructed account of 1891

Conscript's last run on the Coastal TPO North for the 1890 season was in mid-January 1891. On her southbound return journey, she left Twillingate on 14 January for St. John's where she was to operate a winter service to Halifax while northern navigation was closed.

Conscript's first run north during the 1891 season occurred the last week of April. However, ice conditions prevented her reaching Griquet, her usual early- and late-season terminus at the northern tip of the island, until the third trip in late May. Returning to St. John's after that third run north, she went to dock "for the purpose of getting a thorough cleaning, so as to be in good condition for another season's work." This suggests that she had been in service throughout the winter months, initially on the Halifax route, then relieving *Volunteer* on the Coastal West. An expected few days in dock turned out to be ten days, and it was 12 June before *Conscript* departed St. John's for Griquet. She returned to St. John's about ten days later with a congregation of Methodist ministers heading for their annual conference and synod. Cleanliness being next to godliness perhaps explains why she had been docked for such a thorough spring-cleaning!

On her next trip north, returning the Methodist ministers to their northern congregations, *Conscript* struggled to reach St. Anthony in fog and ice. It was not until about 11 July that she reached Griquet again. Some ministers would have been allocated new circuits at conference, but no doubt all were spiritually recharged and able to melt the ice with their fervour. Other, more prosaic, business also appears to have been transacted at St. John's, as evidenced in Figure 3.



Figure 3a. Front of postcard from Rev. Charles Lench, Herring Neck, addressed to Rev. R.H. Freeman, Blackhead, Conception Bay.

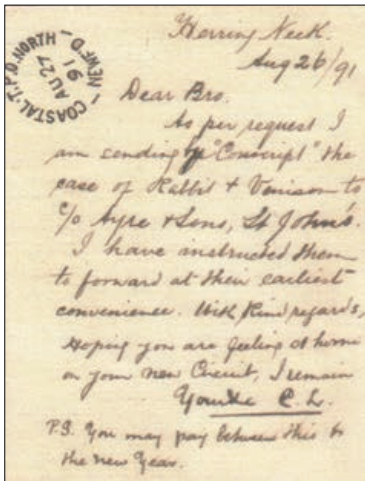


Figure 3b. Back of post card from Rev. Charles Lench "...am sending by "Conscript" the case of Rabbit & Venison...hoping you are feeling at home on your new circuit."

On 23 July, *Conscript* arrived at Twillingate, heading north to Battle Harbour, Labrador, for the first time in 1891. Her two trips to Battle Harbour in August and her first run in September, carrying coal to replenish *SS Curlew's* bunkers for her remaining trips on the Labrador TPO, appear to have been uneventful.

Figure 4 shows a cover addressed to Utrecht, Holland, carried on the first run in September 1891. Collected by *SS Curlew* (Mail Officer, John McNeil) from the Labrador coast, possibly from a Moravian Mission, the stamp is cancelled by a segmented cork below which is a free strike of the LABRADOR NORTH split-ring postmark dated AU 25 9(1). It was transferred to *Conscript* at Battle Harbour and arrived in St. John's on 12 September.

The COASTAL TPO NORTH backstamp is of particular significance in that it is the latest-recorded use of Hammer I of that postmark. It is also of interest in the context of what is to unfold.



Figure 4. 1891 Postcard from Labrador to Holland and postmarks on reverse.

Conscript was slightly slower than usual on her southbound run to St. John's. Unbeknownst to the crew, a problem had developed with her propeller.

Saturday, September 19, 1891
"Volunteer" comes North.

It was discovered when the Conscript was half loaded on Monday that there was something wrong with her propeller, which would necessitate her being docked for repairs before going to sea, and it was then decided that the Volunteer, Capt P. Delaney, should take her place and perform the Northern service this trip. This mishap caused several hours delay in leaving and the Volunteer did not get away until between two and three o'clock Wednesday morning. Leaving St. John's she had a full cargo of freight and a large number of passengers. As Captain Delaney commands the Volunteer on the West Coast, he seldom comes on the Northern route but when he does, he navigates his ship with the greatest speed and punctuality along the dangerous rocks and creeks, as though he were regularly performing the service. He makes himself most affable and accommodating to passengers, and is a general favorite of all who take passage with him, as well as his officers who are also very obliging. It is the first time this season that Capt. Delaney has been on this part of the coast and we extend to him a hearty welcome.



Figure 5. 1891 Moravian Missionary Post Card from Nain to Germany with London transit (red, above) and St. John's transit (below, left).

There is no indication of how long it took to repair *Conscript's* propeller, but on her return to service she took up the Coastal West route and *Volunteer* continued on the Coastal North TPO. The absence of any COASTAL TPO NORTH postmark strikes for the remainder of 1891 suggests that Mail Officer Clark failed to transfer his postmark hammer across to the *Volunteer* during the hiatus of 15/15 September. John Kinsella, Mail Officer on the coastal West TPO, certainly took his hammer with him, because it is known to have been used in mid-November on

Conscript's journey along the south coast. Perhaps later strikes of the North hammer have yet to be reported?



Figure 5 shows a Moravian Missionary post card from Nain, which was collected by *SS Curlew* on one of only two trips to the far north (Nain is almost 700 km northwest of Battle Harbour). It would have been transferred to *Volunteer* at Battle Harbour for St. John's, but is without any COASTAL TPO NORTH transit mark.

On 28 September 1891, the day this post card was collected by *SS Curlew*, a severe storm occurred which brought extraordinarily high tides to the Labrador coast. By the time the storm abated on 2 October, at least twenty small craft had foundered. No doubt *Curlew* had a difficult run south to Battle Harbour, where she met up with *Volunteer* on about 6 October. While *Volunteer* headed south, *Curlew* once more set out north on her seventh and final trip of the season. She too finally headed south from Labrador on 21 October, reaching Twillingate on 23 October, en route to St. John's.

Volunteer's last trip of the season to Battle Harbour was scheduled for late in the year. She arrived at Twillingate on Sunday, 1 November, much to the annoyance of the *Sun's* editor, who took strong objection to "*this Sunday traffic by the coastal steamers... (it) should not be tolerated.*" *Volunteer* returned to Twillingate on the following Sunday and, unusually, remained in port until Monday morning, perhaps to appease the wrath of the self-righteous. She departed St. John's on Saturday 14 November, bound for Griquet, on what was to be her last fateful trip north.

Saturday, November 28, 1891
Loss of the Coastal Steamer "Volunteer"

The community was surprised on Monday morning last when the intelligence was flashed over the wire of the loss of the coastal steamer Volunteer, Captain Delaney, which for the past two or three trips has been performing the Northern mail and passenger service, instead of the Conscript, which at the option of the owners had been put on the Western route. The Volunteer was going as far as Griquet, which was to be the terminus for that trip, and was at Englee on Thursday forenoon (Nov 19th), when the accident happened. The weather was beautiful and fine at the time, and the water comparatively smooth, but it appears that the disaster arose through a misunderstanding between the Captain and the engineer. The ship was only a short distance from the shore, and directly the anchor was up, the Captain, who had been on the bridge all the time, gave the usual signal to the engineer for full speed astern. The ship moved slowly ahead and at first the Captain thought that it was the weigh caused by the anchor coming up, but she soon started more rapidly, and, the captain seeing it must have been a mistake of the engineer, immediately repeated the order to go astern, instead of which the ship went ahead more quickly, and in a very few moments she was on the rocks and in a stranded condition. The water was falling and she went with such speed that there was no hope whatever of her getting off, although every possible attempt was made to do so. A hole was knocked in her bottom as she went ashore and it was not long before the water was up to the engines and the fires had to be extinguished. During that evening and night a heavy swell bore in and the vessel was pounding on the rocks, tearing away part of the keel and doing considerable other damage to the hull, and eventually she rolled over on her side and entirely filled with water, becoming a total loss. The water made so quickly after the ship first struck that there was little time to save anything and nearly all went down with the ship. It is clear that the disaster occurred through no misconduct on the part of the captain, with whom we sympathize in the misfortune that has happened to him.

The Volunteer was comparatively a new boat, as our readers know, this being only the fourth season that she has been engaged in the mail and passenger service, for which she was expressly constructed, and was excellently adapted for the work so far as accommodation for the traveling public was concerned, and it is a great pity that her existence should have terminated so speedily, which for the next few months will cause some inconvenience to the public. She was insured, but whether to the full value we cannot say.

The steamer Curlew, Captain Kean, was here at the time loading with fish for Halifax, and she was ordered to proceed North to rescue the shipwrecked crew, and to take the mails and passengers at the usual ports of call coming back. She left Monday afternoon going direct to Griquet, thence to Englee, and the other ports returning, and arrived Thursday morning en route for St. John's.

In the aftermath of the sad events of 19 November, prompt resumption of service to the northern outposts was essential to deliver sufficient supplies so that their people could survive the four months of winter isolation when the only means of communication was a letter mail transported by courier and dog team over what was called the Great Northern Mail Line.

The Steamer, *D P Ingraham*, commanded by Captain Cross, was despatched from St. John's on the morning of 28 November with mail and passengers. She reached Twillingate on the night of Monday, 30 November on her way to Tilt Cove, returning south via Twillingate on Friday, 4 December. *D P Ingraham*, sometimes referred to as a steam-tug, was of insufficient capacity for anything other than immediate needs. *Curlew's* accommodation, considered satisfactory for the rough and ready traffic of the Labrador coast, was far from acceptable to the refined merchants of Twillingate, so *Conscript* was recalled from the Coastal West. She resumed her duty on the Coastal North, departing St. John's for Griquet after the arrival of the English mail on Saturday, 5 December. She appears to have made three trips north before finally returning to St. John's on 20 January 1892.

In the meantime, *Curlew* was given a "make-over" as reported in *The Twillingate Sun* of 2 January 1892:

While the Curlew was in St John's this last trip she has undergone a real transformation in the passenger accommodation and is now fitted upon the same principal (sic) as the Conscript. The saloon is made in the fore part of the ship and provides accommodation for 28-30 passengers. It is not quite completed yet as time would not admit of doing so, although while the work was going on there were some one hundred labourers employed about the ship. The steerage will accommodate 35-40 and looks as though it will be preferable even to that of the Conscript's. The alterations will be a capital improvement to the steamer and will make her a better passenger boat than she originally was. Two steamers, a little larger, but equipped for passengers in the same style, running weekly, would answer the Northern coastal service much better than a larger one fortnightly, and this is what we have always advocated.

The refurbished *Curlew*, commanded by Captain Taylor, arrived at Twillingate with mail and passengers for the northern ports on Monday, 27 December. She had a large quantity of freight to land and did not get away until 10 a.m. Tuesday. She met heavy ice about six km south of Griquet and returned to Twillingate on 6 January, delayed by fog, on her southbound trip to St. John's.

A final seaborne northern mail was despatched from St. John's by *D P Ingraham* on 20 January 1892, but she failed to get further north than Seldom-Come-By on Fogo Island. It was 3 February before that mail arrived at Twillingate.

Postscript

A *Sun* report of 9 January 1892 refers to Harvey & Co. entering into arrangements with shipbuilders for a replacement for *SS Volunteer*, with an expectation that a new boat would be ready for commencement of the next northern navigation season. The business relationship between Joseph Wood of Halifax and Harveys of St. John's has yet to be determined. It is possible that Wood was an agent for Harveys. The new steamer *Grand*

Lake arrived in September 1892 and took up the Coastal West service. In the meantime, the *Conscript* was renamed the *Virginia Lake*, and the *Curlw* became the *Windsor Lake* at the end of June 1892.

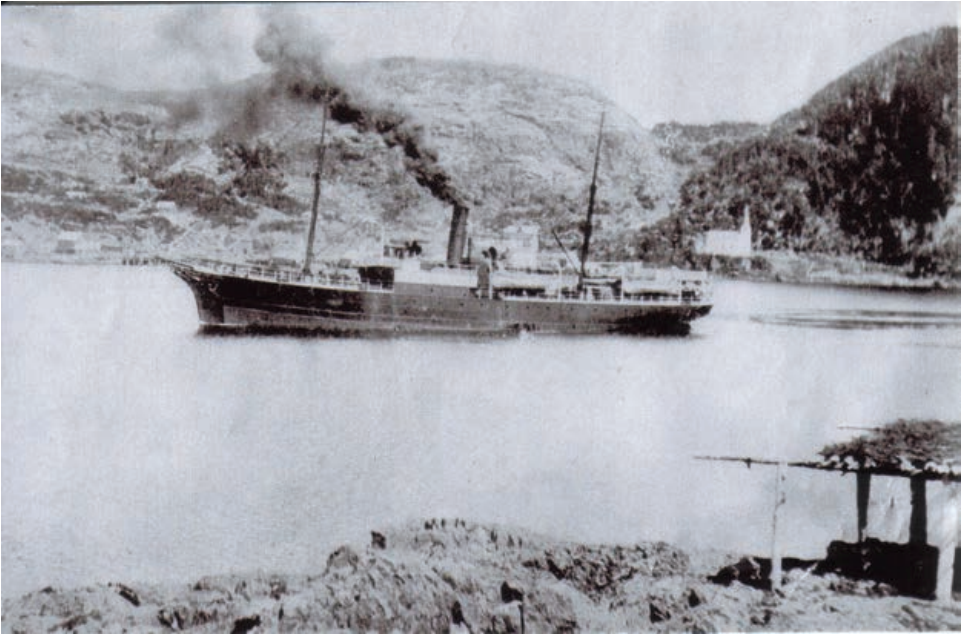


Figure 6. *SS Virginia Lake* (ex *Conscript*) at Moreton's Harbour, Twillingate District.

Acknowledgements

Particular thanks go to Jackie Hillier at the Centre for Newfoundland Studies at Memorial University, Newfoundland, who introduced me to the Centre's Digital Archives Initiative.

Thanks should also be given to an unknown person's far-sighted decision to preserve back issues of *The Twillingate Sun* and to Memorial University's initiative in digitising those records as part of their Maritime History Archive. We now know that *Volunteer* was on the northeast coast in November 1891 because *Conscript* had developed propeller problems two months earlier (though why she remained on the northern route after *Conscript* returned to service is not apparent). The circumstances of *Volunteer's* loss are also known, as are the actions taken to restore mail and freight services to the northern outposts for the remaining two months of the navigable season of 1891.

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- [2] Digital Archives Initiative, Memorial University, St. John's, Nfld.
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- [3] *The Twillingate Sun*, July–August 1891.

Addendum

ROUTE OF Labrador Mail Steamer, 1891.

LABRADOR MAIL STEAMER to leave St. John's on or about 15th July, for Harbor Grace, thence to Flower's Cove or Nameless Cove, Lance-au-Loup; and going West—Blanc Seblon, Bonne Esperance, Salmon River; going North—Bonne Esperance, Blanc Seblon, Forteau, Lance-au-Loup, Red Bay, Chateau and Henley Harbor alternately, Chimney Tickle, Cape Charles, Assizes Harbor, Battle Harbor, Spear Harbor, Merchantman's Harbor, Francis Harbor Bight, Fishing Ships Harbor, Sorammy, Square Island, Dead Island, Snug Harbor, Venison Island, Bolster's Rock, Punch Bowl, Griffin's Harbor, Bateau, Domino, Indian Tickle, Grady, Long Island, Pack's Harbor, Indian Harbor, Smoky Tickle, White Bear, Emily Harbor, Holton, Cape Harrison, Ragged Islands, Adnavick, Long Tickle, Roger's Harbor, Mannook's Island, Turnavick's Islands, Winsor's Harbor, Hopedale, Fanny's Harbor and Nain. To this last port only two trips will be made.

Returning South, calling at Cape Harrigan, Fanny's Harbor, Hopedale, Double Islands, Winsor's Harbor, Turnavick Islands, Black Macovick, Iron Bound Island, Long Tickle, Adnavick, Cape Harrison, Sloop Cove, Sleigh Tickle, Tucker's Harbor, (first two trips); Holton, Emily Harbor, White Bear's, Smoky Tickle, Indian Harbor, Rigoulette, Indian Islands, Pack's Harbor and Independent, (the last two places alternately); Cartwright, Long Island, Grady, Indian Tickle, Griffin's Harbor, Domino, Blackie Tickle, Punch Bowl, Seal Island, Bolster's Rock, Venison Island, Snug Harbor, Dead Island, Square Island, Fishing Ships Harbor, Francis Harbor Bight, Mecklenburgh, Battle Harbor.

The Coastal steamer "Conscript" will leave St. John's on 21st July and connect with steamer at Battle Harbor.

J. O. FRASER, P.M.G.

General Post Office,
St. John's N.F. July 8, 1891.

Figure 7. 1891 Labrador Mail Steamer route notice from newspaper [3].

Canadian short-paid mail

2. The 1897–1909 period

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 instalments will look primarily 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.

THIS second article on Canadian short-paid material includes the period of issues of the 1897 Diamond Jubilee, the Queen Victoria Maple Leaf and Numeral stamps, the Imperial Penny postage 2¢ Map stamp, and the Quebec Tercentenary set. The Edward issue will be part of another instalment. Except for the first item below, covers discussed here were addressed to foreign destinations.

While it is not easy to find domestic covers franked with pre-1900 Canadian stamps carrying short-paid markings, it is *very* difficult to find such covers addressed to overseas destinations that carry postage due markings and/or postage due stamps of other countries. It was not until the 1900 to 1910 period, when post cards became a quick and cheap means of communication, that quantities of this kind of short-paid material were created in the normal course of postal service, thus allowing more examples to be found today.

The most common reason for postal matter attracting postage due was that it was underpaid for the single rate; for instance a letter requiring 3¢ or 5¢ postage being 1¢ or 2¢ or 3¢ short. More uncommon reasons would be up-rating of a letter sent to one country and then forwarded to a higher-rated country, or the use of a pre-stamped postal stationery item with no additional postage attached to make up the required rate.

Few if any Canadian short-paid registered items exist for this period, as the regulations required they be returned to the sender for correct postage to be added before being sent on to the destination. Although many post cards were mailed with insufficient postage or in fact no postage at all, including incorrect payment by stamps of a foreign country, most were sent to the Dead Letter Office and held until correct payment was made by the sender, if identifiable, or, failing that, by the addressee.

The 1897–1909 period also saw a significant change in how short-paid mail was marked before being forwarded. Until 1907, the amount of postage due on short-paid domestic mail was indicated at double the deficiency, while on international mail other than to the United States only the single deficiency was indicated (in Swiss or Gold Centimes); the receiving post office would then calculate and collect the double deficiency amount in local currency. From 1 October 1907, following a Universal Postal Union (UPU) rule change, double the deficiency in Swiss centimes was indicated in Canada on short-paid international mail before it was forwarded to the destination country.

Keywords & phrases: 1897-1909 short-paid mail, postage due

Pre- 1 October 1907 – Domestic mail, double deficiency indicated



Figure 1. Short-paid 1897 cover from Askin, Ont. to Hamilton.

The letter shown in Figure 1 was mailed SP 30/(18)97 from Askin, Ont. and received the next day at Hamilton. As the correct surface rate for the first ounce was 3¢, the letter was short-paid 2¢. Since Askin was a small office (later London South), it is most likely that the manuscript “4¢” was written by the postmaster there, while the INSUFFICIENTLY / PREPAID and large “4” handstamps were applied in London or in Hamilton.

Pre- 1 October 1907 – International mail, single deficiency indicated

Figure 2b shows a letter mailed from Stratford, Ont. to St. Blaise, Switzerland on AU 6/(19)00. Mailed on a 2¢ stationery envelope with 1¢ and 2¢ Jubilee stamps added to pay the UPU letter rate of 5¢ per ½ ounce, it was short-paid. The manuscript “2” indicating it was a double rate letter weighing between ½ and 1 ounce short-paid 5¢, and the “T/25” in a circle deficiency marking, were applied by the Canada Post Office. At the then-current exchange rate of 5 centimes to the Canadian cent, the single deficiency was $5 \times 5 = 25$ centimes.

Received in St. Blaise on 17 August (Figure 2a), the double deficiency calculation was indicated by the blue manuscript “50” marking. The surcharge was paid with a Swiss 1884–1894 issue 50-centime, olive green, postage due stamp, cancelled the next day.

This interesting cover also shows the standard “T” in a hexagon over an “L” tax mark, sometimes known as “The Casket”, applied by the London Office of Exchange as the letter passed through England on its way to Switzerland.



Figure 2a. 17.VIII.00 receiver backstamp applied in Switzerland.



Figure 2b. 1900 short-paid letter from Stratford, Ont. to Switzerland.

Mail from Canada to Uruguay is not common even today, so the 1899 letter to that country shown in Figure 3 is very uncommon, and a short-paid cover with Uruguayan postage due markings is extremely rare.



Figure 3. Insufficiently paid 1899 letter from St. John, NB to Uruguay.

Mailed from St. John, New Brunswick to Montevideo, Uruguay on JA 4/(18)99, the letter was quickly identified as not having enough postage. After the “T/5” in a circle mark was applied, a diagonal bar was added by a separate device, effectively creating a “T/15” mark. Short-paid 3¢ of the 5¢ per half-ounce UPU-letter rate, at the exchange rate of 5 centimes to the Canadian cent, the single deficiency was $3 \times 5 = 15$ centimes, which is exactly the amount indicated in the modified Canadian deficiency marking. On arrival in Uruguay in February, the “02” inside a circle handstamp was applied.

Commenting on this cover in the *Postage Due Mail Study Group Journal*, noted British Postage Due expert Michael Furfie wrote, “Interesting. I have never seen a Canadian “T15” made by striking a separate “1” with the circled “T5”. The “15” is correct, but the unusual form of the mark appears to have confused the Uruguayans, whose currency was equivalent to Canada’s. The postage due ought to have been 6 centavos, but misreading the Canadian mark as just “T5” has led to it being [rated at] only 2 [centavos].”[1]



Figure 4. Short-paid Letter Card mailed from Long Point, Quebec to Brussels in 1899.

Shown in Figure 4 is a 2¢ Letter Card mailed from Long Point, Quebec to Brussels, Belgium on AP 1/(18)99. At the 5¢ per half-ounce UPU-letter rate the card was short-paid by 3¢. Received 13 April 1899, it was taxed and 30 centimes postage due paid with one each of Belgian second-issue 10- and 20-centime labels. It is possible that the sender thought the 2¢ Maple Leaf letter card was equivalent to the 2¢ UPU postal stationery post card.

Michael Furfie comments, “This is a Belgian “T”: the card seems not to have been taxed in Canada. [The] “3” is the Belgian postage due in decimes (1 decime = 10 centimes). They very often wrote it thus at this time—a legacy, perhaps, of the years before postage due labels were introduced on mail from abroad (in 1895).” [1] The “422” in a circle is a Belgian carrier mark. The meaning or purpose of the possible “A” at upper right is undetermined.



Figure 5. 1900 letter from Montreal to Holland, short-paid 5¢ and taxed 25 Dutch cents.

The letter in Figure 5, endorsed “Per *SS Campania*”, a Cunard Line passenger ship, was mailed in Montreal, Quebec on 2 March 1900 at the 5¢ per half-ounce UPU-rate, addressed to Delftshaven, Holland. The 5¢ Queen Victoria Numeral stamp was obviously not enough to pay the postage. The manuscript “892” could well be a Montreal Dead Letter Office docket number recording an attempt to collect on the shortage. For a double rate, short-paid letter the single deficiency was $5 \times 5 = 25$ centimes; at some point the “T/25” in a circle deficiency handstamp was applied and the letter forwarded to the Netherlands. Backstamped at Rotterdam on 1 April, the letter was charged 25 Dutch cents postage due. If that charge was double the deficiency, the conversion rate was 1 Dutch cent = 2 Swiss centimes.



Figure 6. Canada's 1901 Exposition flag cancel on a short-paid letter to Trieste.

Figure 6 depicts a letter mailed in Toronto AUG 29/(19)01, to Trieste, then a city in the Austro-Hungarian Empire that was annexed to Italy after World War I. Franked by a 2¢ Numeral stamp and cancelled with the “C” version of the “Canada’s Exposition Toronto” flag cancel, it was short-paid 3¢ on the 5¢ per half ounce UPU letter rate.

After being assessed at the single deficiency of $3 \times 5 = 15$ centimes and the “T/15” in a circle handstamp applied, the letter was sent on to its destination. There the double deficiency was calculated and the “30” centimes amount added in blue manuscript. The deficiency was paid with 2×15 Heller postage due stamps of the 1899/1900 Austrian series.



Figure 7. A 2¢ Map Stamp cover to the United States, short-paid and taxed 2¢.

The 2¢ per ounce Imperial Penny Postage rate was introduced on Christmas Day 1899. One week later, on 1 January 1900, the then-current 3¢ per ounce rate for mail to the United States was lowered to 2¢ per ounce. The cover in Figure 7 was mailed in Sarnia, Ontario in February 1900. Routed through Buffalo, NY on 6 February (inset), it was received at Newton Centre MA on the next day. The manuscript “Due 2¢” was added, most likely in Canada, to indicate that the letter weighed over the first ounce but less than two ounces.

A 2¢ US postage due stamp was attached to pay for the simple deficiency. Michael Furfie comments, “The single rate postage due is as a result of an agreement between Canada and the USA to charge only the deficiency on such letters. (Strictly, prepayment was compulsory, but this seems to have been interpreted as prepayment of at least one rate.)”

A second letter to Switzerland, illustrated in Figure 8, is different from the one shown and discussed earlier, in that it was shortpaid not only for the first half-ounce rate but also for the next one. Posted FEB 29/1904 from Montreal, Quebec to Le Locle, Switzerland, the 2¢ postal stationery envelope carried no additional stamps to help pay the 5¢ per half-ounce UPU international rate. The manuscript “T 2/40” added in Montreal indicated that it was a double weight letter, short-paid 8¢, for a single deficiency of $8 \times 5 = 40$ centimes.

After being received on 11 March, the double deficiency was marked with the manuscript “80” and 80 centimes in Swiss postage due labels were added.



Figure 8. A short-paid double weight letter sent from Montreal to Switzerland in 1904.

From 1 Oct. 1907 – International mail, double deficiency indicated



Figure 9. Postcard to Belgium sent at the printed matter rate, taxed due to written message.

As mentioned earlier, from 1 October 1907 it was necessary to indicate double the deficiency in Swiss centimes on short-paid international mail before forwarding it from Canada to the destination country. The post card in Figure 9 was mailed from Ste. Rose, Quebec to Brussels, Belgium in August 1909. Had there been only an address and no message, the 1¢ Quebec Tercentenary stamp would have paid the correct printed matter post card rate. Because of the message, however, the correct rate was 2¢, and the amount of double the deficiency was calculated as $1 \times 2 \times 5 = 10$ centimes.

Before the post card reached Belgium, it was processed in England, where the “T” in a hexagon over “L” London mark, was applied and then crossed out by heavy dark smudges. The 10-centime Belgian postage due label was tied by a Bruxelles handstamp on 22 August 1909.

The covers in Figures 10 and 11 illustrate the important difference between letters shortpaid to a destination and letters sent at the correct rate to one country, but redirected to a second country to which a higher initial rate would have applied.



Figure 10. Letter to England redirected to France, causing it to be short-paid

The letter in Figure 10 was mailed in August 1909 from Montreal or Quebec City to London, England. On AU 25/(19)09, after it was readdressed to Paris, France, the “/15” inside the London hexagon was added. In Paris the 5- and 10-centime, French postage due labels were added and cancelled with the distinctive triangular mark used by the French Post Office for this purpose.

Had this letter been addressed to France in the first place, the correct UPU rate would have been 5¢ and it would have been shortpaid 3¢, meaning that a deficiency of $3 \times 2 \times 5 = 30$ centimes would have been assessed and marked. The reason that the letter was only taxed 15 centimes was that it had been correctly paid to England before it was readdressed in London.



Figure 11. A 1908 letter to France short-paid 3¢ with double deficiency indicated.

The cover in Figure 11, mailed directly to France, received exactly the assessment, i.e., $3 \times 2 \times 5 = 30$ centimes the cover in Figure 11 would have received had it been addressed to France and not England. The manuscript “T/30” for double the deficiency was applied in Canada; the corresponding 10- and 20-centime postage due labels were added in France.

Reference

- [1] Michael Furfie’s comments, from an earlier version of this article, were printed in the *Postage Due Mail Study Group Journal*, No. 45, March 2008, published by the Postage Due Mail Study Group of Great Britain. Contact: Michael Furfie, 37 Town Tree Road, Ashford, Middlesex, TW15 PN, UK

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SUBSCRIPTIONS PAYABLE IN CANADA

The 3¢ 1927 Confederation issue: A new discovery—probably unique, trial colour die proof in olive green

John P Wynns

THE trial colour die proof in Olive Green of the 3¢ 1927 Confederation issue (Figure 1) was printed in the same olive green colour that was used for the \$1 Parliament stamp of 1929. Acquired in 2007 (*ex* Bishop) and being reported here for the first time, the newly found proof on India paper on card measures 71 × 72 mm. The die number “X-G-176” is printed below the design and the word “INDEX” has been added in pencil at lower left. On checking the Library and Archives Canada holdings, I found a trial colour die proof in carmine, and one in black, but none in olive green.



Figure 1. Die proof in Olive Green.

This stamp, issued as part of a six-stamp set celebrating the 60th Anniversary of Confederation in 1927, paid the one-ounce surface letter rate to the British Empire. A 130 × 119 mm. die proof on India paper, sunk on card in the brown carmine colour of issue, is shown in Figure 2. It also carries the die number “X-G-176”.

References

- [1] Allan L Steinhart, *The Admiral Era: A Rate Study 1912-1928*, Jim A Hennok Ltd., Toronto, 1981.
- [2] Kenneth Minuse and Robert H Pratt, *Essays and Proofs of British North America*, published by The Essay-Proof Society, printed by JN Sissons Ltd., Toronto, 1970.



Figure 2. Die proof in issue colour, Brown Carmine.

Keywords & phrases: 1927 Confederation Issue, die proof, new colour

A Canadian connection to the odyssey of a Hong Kong prisoner of war

Donald J Ecobichon

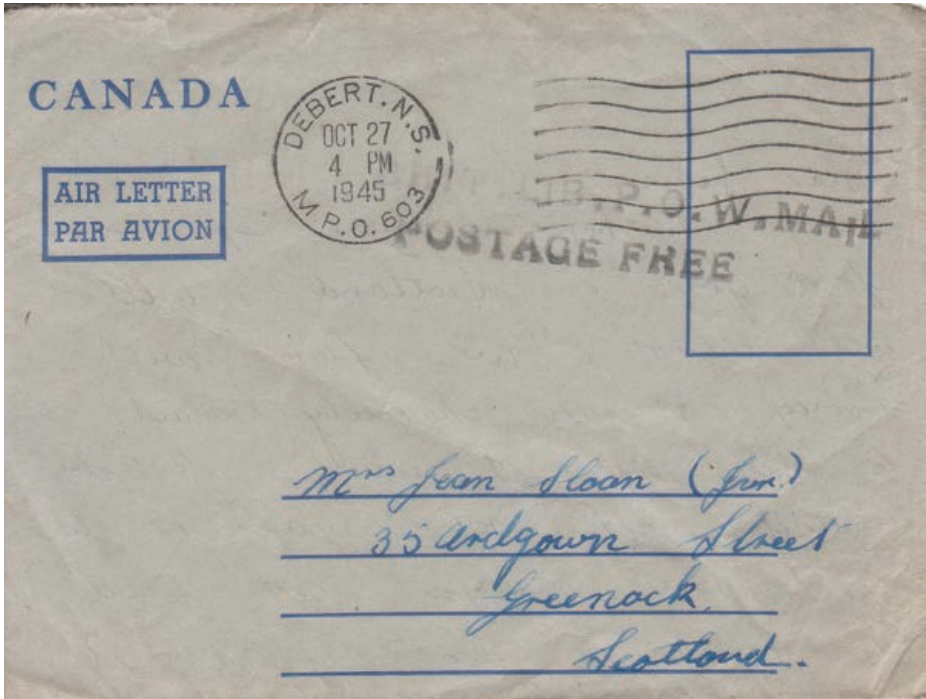


Figure 1. A Canada Air Letter from a released British prisoner of war returning home from Hong Kong to Greenock, Scotland. Mailed OCT 27/1945 from the military camp (MPO603) at Debert, Nova Scotia.

WHILE not specifically Canadian WWII military mail, my successful bid on an auction lot in Hong Kong brought a Debert, NS military camp cancel (MPO 603, OCT 27/ 1945) on a Canada Air Letter written by Charles Sloan, a former British Army prisoner of war in Hong Kong, to his wife in Greenock, Scotland. Under the cancellation can be seen a partly obscured, two-line handstamp, **BRIT. LIB. P.O.W. MAIL / POSTAGE FREE.**

When the lot arrived, it was accompanied by additional material. A note from the auctioneers stated that they did not know what to do with this “stuff”, so they sent it along. Imagine my delight to find that this fascinating “stuff” documented the search for a

Keywords & phrases: Prisoner of war, Hong Kong, MPO 603

young man, Charles Sloan, captured by the Japanese at Hong Kong, his eventual release and return home, as well as arrangements for his wife and child who were not awaiting his arrival in Greenock, Scotland but were still in Australia.

Sloan's 27 October air letter to his wife, addressed to her in Scotland, reads:

Dear Jean: I hope these few lines find you in Scotland and well with Mum and wee Jim ---- [personal information] We left Manila on the 27th Sept. and arrived in Frisco on the 15th Oct. We were taken to Fort McDoull where we were given kit and then a good meal. We left on the 19th for Oakland where we took a train for Canada. It was a lovely trip. We travelled Pullman and it took 6 days. We leave this camp (Debert) on the 29th for the Queen Liz (at Halifax) which is taking us to England, so it won't be long before I am seeing you and Wee Jim. Cbeerio! Your loving husband, Chuckie."

The first piece of ancillary material was a letter from the Australian Red Cross Society, dated 3 February 1942, to Mrs Jean Sloan, replying to her query about her husband Charles and her brother-in-law, John. Next came two telegrams; the first, dated 18 August 1942 at Greenock, Scotland, was a post office telegram stating "*Charles believed prisoner No information available brother*". Then, on 24 November 1942, a telegram from Greenock via the Commonwealth of Australia Postmaster General's Department stating "*Charles and John prisoners official*" was received in Belgrave (Vic) Australia. A further letter (Figure 2) from the Australian Red Cross, dated 16 December 1942, confirmed a cable from the International Red Cross advising that both Charles and John Sloan, members of the Hong Kong Volunteer Defense Corps., were POWs. A pamphlet telling Mrs Sloan how to write to her husband was enclosed, and the writer stated that ways and means of sending parcels were under development. Very few parcels, Red Cross or other, ever reached the prisoners.

After a long gap, a new telegram to Mrs Sloan, stamped Belgrave, 28 September 1945, stated "*Safe in Australian hands. Hope to be home soon, Chuck*". On 8 October 1945, a telegram from the UK Colonial Office notified Charles' father in Greenock, Scotland, of his release. The next communication was an RCA Radiogram from Charles to Jean from the 7th Replacement Camp, Manila, telling her that he was "*being sent to England. See military. Catch first boat home. Go Greenock. Take Mum with you.*" This same information was communicated to her in an Australian telegram dated 1 October 1945. On 9 November 1945, Charles sent a telegram from Greenock to Australia stating that he was "*home ... wire time and place of arrival.*" An 11 November 1945 telegram from Jean to Charles in Greenock told him that she "*was sailing on the H.H. Rimutaka on Nov. 12/45 arriving Christmas Eve, Dec. 24/45.*" What a Christmas present after almost four years as a POW!

Information gleaned from this correspondence tells us that when the Japanese attacked Pearl Harbour on 7 December 1941, the Sloan brothers were working in Hong Kong, Charles for Gilman & Co., and John for the H[ong] K[ong] Electric Co. Charles may have been married to an Australian, and they had a son. Early on, a couple of different town addresses, e.g., Emerald and Belgrave, suggest that Mrs Sloan and her son might have been evacuated from Hong Kong to Australia. At the time of the Japanese invasion, the brothers joined the Hong Kong Volunteer Defence Force, being identified as LC Signalmen (Charles) and Pte (John).

There are a number of unanswered questions here. There is no mention of John following the 16 December 1942 Australian Red Cross Society letter. Did he die in captivity?

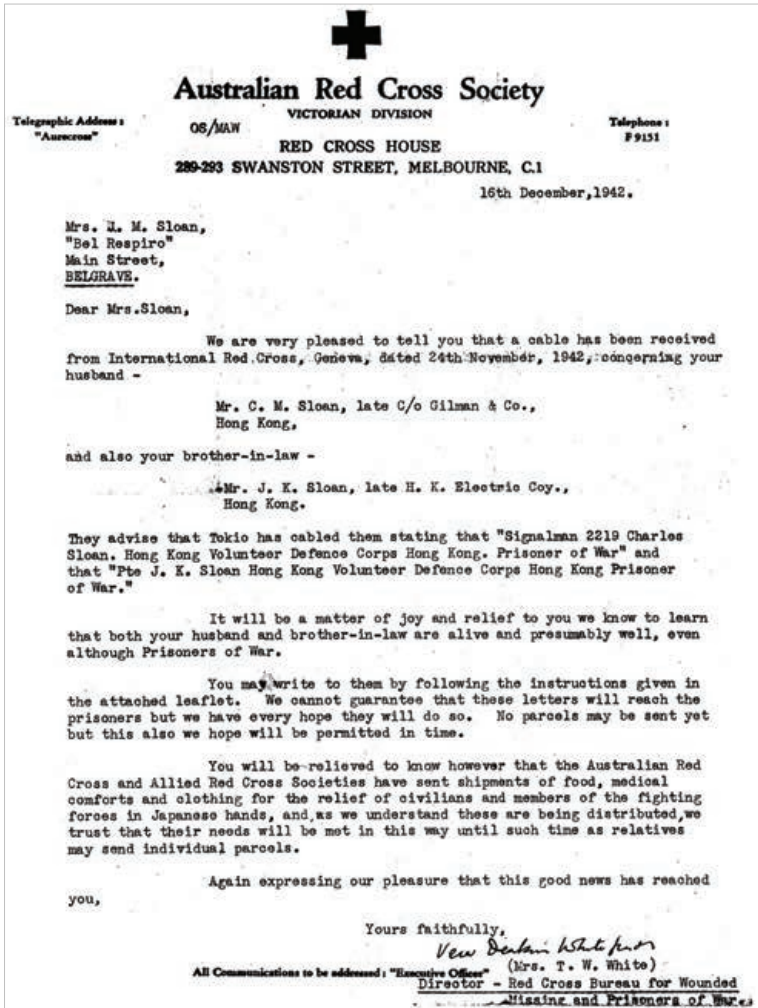


Figure 2. An Australian Red Cross letter to Jean Sloan, written almost a year after the fall of Hong Kong on 25 December 1941, confirming that the International Red Cross had learned that her husband and his brother were prisoners of war.

The International Red Cross was the only group with any access to the POW camps in Hong Kong and kept fairly good records of those who had died, since mail often took a year to reach family members. How did Charles Sloan reach Debert, NS on his six-day train trip, via Vancouver and then across Canada, or by a route through the US? How did this auction lot wind up in Hong Kong? Did Charles and his family return to Australia or go back to Hong Kong to work?

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	<p>Stamp Perforations with Particular Emphasis on Canadian Stamps, 2009 by Richard Johnson. An important study of stamp perforation methods, how perforation varieties occur, and how perforations have been measured over the years. Spiral Bound, 100 pp. \$56.95</p>
	<p>Plating the Ten Cent Prince Consort - Scott #17, 2009, by Kenneth A Kershaw. A study of the popular 10¢ Prince Consort stamp of 1859, thoroughly plated using today's technology. Spiral bound, 382 pages, 8.5 x 11, colour. \$225.00</p>
	<p>Canadian Interrupted Flight Covers, 2009 by Richard K. Malott. An International Large Vermeil award winning exhibit of the aero-philatelic postal history created when airplanes carrying mail within, to or from Canada, which crashed at some point during the flight. BNAPS Exhibit Series #56. Spiral Bound, 138 pages, 8.5 x 11, colour edition. (also available in black & white at \$39.95). \$105.00</p>

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Study group centreline

Derek Smith

CENTRELINE is meant to alert BNAPS members to the informative and important specialist research and study being done within each of its Study Groups. Highlights are provided from newsletters that reached my mailbox during October and November.

Elizabethan II

In issue #103 of the *Corgi Times*, Larry Margetish produced an outline of the history of Canadian tagging. He traced the beginnings from when a phosphorescent compound for SEFACAN equipment was used to automatically locate and cancel stamps on covers; this was introduced in 1962 near Winnipeg (hence the term “Winnipeg Tagging”). In 1972-1973, this was replaced by a fluorescent compound and different equipment. Tagging was not applied to all issued Canadian stamps until 1972.

Richard Hautala discussed the controversy regarding “aniline” inking of the 5¢ value of the 1965 Christmas stamp. Viewed from the reverse, dark impressions suggest indeed that the variety exists. Larry, however, has a copy that shows the deep blue only on the top half of the stamp, leading him to conclude that something in the printing process was responsible for the apparent depth of colour – over-inking or a solution that bled deeply into the paper. Anyway, the effect definitely does not result from the use of “aniline” ink.

Robin Harris reprinted the blurb for the new UPU International Reply coupon introduced on 1 July 2009 to be valid until 31 December 2013, termed the Nairobi Model. The coupon has space for a flag on the face, which is optional for each country – but at a cost. Canada has not adopted that feature. Robin also commented on the new mailboxes that Canada Post is introducing – as often, the first are in Winnipeg.

Scans of the press sheets for the 12¢ Capex issue and for the souvenir sheets of the 12¢, 14¢, and 30¢ Capex stamps were presented.

First Day Covers

Issue #3 of First Impressions notes that the website is now up and running with the address <www.canadafdc.org>. The newsletter summarized discussions at an inaugural meeting of interested people held at BNAPEX. John van der Ven illustrated four FDCs from 1957 and 1958 each having an RPO cancellation.

King George VI

Issue #16 of *Post & Mail* features an in-depth study by Gary Dickinson of First Day Covers of the 4¢ stamp commemorating the 100th Anniversary of Responsible Government issued 1 October 1948. There are 63 cachets, eight of which Gary illustrated with comments on their producers. Although the official city of issue was Ottawa, there are 65 known post offices with First Day of Issue cancels, in all provinces except NB and PEI.

David Whiteley has updated studies of the transatlantic air mail routes and services from 1941–1945 after Europe had been over-run. By 1942, Pan Am had opened a “southern route” between the US and Foynes *via* Bermuda and a “northern route” during the summer

months *via* Canada and Newfoundland. He then discusses flights by BOAC carrying only military mail, and later by Ferry Command operated in conjunction with BOAC.

John Burnett produced a one-page summary of the history of the last King George VI definitive issue. The first printing of five values did not have the words “Postage/Postes”: Given Canada’s bilingual nature this was deemed inappropriate and new stamps were issued with that inscription. The latter were issued for sale on 15 November 1949. The original version was issued on 19 January 1950 to prevent creation of rarities by possible leakage from stocks on hand. UPU rule changes required new colours for the 2¢ and 4¢ values and, on 25 July 1951, two versions with “Postage/Postes” were issued to complete the set.

Gary Steele commented on a rare use of a strip of three Mufti Issue 3¢ stamps with the Toronto #4530 precancel on a large Massey Harris envelope, which may have contained a catalogue and other materials.

Military Mail

In issue #191 of *Canadian Military Mail*, Robert Henderson presented a fascinating article from and about Sgt JT Emo, a Montreal man who served in the Provost Corps, was taken prisoner in Hong Kong, and died in a concentration camp in Tokyo in 1944. Shortly before his death, he wrote to his wife—the cover and enclosed letter were reproduced. After the war, a letter to Emo’s father, written by W Pappas, a surviving POW, filled in details of Sgt Emo’s imprisonment based on a diary he kept and passed on to Pappas. Again, the letter and cover are pictured, although the diary itself had been confiscated.

Chairman Doug Sayles reviewed highlights from the study group meeting at BNAPEX. To celebrate the upcoming 200th edition of the newsletter, a second *Anthology* will be published – the original included with issue #100 has been so popular that an additional printing was merited.

David Collyer illustrated a 1941 cover from Edmonton to Sydney, Australia. This cover was franked with 90¢ of Mufti Issue stamps for the airmail rate *via* Pan Am’s last Clipper service to New Zealand, then *via* TEAL to Australia. There are no backstamps to prove the air carriage. Doug Lingard illustrated another cover from Korea (possibly Canadian forces mail handled by an Australian unit) cancelled “Cdn. Sect., APO 214” and dated 11 December 1951 to Young, Sask(atchewan) where it arrived on 25 December. Colin Pomfret pictured an Armed Forces Air Letter free of postage from SS Tweedsmuir Park, Box 9000, Montreal. Probably this was sent by a merchant seaman. Bill Pekonen submitted a cover with an “A.B.P.O.” marking dated 27 January 1945. Records have indicated that the office in question did not open until February.

In issue #192, John Burnett reproduced a rare surviving cover from a Japanese POW Camp in Niigata. It was routed across Russia, through Tehran, Cairo, and London to Stratford, Ontario. Doug Lingard illustrated a 1915 cover from Camp “X” located on Toronto’s CNE grounds.

Christmas is a theme of various articles: the day’s menus from RCN hospital ship, the *HMCS Shelburne* (submitted by Jon Johnson), and the Men’s Mess of the “2nd Cdn. Reserve Btn.” in Kent, England (Doug Sayles); Christmas cards from LAC HK Barker at No. 33 Service Training School in Carberry, Manitoba (Bob Henderson), a 1921 card from Canadian Air Force at Camp Borden (Dave Hanes) a 1915 greeting to a Miss Fyfe in Arrowhead, BC, who may have had a friend in a POW camp (Bob Henderson), and a parcel wrapper from

France *via* England with UK stamps paying 1/6 postage and registration to Canada (Colin Pomfret).

Newfoundland

A wide number of subjects are covered in issue #137 of the *Newfie Newsletter*. George McGowan wrapped up his series of slogan cancels featuring “FIRST DAY ISSUE” and “HELP THE RED CROSS” (two types) used in the late 1940s. Carl Munden continues his series of small closed post offices—St. Kyrans (1912-1966) and St. Leonards (1892-1931). Carl also noted that any three-line CDS with “Newfoundland” spelled in full, and with a comma after the town name, is from a duplex canceller, and all were from offices opened between 1891 and 1899. The hammers were not manufactured by Pritchard & Andrews, but probably were made in the US.

Two articles on watermark varieties were produced. Jean-Claude Vasseur studied the “Stacey Wise” watermark on the first pence issues, which normally reads upward. He discovered an inverted sample on the 5¢ value (shown below).



Far left a block of Newfoundland Scott 19i violet brown (3rd printing) showing (enlarged, at left) “ST” inverted and reading downward, and thus with the watermark inverted.

Also, AB Thompson studied positioning varieties of the “Arms of the Colony” on Perkins Bacon and Waterlow printings of the “pile of codfish” stamp. Normally, the caribou head is to the left (on the reverse of stamps) with the nose pointing upward. He found all four positions on only the 1¢ grey black PB printing, and only one variety on the other two. He also studied the tails on stamps featuring the codfish. The First Cents issue showed the fish with a straight tail. The stamp was roundly criticized and was replaced by issues with a “forked” tail (with some variability) from 1880 to 1937. A photo of a cod clearly shows that ABN’s Charles Henry Jeens’s 1865 version was the right one!

Colin Lewis has never seen an outgoing soldier’s or sailor’s letter from Newfoundland mailed during the nineteenth century. He does, however, illustrate an incoming stamped cover from Trinidad to Harbour Grace. It has all the proper sender identification and the commanding officer’s signature. Bob Dyer notes that two more Martynside stamps have been found, bringing his list up to 20; on 17 of these the 3¢ Caribou was used. A manuscript “Aerial/Atlantic/Mail/jar” was applied to the stamps on cover, all dated 19 April 1919.

Postal Stationery

Earle Covert has become Chairman of the Postal Stationery Group, and it is under his aegis that Vol. 22, No. 6 of the newsletter has been issued. Good luck, Earle (from the reporter).

There were three main subjects in this issue. Chris Ellis produced an illustrated article on postal cards issued for Lain Packing & Provision Co from 1899 until its merger with Matthews Packing Co in 1911.

Earle Covert has studied Santa's letters to children, which started in 1982 using the postal code H0H 0H0. He concentrated on the envelope formats. In 2005, envelopes with permit stamps were issued. In 2006, envelopes were changed to feature an undenominated snowman stamp: with precancels in English and French. In 2007, a reindeer replaced the snowman. Envelopes in 2008 continued to use the snowman and precancel. Robert Lemire in his PCF Corner reviewed 22 new postal view cards discovered in recent months and added 10 cards to his list of older view cards with die IIIc of the 1995 flag indicium.

Railway Post Offices

Issue #202 starts by reviewing the wide-scope new catalogue of Canadian Railway Cancellations, the first major update of Lew Ludlow's volume in 27 years.

Ross Gray noted a number of discoveries. Pictured in the newsletter is the first "SOUTH" direction indicium reported for the "CENTRAL ONT. RWY., SOUTH, MR 9, 88". Ross also illustrates the first registered cover he has seen with a railway station cancellation—"MEDICINE HAT – C.P.R. DEPOT / 28, NO 15, PM" mailed to Winnipeg. And he has found a cover that confirms Colin Lewis' 2002 report of a "KING. & PEM RWY / MC SOUTH JY 14 85", on the reverse and is earlier than Colin's 1887 strike. Finally, he produced the only recorded example of a "C.P.R.Y. PT. ARTHUR & W'PEG MC / 7", hitherto known only from a proof strike. Ron Barrett reported a new straight-line strike of "FROM BROCKVILLE & OTTAWA R.P.O." as a favour marking in 1948. Numerous new earliest/latest dates and private clerk hand stamps were submitted by Ross and Ron, as well as by Jim Felton, Peter McCarthy, and Jack Brandt.

Revenues

Number 66 of the *Canadian Revenue Newsletter* features a major article by Chris Ryan on the Excise Tax on Cigarette Papers and Paper Tubes, in effect from 1933 until 1951. Much of the discussion is devoted to a history of imported and domestic papers and their packaging, as well as to a listing of applicable rates over the period. Profuse illustrations show the use of various Excise Tax stamps and the eventual use of circular hand stamps noting the amount paid on a package or carton. Repeal on 11 April 1951 resulted from excessive taxation—at over half the retail price of cigarette papers. Smuggling from the US was rampant.

Chris also corrected the issue date in Toronto of the 1¢, 2¢, and 5¢ values of the War Tax stamps. Originally thought to have been 13 April 1915, research puts the initial sale on 12 April, and possibly even the 11th — the day they were shipped from Ottawa.

Dave Hannay pictured two varieties on the Fifth Series of BC Law stamps. There is a strong offset image on the \$1 value, and an offset on the back of the 25¢ value. A block of four of the latter shows a complete image on the top two and a partial offset on the others.

Rick Hynek submitted an example of the City of Winnipeg Receipt Stamps on a document. A 1913 invoice for a 45-day stay in a Winnipeg hospital required payment of \$52, receipt of which was acknowledged by affixing to the reverse a block of ten \$5 stamps and two \$1 stamps.

New issues

William J F Wilson

Motion stamps

IF you missed it on TV, you can watch it on the stamps! One hundred years of hockey with the Montréal *Canadiens* has been commemorated with three action-packed stamps on a souvenir sheet created by Outer Aspect Ltd of Auckland, New Zealand. Each stamp shows three short segments of a video clip of the historic 500th goal of one of three Montréal *Canadiens* legends: Maurice (“Rocket”) Richard on the upper stamp, Jean Béliveau on the middle, and Guy Lafleur on the lower. The video clips are viewed by rotating the top of the stamp toward you.

The Outer Aspect Ltd website <www.outeraspect.com> and also <www.lenticular.org.nz> are well worth visiting; they provided some of the information below. Other information is from Canada Post, and the rest is basic physics (geometric optics).

Each stamp is a rectangle of clear plastic with the image printed in reverse on the back, so it is seen the right way around when viewed through the plastic. The back is coated to eliminate translucence, so we see the image by reflected light. The adhesive is applied over this coating. The front of the plastic is formed into a set of horizontal, narrow, cylindrical lenses, or “lenticules”, with 29 lenticules per cm. Each cylindrical lens is curved in one direction only, like a strip sliced lengthwise from a cylinder. The image is also divided into 29 narrow bands per cm, each band lying below one lenticule.

If a cylindrical lens is oriented parallel to a line source of light, then light from the source is brought to a focus along a line parallel to the lens. If the line source is moved upward, the focal line moves downward, defining a focal plane. The thickness of the plastic is adjusted so that each band in the image on the back of the stamp is precisely in the focal plane of each lens. Light from any line on the image then travels outward from the lens toward our eyes in a particular direction, like the solid rays in Figure 1. Light from a different line on the image travels outward in a different direction (dashed rays in Figure 1). Thus, as we rotate the stamp, our eyes scan progressively across the band below each lens.

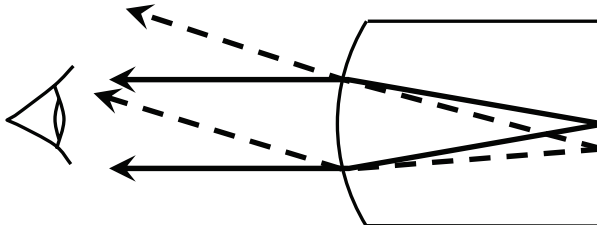


Figure 1.

The digitized frames from the video clip are divided into very narrow strips. Corresponding strips from each frame are then interleaved, so each band on the image contains a strip from every frame in the video clip. The frame strips are so precisely interleaved that, when we hold the stamp stationary, the strips we see through the lenses are all from the same video frame and, as we rotate the stamp, we see all the video frames in sequence, a new frame every 1.5° of rotation. The result is very impressive.

Table 1. 2009 Commemorative stamps.

Stamp	Montréal Canadiens	Lest We Forget	Christmas Tree; Nativity Sculptures	Nativity Souvenir Sheet
Value	Bk: P; SS: 3×\$3	P	2×P, 98¢, \$1.65	2×P, 98¢, \$1.65
Issued	17 Oct	197 Oct	02 Nov	02 Nov
Printer	L-M/ Outer Aspect	L-M	L-M	L-M
Pane	Bk: 10; SS: 3	Bk: 10; SS: 2	P: 12 98¢, \$1.65: 6	4
Paper	Bk: C; SS: plastic	C	C	C
Process	Bk: 6CL; SS: N/L	7CL	Tree: 5CL+HF ^F Nativity: 7CL*	9CL
Qty (million)	Bk: 6; SS: 0.375	Bk: 6; SS: 0.225	**	0.24
Tag	G4S	G4S	G4S	G4S
Gum	P-S	Bk: P-S; SS: PVA	P-S	PVA
Size, mm	Bk: 61.75 × 31 SS: 24.75 × 32.25	Bk: 29.25 × 35.25 SS: 28.8 × 36.5	24 × 24	24.75 × 32.25
Perf	Simulated	Bk: Simulated SS: 12.5 × 12.5	Simulated	Simulated
Teeth	Simulated	Bk: Simulated SS: 18 × 23	Simulated	Simulated

* Listed as 8CL by Canada Post.

** P (each): 12; 98¢, \$1.65 (each): 5.4.

ABBREVIATIONS: *numberCL* = (*number of colours*) colour lithography; C = Tullis Russell Coatings (coated paper); G4S = general tagging (four sides); HF = holographic foil; L-M = Lowe-Martin; N/L = not listed; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; Bk = booklet; SS = souvenir sheet.

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

<<http://www.canadapost.ca/cpo/mc/personal/productservices/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. Stamp size, perforations, and number of teeth are my own measurements, and are given as (HORIZONTAL) × (VERTICAL).

On another note, effective 1 November 2009 Canada Post instituted a policy of charging a \$2 handling fee on each mail order, although standing orders apparently are exempt. One wonders if profits from philatelic customers have diminished to the point where Canada Post has to charge a handling fee to justify selling stamps to collectors.

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Canada's "Stealth" MPOs – Part 1

Henk Burgers

SOON after Canada entered the war in September 1939, a number of military bases were re-opened and new ones constructed. While most existing camps retained their pre-war postal cancellers, a new set of cancellation devices was ordered for a small number of military post offices (MPOs). Most of these were proofed between October 1939 and early 1940 [1]. Because of security concerns, these devices did not include any reference to the location of the office, only the office number, time mark, and date. It was obviously believed that, in this way, the actual location of the military installation could not be identified.

The Naval Post Offices (NPOs) of the Royal Canadian Navy used a similar system, which was retained throughout the war. This article will only deal with the army post offices (which also served the RCAF). Examples of strikes of the devices used will be shown for each of these offices.

Table 1 shows how the numbers were allocated. The first digit of the MPO number denoted the Military District in which the office was located. For example, MPO 101 was in Military District 1 (Western Ontario).

Table 1. MPO Numbers, Districts and Locations.

Military District	Area	MPO	Location
1	Western Ontario	101	St. Thomas
2	Central Ontario	201	Toronto
3	Eastern Ontario	301	Ottawa
3	Eastern Ontario	302	Barriefield (Kingston)
3	Eastern Ontario	303	Trenton
5	Eastern Quebec	501	Valcartier
6	Nova Scotia & P.E.I.	601	Aldershot

Only seven of these "Security" MPOs existed. This article and the instalments to come discuss the cancellation devices, give a brief history of the camps, and show a selection of these short-lived military mail markings. Most of the proof marks shown have been enhanced for legibility and the covers illustrated have been reduced in size to fit the page. The dates shown on the devices are the proof strike dates from the proof book [2].

Keywords & phrases: Military, Security MPOs, Postal markings, WW 2

BNA Topics, Volume 67, Number 1, January–March 2010

The undated devices are annotated with the date shown in the proof book. None of these is terribly expensive, but they make an interesting sideline to a military mail collection.

As with any philatelic topic, this one too is subject to new finds and new information. Updates to this article are welcomed.

Military Post Office No. 101 – St. Thomas, Ontario

The original location of Military Post Office No. 101 was the site of the St. Thomas Psychiatric Hospital on Highway 4 South. Although opened on 1 April 1939, at the outbreak of the Second World War, the government took the brand-new building over as a temporary training centre for the Royal Canadian Air Force before it could be used as a hospital. No. 1 Technical Training School (No. 1 TTS) was opened on 1 November 1939. More than 50,000 technicians were trained at 1 TTS during World War II. Its work was complemented by No. 1 Composite Training School (1 CTS) in Trenton, where clerks, vehicle mechanics, guards, and service police were trained (see forthcoming article on MPO 303). The first walking-out parade (graduation) was held on 13 April 1940.

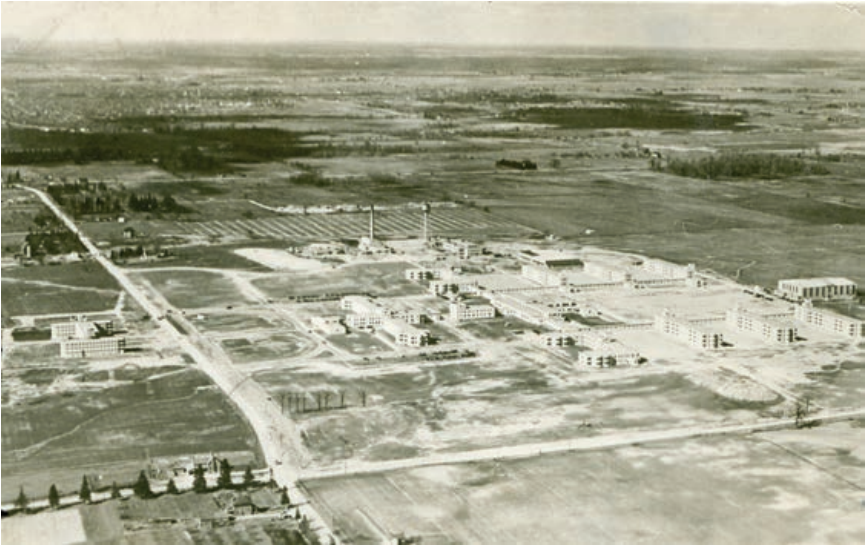


Figure 1. Bird's-eye view of the RCAF Training Centre in St. Thomas, showing it still partly under construction. This real photo card was mailed in July 1940.

The text of a commemorative plaque erected, at the site of 1 TTS, by the Ontario Heritage Foundation and the Ontario Ministry of Culture and Communication, reads:

The only facility of its kind in Ontario during the Second World War, No. 1 Technical Training School, St. Thomas was established by the Royal Canadian Air Force in 1939 to produce skilled ground crews for active wartime service. It was housed here in this hospital complex and was operated in compliance with Canada's commitment to establish air training facilities in sites removed from the theatre of war. Equipped to handle more than 2000 students at a time, the

school offered six-month courses for aircraft electricians and aero-engine, airframe and instrument mechanics in addition to specialized training for fabric and sheet metal workers. When the war ended in 1945 the school was closed and the complex was returned to the Ontario Department of Health.

MPO 101 was opened on 15 June 1940 with Sgt Esteepe as the postmaster. He was replaced by A/Sgt Arthur Henry Skinner on 30 September 1940, followed by Sgt William Hugh Wray on 7 February 1941 [3]. Figure 2 shows the administration building of the RCAF Training Centre.

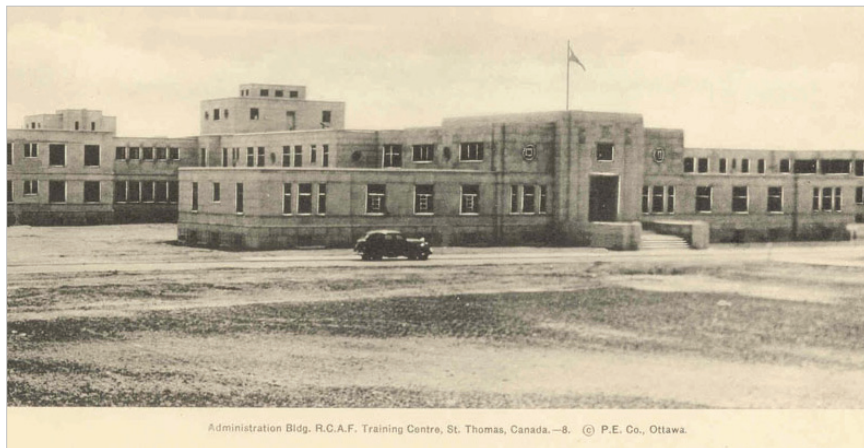


Figure 2. Administration building at the St. Thomas RCAF Training Centre.



Figure 3. Enhanced proof strikes of the MPO 101 CDS cancellations, Bailey & Toop M11-1 hammer 1 and M11-2 hammer 2, both 24-mm diameter.

The two hammers for MPO 101 shown in Figure 3, Bailey & Toop (B&T) M11-1 and M11-2 [4], and hammer 2 of MPO 501 (see forthcoming article on MPO 501) share the absence of centre dots before and after the number. Note that both MPO 101 hammers use "NO." rather than "N^o", as was used in all the other Security MPO hammers.

The cover shown in Figure 4 was mailed to a member of #3 Squadron, #2 Wing at the Technical Training School at St. Thomas by a sailor, as evidenced by the "RECEIVED FROM/H.M.SHIPS" marking in the upper right. It was censored at the Fleet Mail Office

with the Type 1 censor box in red. The letter was struck with the MPO No. 101 Security Hammer type 1, dated PM/JAN 24/41, and then redirected from St. Thomas to 111 Squadron RCAF at Patricia Bay, BC. It bears a SIDNEY B.C. arrival marking dated 29 January 1941 on the reverse.



Figure 4. MPO 101 Hammer 1 CDS used on 24 January 1941 as a transit mark.

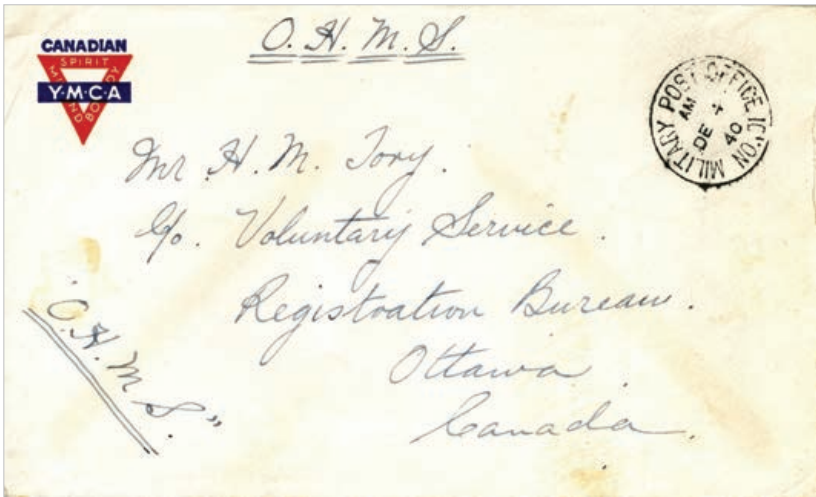


Figure 5. MPO 101 cancel used on 1940 OHMS letter to Ottawa.

The Canadian YMCA envelope in Figure 5 was sent as an Official letter to Ottawa, thus no postage was required. The MPO 101 cancellation was applied in the normal way even though no stamps were attached.



Figure 6. Late use of MPO 101 hammer 1 on a cover dated 28 April 1940.

Figure 6 shows the RCAF version of the YMCA envelope, this one carrying a late use of the MPO 101 hammer 1 on a cover dated 28 April 1940 to Saskatoon. The single Scott #233 3¢ George VI Mufti stamp pays the domestic rate. The sender put his name and address on the flap, defeating the security precautions!

As with any other post office, Military Post Offices used a number of different devices.

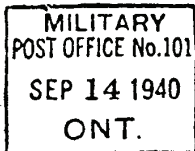
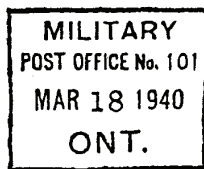


Figure 7. MPO 101 MOTO canceller M11-4 (upper) and M11-5 (lower) proof strikes, and use of M11-4 on a registration receipt.

Figure 7 shows proof strikes of two MPO 101 (MOTO) Money Order Transfer Office cancellers, B&T M11-4 (29 × 22.5 mm) and M11-5 (28 × 22 mm), and M11-4 struck in green on a JUN 27 1940 post office registration receipt. Even though locations were supposed to be secret, most “Stealth” post office MOTO cancellers showed the province!



Figure 8. MPO 101 registration devices, B&T M11-3 (left) and M11-6 (right).

Proof strikes of the two MPO 101 registered mail devices, the round B&T M11-3, 30-mm diameter, and rectangular M11-6, 48 × 22 mm, proofed in March 1940, are illustrated in Figure 8. Figure 9 shows a registered letter to Hamilton dated 27 July 1940 with M11-6 struck in green. The stationery envelope, Webb # EN53, and 10¢ Parliament, Scott #241, pay the domestic postage and registration on this philatelic cover. The reverse bears a London, Toronto, Hamilton RPO transit mark and a Hamilton arrival CDS.



Figure 9. A registered letter mailed from MPO 101 in July 1940.

The March 1941 proof strike of the MPO 1010 roller canceller, B&T M13-495, 21 mm high × continuous, is illustrated in Figure 10. This seldom-seen device was used mostly for parcels and large mailings.

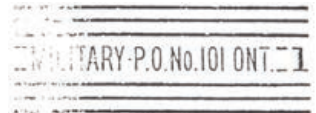


Figure 10. MPO 101 roller cancel proof strike

The St. Thomas "Stealth" post office operated, using the two security hammers and other devices, from 15 June 1940 until 30 April 1941. The office was renamed and re-opened the next day as St. Thomas MPO 101. The hammers were replaced by the new "ST. THOMAS – MPO 101" hammer (B&T M13-1, proofed 2 May 1941) and a set of new devices.

References

- [1] J Paul Hughes, ed., *Proof Strikes of Canada*, Volume XVI, Military Proof Strikes of Canada, Robert E Lee Philatelist Ltd., Kelowna, BC, 1993.
- [2] *Ibid.*
- [3] <http://www.collectionscanada.gc.ca/databases/post-offices/001001-119.01-e.php?&isn_id_nbr=15748&interval=24&&PHPSESSID=4d6edgnf7ki0drunq0h1adss10>
- [4] WJ Bailey and ER Toop, *Canadian Military Postal Markings, 1881-1995*, Charles G. Firby Publications, Waterford MI, 1996

New book releases from BNAPS

THE latest release from the British North America Philatelic Society (BNAPS) Book Department is the 57th volume in the BNAPS Exhibit series. This is the last new book to be published in 2009. Many new books are planned for 2010.

Postal Service in the Bathurst District of Upper Canada (Upper Ottawa Valley), RF (Hank) Narbonne, 132 pages, 8.5 × 11. BNAPS Exhibit Series #57. ISBN: 978-1-897391-55-6 (Colour), 978-1-897391-56-3 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.57.1 (Colour) - \$C105.00; B4h923.57 (Black & White) - \$C39.95

Since acquiring this exhibit, originally formed by Eric Manchee of Ottawa, Hank Narbonne has added three frames of new material, the product of many years of research, bringing the exhibit to its present seven-frame size.

Included in the exhibit are all the postmarks, including the four known manuscript cancels, used by each office in the Bathurst District from 1818 to 1850, when it was reorganized into the counties of Carleton, Lanark, and Renfrew. Included are cancels from well-known towns: Perth, Carleton Place, Smith(s) Falls, and Bytown (the future Ottawa), and not-so-well-known locations such as Admaston, Bellamy's Mills, and South Westmeath. Featured are covers with social and/or historical content, attesting to the many hardships endured by our early pioneers. Of special interest is a letter from Archibald McNab, the "Laird of McNab", who tried unsuccessfully to set up a feudal system in the district. Although the exhibit is an ongoing study, it has been praised for setting the standard as to how county and district postal history exhibits should be presented in the future.



(Continued on p. 58)

A short history of Canadian tagging

Larry Margetish

STARTING in January 1962 [1], a nearly invisible phosphorescent compound was applied to some of the postage stamps sold in the Winnipeg area. Phosphorescent means that the stamps glow under ultraviolet (UV) light, commonly known as black light, and for a brief time after the UV light is removed (afterglow). Because the experiment utilized a self-facing cancelling machine called SEFACAN located in a Canada Post Office facility near Winnipeg, the result was called “Winnipeg Tagging”. The purpose of tagging was to allow sensors in the SEFACAN machine to use UV light to seek out the stamps on envelopes, then to automatically face and cancel them.

Winnipeg Tagging has a soft white glow under UV light. It was applied as one or two vertical bands per stamp, up to 9 mm in width. Until I researched the later Landscape issue, many details about this method of tagging were unknown. From the letter below, I discovered that Canada used the compound Lettalite for Winnipeg Tagging. (Britain also used Lettalite, in the 4d sepia stamp issued on 5 June 1967 for example. The British version glows a different colour from Winnipeg Tagging.) The Winnipeg Tagging experiment was somewhat successful, lasting 10 years; it was phased out by the end of 1972.



**Winnipeg Tagging
(simulated)**

From 30 December 1971 into 1973 another tagging trial was going on in the Ottawa region. Fluorescent tagging was introduced on the 8¢ Centennial coils, sheet stamps, and booklets. Fluorescent tagging glows under UV light, but with no afterglow. This tagging was to allow automatic cancellation of stamps using different equipment. Because this was done at Ottawa, it was dubbed “Ottawa Tagging”. Ottawa Tagging glows a yellowish-green under UV light. It was applied in widths of 3 mm at the vertical perforations, which split in half to form left and right tag bars.

On 12 May 1972, the Postage Stamp Division requested 50 million 10¢ Landscape stamps from the security printer. Of these, three million were to be “Winnipeg Tagged”, six million “Ottawa Tagged”, and the majority untagged. From this it can be deduced that Canada Post still considered all tagging as optional. This is detailed in the letter in the Appendix below. Sometime between May and late August 1972, the Post Office Department decided to apply Ottawa Tagging to virtually all of the new middle definitives to be issued on 8 September 1972. (Only a very few were Winnipeg Tagged.) The high value \$1 and \$2 Landscapes had already been released, on 17 March 1972, and so were untagged.

An early type of Ottawa Tagging, applied between March 1972 and October 1972 [2], was found to migrate or leach off the stamp onto anything porous such as paper, or fingers. This is sometimes referred to as “fugitive” tagging. This tagging compound was called OP4. A second, non-migrating compound called OP2 was also used for Ottawa Tagging. Both OP2 and OP4 inks were manufactured by General Electric [2].

Keywords & phrases: Tagging, Centennials, Landscape, Definitives



**OP4 Tagging
(simulated)**

Some people have wondered why OP4 (migrating) tagging was ever used. The explanation is interesting. The OP4 tagged ink was originally designed for the gravure printing method, sometimes called photogravure. The OP2 (non-migrating) ink was intended for lithographic printing [2]. Since the new middle-value Landscapes were printed using gravure, it is only natural that OP4 tag bars were used initially, but as OP2 tagging was adapted for use in gravure printing in late 1972, new definitives



**OP2 Tagging
(simulated)**

became available with OP2. Only a few other stamp issues used the troublesome migrating tagging. All use of OP4 tagging was eliminated by October 1972, and OP2 was used for all future tagging. On 17 October 1973, the new Caricature low-value definitives were released. New stamps were then typically issued with 4 mm (combined width) tag bars. Ottawa Tagging was renamed “General Tagging” (GT). Between October 1973 and June 1975, the existing Landscapes, when re-drawn or re-issued, were printed with 4 mm tag bars [3]. The \$2 stamp was primarily for parcels and so remained untagged.

Although, after October 1973, some commemoratives (such as Scott #s 570, 625, and 633) were printed with only 3 mm tag bars, up to 1 September 1987 over 400 stamps would be issued in the new 4 mm standard. In 1987, the two-bar General Tagging (GT2) was expanded into a new standard. Stamps would be tagged with the existing ink on all four sides (GT4). GT4 tagging had been used as early as 1979, on Scott # 841.

Appendix

Letter from Canada Post Office to British American Bank Note Company Ltd.
Postage Stamp Division/Confederation Heights/OTTAWA, Ontario/K1A 0B1
12 May 1972

British American Bank Note Company Ltd./975 Gladstone Ave./OTTAWA, Ontario/K1N 8V4
ATTENTION: MR. K. SARGENT

Dear Sirs:

10¢ - 1972 DEFINITIVE ISSUE POSTAGE STAMPS – CENTRAL CANADA LANDSCAPE

In accordance with your quotation of 10 March 1972, please supply the following:

Item	: 10¢ - 1972 definitive issue postage stamps.
Quantity	: 50 million stamps.
Size	: Overall 24 × 30 mm. vertical, printed space 20 × 26 mm., 100 stamps per pane.
Paper Specifications	: Abitibi CIS Gravure with P.V.A. gum.
Printing Process	: 2-colour gravure – 1-colour steel.
Perforation	: Registered die perforations – perf. 12 gauge.
Plate Corner Inscription for Philatelic Stock	: British American Bank Note, Ottawa No. 1 “Design – Reinhard Derreth – Dessin” Plate corner inscription facing in at top of pane, facing out at bottom
Tagging	: 3 MM stamps to be tagged with Lettalite and 6MM stamps to be tagged with OP4. (3 mm. band).

Initial Shipment : To be completed not later than 26th July, per attached schedule.
 Date of Issue : 8th September 1972
 Price : \$0.87 per thousand stamps, plus additional charges for tagging,
 (under review) plus taxes applicable.

Yours sincerely,
 (signed)
 F.G. Flatters
 Chief, Postage Stamp Division

References

- [1] *Unitrade Specialized Catalogue of Canadian Stamps*, Unitrade Press, Toronto, 2009 edition.
- [2] *All About Tagging*, Canada Post Corporation, Ottawa, 2000.
- [3] D Robin Harris, *Caricature & Landscape Definitive Series 1972-1978*, Adminware Corporation, Winnipeg, 1997.
- [4] This article was first published in a slightly different form in *Corgi Times*, the newsletter of the Elizabethan II Study Group of BNAPS, September–October 2009.

Book release notes (continued from p. 55)

Hank Narbonne took early retirement from the Royal Canadian Air Force in 1978 and became a full-time stamp dealer, specializing in Canadian Postal History, under the name of the Greenwood Stamp Company. A national-level judge, he is also a qualified British North America Philatelic Society (BNAPS) judge. He served as Secretary of the Postal History Society of Canada for eighteen years, and has been a Director of the PHSC since 1985. Since 1995, he has also served as Dealer Liaison and Advertising Manager for BNAPS. He has written many articles for *BNA Topics* and the *PHSC Journal*. In 2003, Hank was elected to the BNAPS fellowship, the Order of the Beaver and, in 2005, he was elected a Fellow of the Royal Philatelic Society of Canada.

All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/ (Click on the price at the end of the book description and you will be taken to the checkout page.) Prices given above are the retail prices in Canadian dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for the exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ cheque payments, amounts will be calculated at the current rate of exchange. GST is payable for Canadian orders. No Provincial Sales Tax applies.



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

Part II. The 2¢ Mufti Issue: An interim study

Stephen Prest

Summary

THIS second paper in a series of studies of the 1937-38 stamps of Canada deals with visually observable differences among the plates, papers, and gums of some 275 plate blocks of the 1937 2¢ Mufti stamp. An approximate timeline for the production of the fourteen 2¢ Mufti printing plates between 1937 and 1941 is put forward based on analysis of Post Office Control Number information. The results of this study suggest that a predominant number of the Narrow Selvedge variety sheets of the 2¢ Mufti stamps were produced in the 1937-38 period, a similar finding as was determined in relation to the 1¢ Mufti issue [1]. The two experimental plates (Nos. 9 and 10) featuring six panes of 100 stamps appear to have been produced in late 1939.

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. These classifications are the same as those found in the earlier 1¢ Mufti study.

Ribbed, Hatched, and Regular Papers appear to have been used in the initial production of the 2¢ Mufti stamps, but their general use appears to have fallen away 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.

There are proportionally fewer examples of the 2¢ Mufti exhibiting Streaky Gum compared to the findings related to the 1¢ Mufti. Ribbed Paper examples examined in this survey of 2¢ Mufti's survey predominantly feature Mottled Gum, while Wove Paper examples predominantly exhibit Smooth Gum with a slight yellowish colouration.

As is the case with the 1¢ Mufti, further study is required to confirm whether 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 indicated 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 current study of the 2¢ Mufti.

Introduction

An interim study of the plates, papers, and gums of the 1937 1¢ Mufti issue stamp of Canada published in Issue No. 7 of the *Post & Mail* identified four visually distinctive paper types and three distinctive gum types among the 215 examples of the 1¢ Mufti plate blocks.

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

Furthermore, two significant classes of selvedge width (Normal and Narrow) were identified. This current study of 2¢ Mufti plate blocks utilizes the same classes of paper, gum, and selvedge-width types as identified in the earlier study and compares findings between the two studies.

Certain limitations and areas where further research may be warranted were identified in the study of the 1¢ Mufti plate blocks and these apply equally to this current study of the 2¢ Mufti issue. Readers are encouraged to consult the Introduction section of the earlier paper on the 1¢ Mufti for relevant details of these limitations.

Plate numbers

Fourteen different plates were used for the production of the 2¢ Mufti over the 1937-1942 period. Post Office records indicate that some 1.28 billion stamps were printed by the Canadian Bank Note Co. Ltd [2]. The first day of issue was 1 April 1937.

The author is not aware of records indicating the periods of use or the number of sheets produced from each of the fourteen 2¢ 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, but known records related to plate block Control 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 [3] 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 lower-left selvedge of Mufti and other sheet stamps, while others were assigned to other aspects 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 the likely time period each of the Mufti 2¢ plates was produced as follows.

Mufti 2¢ Plate Nos.	Time Period
1, 2, 3, 4	Winter 1937
6	Fall 1937
6, 7, 8, 9, 10	Fall 1939
11, 12	1940
13, 14	1942

While printings from these plates could take place 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 2¢ Mufti can be considered.

Production methodology: Normal and narrow selvages

The production method for the 1937 low-value Mufti stamps generally 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 furthestmost corners of the sheet, resulting in an inscription in the selvedge of each pane.

Printer sheets were subject to a perforation process. All Mufti stamps were line-perforated 12 gauge, with the perforations extending through the sheet selvedge. The author is not aware of any regular perforation varieties having been reported on the 2¢ Mufti.

As was the case with the 1¢ Mufti, two noticeable variations of selvedge width exist for the 2¢ Mufti: Normal and Narrow. Again, as in the case of the 1¢ Mufti, typically the Top, Bottom, and Side selvedge are 5 mm wider for the Normal versus the Narrow Selvedge 2¢ Mufti plate blocks. The ranges of selvedge widths in mm found in the 2¢ Mufti examples are similar to those of the 1¢ Mufti.

The study of the 1¢ Mufti plate blocks revealed two examples of a Very Narrow Selvedge type, measuring only 3.5 mm in width. The author to date has identified no such Very Narrow examples of 2¢ Mufti plate blocks examples.



Lower Left Plate No. 7 with Post Office Control No. 596 – A (Normal Selvedge).

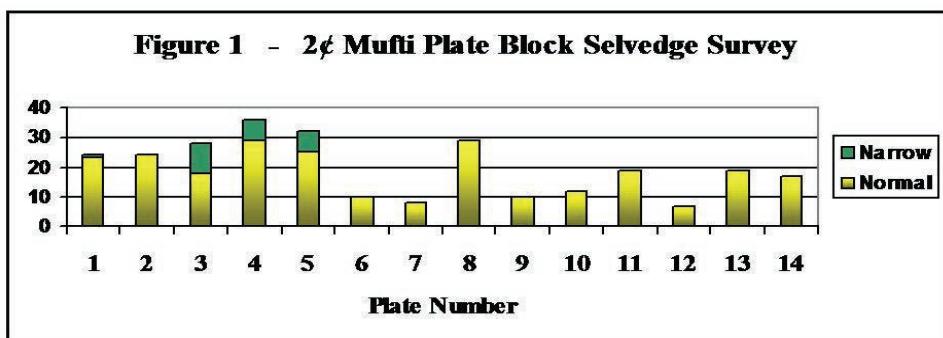


Upper Right Plate No. 3 with Narrow Selvedge.

Selvedge Width in mm - 2¢Mufti

	Top/Bottom	Sides
Normal Selvedge	14 to 18	12 to 13
Narrow Selvedge	9 to 10	7 to 8

About 10% of the 2¢ Mufti plate blocks surveyed can be classified as the Narrow Selvedge type, a considerably smaller percentage than the 1¢ Mufti examples, of which 25% were of the Narrow Selvedge type. As can be seen from the data below, all of the Narrow Selvedge plate blocks are found predominantly on Plates 3, 4, and 5, with a single example from Plate 1. None of the later plates (Nos. 6 through 14) have been found with Narrow Selvedge, a trend generally consistent with that observed for the 1¢ Mufti plates (Figure 1).



Production methodology: The experimental plates

One collectable variation of the 2¢ Mufti is the centre plate block of the two experimental plates (Plates 9 and 10). They comprised 600 images assembled in six panes of 100 stamps laid out in a configuration of two rows by three columns. The inscription block of the two centre panes is placed above and below stamp columns 5 and 6 of the top and bottom sheets respectively, as illustrated.



Upper Centre Plate No. 9



Lower Centre Plate No. 10

Papers

It has long been recognized that the Mufti stamps were apparently printed on a number of different papers [4, 5]. Four main paper types, Wove, Ribbed, Hatched, and Regular were identified and described in the earlier 1¢ Mufti study. The paper types of the 2¢ Mufti plate blocks examined in this survey fell into one of the four previously defined categories illustrated below.



Wove



Ribbed

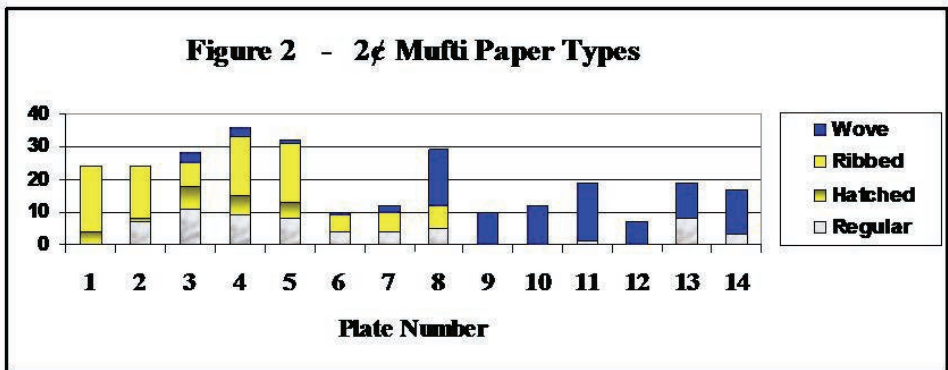


Hatched



Regular

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



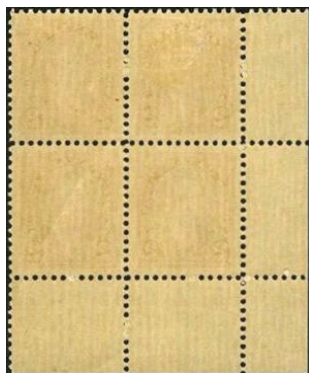
A number of trends are evident. The Ribbed and Hatched paper examples represent some 70% of the total 2¢ Mufti plate blocks under study, considerably higher than was the case for the 1¢ Mufti at 45%. However, as was the case with the 1¢ Mufti, it would appear that stocks of these papers were exhausted by 1941, as there are no examples of these types of paper appearing among the Plate Nos. 9 through 14 of the 2¢ Muftis. A similar pattern is observed with the Regular paper type although some Regular paper examples do appear among the Plate Nos. 13 and 14 blocks of the 2¢ Mufti examined for this study.

The Wove paper would seem to have been first introduced sometime in 1938 given its general absence from the Plate Nos. 1 & 2 examples in this survey. While a limited number of Wove paper examples appear in blocks examined from Plates 3 through 7, it would seem that Wove paper began to be predominantly used in the production of the 2¢ Mufti stamps from the early 1940s. This pattern of use is fairly similar to that observed with the 1¢ Mufti.

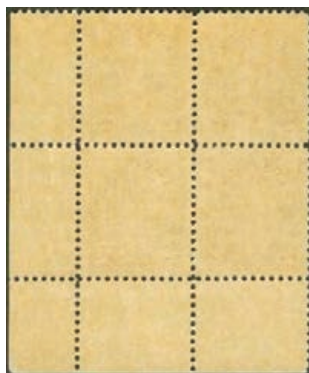
Gum types

Three main gum types were identified as appearing on the back of 1¢ Mufti stamps, and plate block examples evaluated in this study of 2¢ Mufti plate blocks can be classified in the same way; namely, streaky amber, mottled amber, and smooth shiny (sometimes yellow-toned) gum. As with the 1¢ Mufti stamps, the colouration of the gummed surface of the 2¢ stamps studied in this survey can range from dark amber-brown to light honey for the Streaky and Mottled Amber gum types. The Smooth gum type ranges from creamy off-white to light honey.

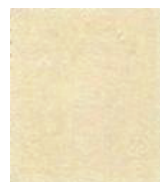
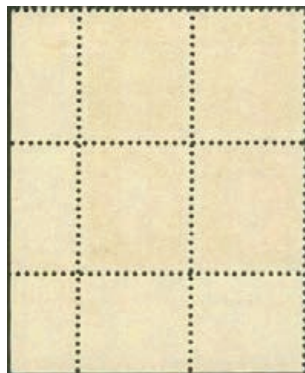
Images of selected examples of these gums are illustrated below.



Streaky Gum
(single enlarged)

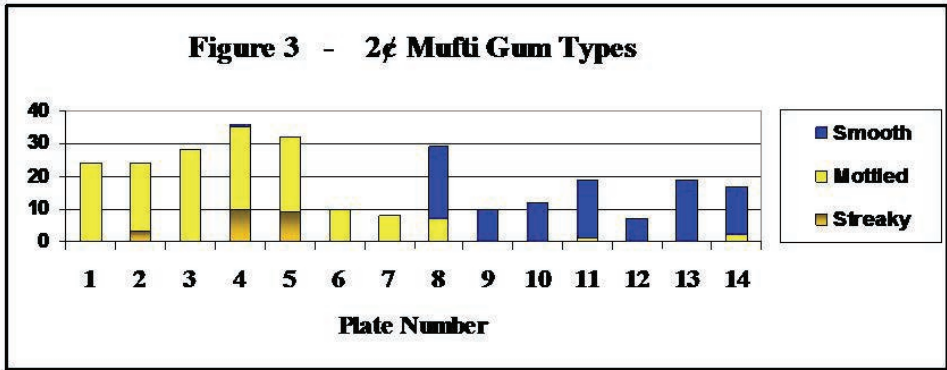


Mottled Gum
(single enlarged)



Smooth (Clear) Gum
(single enlarged)

Figure 3 depicts the number of each of the three defined gum types identified in the fourteen 2¢ Mufti plate numbers examined in this current study.



As with papers, a number of trends are evident. First, Streaky and Mottled gums predominate among examples of the early plates 1 through 8 but become relatively less important with the later plates. The proportion exhibiting Streaky gum (about 8%) is considerably lower than was the case with the 1¢ Muftis, where nearly half of the plate blocks surveyed exhibited Streaky Amber gum.

Unlike the findings with the 1¢ Muftis, where all 49 examples of Ribbed paper surveyed had Streaky gum, only some 20% of the 2¢ Mufti plate blocks with Ribbed paper have Streaky gum: the balance exhibit Mottled gum. Only one example of Regular paper and three of Hatched paper were identified as having Streaky gum. No examples of Wove paper exhibiting Streaky gum were observed among the 2¢ Mufti examined in this study. In fact, no examples of Streaky gum appear among the later Plate Nos. 6 through 14 of the 2¢ Mufti.

Smooth gum examples generally begin to appear with production associated with the later plates. About 85% of the 104 Smooth-gum examples are associated with Wove paper, and the balance, Regular paper. There are no examples identified to date of Ribbed or Hatched paper having Smooth gum.

Of the 149 examples of Mottled gum, the majority (53%) were associated with Ribbed paper plate blocks, followed by Regular paper (27%), Hatched paper (13%) and the balance (7%) with Wove paper. This pattern is quite different from that observed with the 1¢ Mufti, where no Ribbed paper examples were associated with Mottled gum. Again, as was the case with Streaky gum, use of paper stock with Mottled gum appears to have been in the early part of the period, although two examples appear among the Plate No. 14 blocks.

Paper colouration and varieties

Paper colourations noted in the 2¢ 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 reign of King George VI. 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. These observations are consistent with those made in the study of the 1¢ Mufti stamps.

Thin paper

There were no Thin paper examples identified among the 2¢ Mufti plate blocks examined in the course of this study.

The pale yellow-brown shade

The 2¢ Mufti is the only George VI low-value definitive to have a shade variety with catalogue status. The pale yellow-brown shade must have appeared among the early printings as catalogues also note the existence of first day covers. Plate numbers 1 through 4 all have the same Post Office Control Number—907—which indicates these may well have been prepared and used to produce printings prior to 1 April 1937. Among the examples examined in this study, those printed from plates 3 and 4 generally exhibit a pale yellow colouration in contrast to the deeper brown shades found on Plate Nos. 1 and 2 examples. Pale yellow-brown examples were observed on stamps printed from other plates, notably Plates Nos. 8, 9, 10, and 11.

References

- [1] Stephen Prest, “The Plates Papers & Gums of the 1937-38 Stamps of Canada; Part I-The 1¢ Mufti Issue-An Interim Study”, *King George VI Post & Mail*, Issue 7, July-December 2005, pp 7-13.
- [2] ‘The 2¢ (Mufti)’, Canadian Postal Archive website, via, in sequence, the “Canadian Stamps” and “Canada 1935 – 39” <www.collectionscanada.ca/postal-archives/080608_e.html>
- [3] TB Higginson, “Control Numbers on George VI Stamps of Canada”, *BNA Topics*, Vol. 9 (Whole No. 89), March 1952, pp 66-71.
- [4] L Seale Holmes (ed.), *Specialized Philatelic Catalogue of Canada and British North America* (1954), p 90.
- [5] DH Whiteley, “Collecting the Canada King George VI ‘Mufti’ Issue”, *Gibbons Stamp Monthly*, November 1998, pp 69-71.

Readers write (continued from p. 5)

Requests for assistance: *Ken Pugh* has advised that after a hiatus he is now retired and back at work on his study of BNA stamp forgeries and related topics, with 11 new releases in preparation to augment the four already published. Ken is asking for assistance from all BNAPS members who may have forgeries and fakes in their collections or stock that may be relevant to the study. He has posted some information on his website, and will soon also post some research questions for which he requests input. The website URL is: <<http://www.kenpugh.ca/PhilatelicMain.aspx>> Ken concludes, “I am willing to coordinate a first BNA Fakes Forgeries Study Group meeting this September at BNAPEX in Victoria. Please contact me at kpugh@shaw.ca or 604-858-0544 if you are interested.”

New member Frank Wheeler writes: “Several of us have been discussing the possibility of assembling rarity factor listings for Ontario postmarks. We admire the work of Topping and Robinson on Western Canada towns and feel it is time Ontario had its own rarity factors. Such a project will be immense due to the large number of Ontario post offices, but we are determined to do the necessary work. On a county by county (and district) basis we are analyzing post office revenues, duration of office’s existence, effect of industry and high volume sources, and anecdotal evidence based on collectors and dealers’ experience on what is easy or hard to find on the ground. We invite the participation of all those who, through their experience with Ontario postmarks, are interested and information, opinion or advice to offer. Contact me at <flagship@sympatico.ca> or at 519-439-8022.”



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Canada to the United Kingdom by the American Ocean Line packet steamer *Washington*

Steve Mulvey

THE 1856 letter shown below, sent from Canada to the United Kingdom (Figure 1) represents an example of a rare routing [1], after the Crimean War period [2], using an American packet service out of New York *via* Southampton. At that time, a letter could be sent to the United Kingdom by three packet services [3], namely, the bi-weekly Canadian Allan Line *via* Quebec at a 6d sterling (7¹/₂d currency) rate, the bi-weekly British Cunard Line *via* New York or Boston at an 8d sterling (10d currency) rate, or the American Lines (Collins, Ocean and Havre) at a 1s/2d sterling (1s/4d currency) rate. The latter service was seldom used, as it offered no advantages over Cunard's and was almost double the price.



Figure 1: A letter from Canada to the United Kingdom, forwarded by the American Ocean Line packet steamer *Washington* (the Plymouth back stamp is shown in the inset, at right).



Keywords & phrases: transatlantic rates, American Ocean Line

This letter, mailed in Montreal on 29 September 1856 (paid tombstone date stamp), is addressed to Plymouth (England). The paid hand stamps, the manuscript “8” (8d sterling) on the left and the “10cy” (10d currency) [4] in the upper right corner indicate that the sender fully paid the Cunard rate and expected despatch on the steamer *Asia*, departing New York on 1 October and arriving at Liverpool on 12 October [5].

Unfortunately, the destination “Plymouth” caused the letter to be initially misdirected towards Plymouth, Massachusetts, south of Boston. The lack of a Plymouth date stamp probably indicates that the address was corrected in Boston to “Plymouth England”. Because of this delay, the letter only reached New York after the Cunard *Asia* had sailed.

Since the letter was endorsed “Per Steamer” and not specifically by Cunard, it was not delayed until the next Cunard steamer leaving Boston on 8 October. Instead, it was placed in a closed bag for London and sent on the next available mail steamer, the American Ocean Line’s mail steamer, *Washington*, departing New York on 4 October [6].

The *Washington*, en route to Bremerhaven, stopped in the Solent [7] off Cowes, Isle of Wright, on the morning of 18 October [6], where an auxiliary steamer came out to exchange the mails and passengers and returned to the port of Southampton some 10 miles from the sea.

The letter was sent the same day to London (77 miles by rail) where it received an 18 October paid circular date stamp. At some point, a postal clerk realized that the letter had arrived by an American packet and was therefore subject to the higher 1s/2d sterling rate. A circular “MORE / TO / PAY” hand stamp and a manuscript “6” was applied to indicate that the letter was short paid by 6d sterling (1s/2d less 8d = 6d) to be collected from the addressee. For the purpose of accounting, a red (oxidised) manuscript “1/” shilling mark was applied above the “MORE / TO / PAY” hand stamp to indicate the British Post Office’s share of the postage [8].

The letter was received in Plymouth the next day (back stamp).

References and endnotes

- [1] The CG Firby Auction sale of the JC Arnell Transatlantic Mails collection on 5 February 1997 contained only one such cover, an 1858 Quebec to Liverpool cover *via* the American Vanderbilt Line (Lot 190). The HA Harmer Auction sale of the Allan L Steinhart collection on 28 May 2005 appears to have only one 1860 cover in the opposite direction, Glasgow to Hamilton also by the American Vanderbilt Line. This cover was written up in a posthumous Steinhart article “The Vanderbilt Line to Canada” in *BNA Topics*, Vol. 54, No. 1 (January–March, 1997), pp. 68–69 in which he stated “At this time almost 100% of the mail from Britain to Canada was carried by the Canadian Allan Line ... or by the Cunard Line ...”.
- [2] Cunard dropped its bi-weekly New York service (keeping bi-weekly Boston service) in late 1854, until the end of 1855, when many of its steamers were commandeered by the British Admiralty for the Crimean War effort. The American Collins Line, with Cunard’s agreement, took over the regular bi-weekly Saturday departure from New York or Liverpool for the duration. Important mail from Canada that could not wait until the next week’s Cunard departure *via* Boston was forced to use the more expensive American packet service.
- [3] JC Arnell, ed., *Handbook on Transatlantic Mail*, Transatlantic Study Group Handbook Number One, BNAPS, 1987, p. 10.
- [4] Canadian currency equivalent to British sterling.
- [5] JC Arnell, *Atlantic Mails, A History of the Mail Service between Great Britain and Canada to 1889*, National Postal Museum, Ottawa, ON, 1980, p. 314.

[6] "American Intelligence", *The Times*, 20 October 1856, p. 12.

[7] The Solent is the western part of the sea between the English mainland and the Isle of Wight.

[8] WS Boggs, *The Postage Stamps and Postal History of Canada*, Vol II, Chambers Publishing Co, Kalamazoo, MI, 1945, Appendix C, p. 15.

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Canadian mail to Spain in the nineteenth century

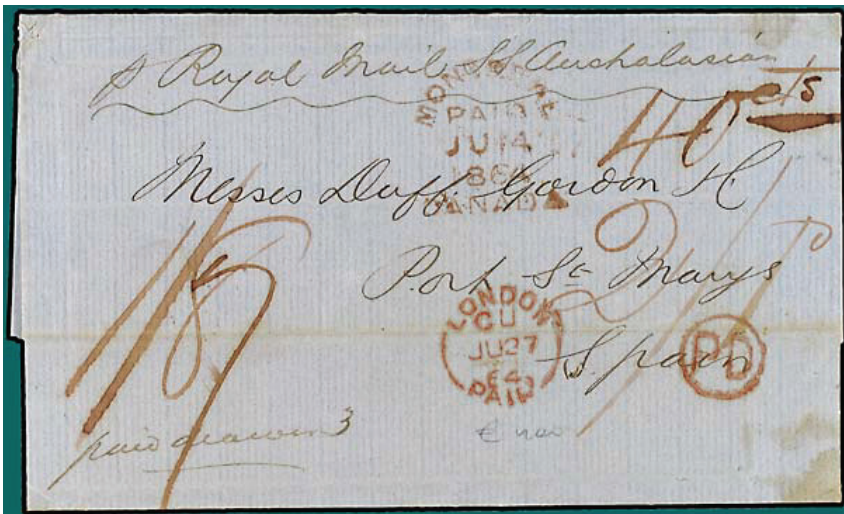
Vic Willson

AMONG European countries, during the nineteenth century Spain seems to have had less connection to Canada than most of the others. Portugal had long had connections with Newfoundland and some of the Maritimes through the fishing fleets, with quite a lot of correspondence being sent to and from Oporto. With the more restricted trade potential between the Spanish and British Empires dating back centuries, there is precious little material recorded from Canada to Spain. I will list what I have been able to record, along with a new find, below.

In the pre-stamp and Pence periods only one cover has appeared, a 24d prepaid ½-ounce, stampless cover that was shown in the Wilkinson exhibit. This cover, from Montreal to Port St. Marys, was prepaid 1/7d stg to the border through France, or 2/ cy. I take this per Steinhart's various summaries to be 2d internal, 2d US transit, 8d sea transit to GB, and 5d internal in France (as it used the approximate ¼-ounce weight in grams), equivalent to 2/ cy. This was lot 310 in the Firby sale, and can be viewed at:

http://www.firbyauctions.smugmug.com/gallery/121474_nZjsK/14/66735846_x8XoX/Medium

At a recent Spanish philatelic auction, I acquired the cover shown below. In the 1863 *Canadian Postal Guide*, reprinted by Charles DeVolpi in 1966, the rate to Spain for a ¼ - ½ ounce letter was listed as 35¢ via Canadian steamer and an additional 5¢ via Cunard.



Keywords & phrases: rates, Canada to Spain

Mailed at Montreal 14 June 1864, it received a London transit marking on 27 June, and it has an 11 July Sta Maria(?) receiver on the back. The dates agree with the sailing of the *Australasian* from New York on 15 June and its arrival in Queenstown on 25 June. I have recently reviewed most of the auction catalogues of the last 30 years with significant Canada postal history of the nineteenth century and have not recorded another cover to Spain in the Decimal or Large Queen periods.

The next-earliest item is the postal card shown here. It was sent 2 June 1886, from Quebec to Barcelona. There is no receiver.



Next is a Small Queen cover courtesy of Bill Radcliffe. It was sent from St. John, NB, 25 September 1897, to Barcelona, with a 7 October Barcelona receiver on the back.



At this point, these are the only nineteenth-century items I have recorded. I would appreciate correspondence on this if you have information, or other material sent to Spain. My e-mail and PO Box address can be found in issues of *BNA Topics* (Chairman, Board of Directors, BNAPS. See p. 79 for his contact information.)

BNAPS business and reports

President's column

George Dresser

HAPPY New Year to all! The New Year is a time for a fresh start; an opportunity for new commitments and an opportunity to renew or discard earlier commitments. I encourage you to make a commitment to participate in a standing committee, a study group newsletter, or a regional group. I expect 2010 to be another excellent year for BNAPS, but it can be even better, and you will get even more value for your membership by actively participating in at least one activity.



This is the first issue of *BNA Topics* since the Board's decision to stop the publication of *BNAPortraitS*, after 65 issues, as a cost-saving measure. The material previously published in *BNAPortraitS* will be divided between this publication and our web site. I regret that we will be communicating with our membership less frequently. However, our web site has advanced by leaps and bounds in quality and content and allows us to provide information to our membership on almost a real-time basis (I count 10 new announcements or links added in December). Do visit our site regularly. I hope that, in time, as various issues are resolved, we will be communicating with most of our membership by e-mail.

This past quarter I was privileged, with help from Secretary Peter Jacobi, to recognize with a letter and a certificate 20 persons with 50 or more years of continuous membership in BNAPS, a remarkable record. These gentlemen are listed in order of years of membership (number of years of membership in parentheses: **A Rezanowich (50), Jacques Charron (51), Robert L Burton (52), Lawrence M Bell (52), Frank F Busted (52), Robert S Traquair (53), Phillip S Horowitz (53), F W Catterall (53), John E Gooch (54), W L Gutzman (54), Richard M Lamb (55), Gordon M Hill (56), John S Gordon (56), Jack Wallace (57), William E Topping (57), S J Horton (57)**, (Mr Horton died in November 2009), **James E Kraemer (58), Edmund A Harris (58), Willis B Reals (65), John L Norbeck (65)**). BNAPS was founded February 15, 1944. Mr Reals and Mr Norbeck joined in June 1944. Congratulations, gentlemen! Persons with 40 years continuous membership are recognized as emeritus members and are exempt from further payment of dues.

The Education Committee is now under the chairmanship of Leopold Beudet, <leopold.beudet@sympatico.ca>, Editor of *The Admiral's Log*, with assistance from Ken Lemke, <kwlemke@sympatico.ca>, Editor of the *King George VI Post & Mail*. Do contact Leo and volunteer to help with the work of this committee or if you have a suggestion for an article that you would like to see added to the web site. The web site has the capacity to add many additional how-to articles for the newcomer and the experienced BNA philatelist.

Financially, our society is in excellent shape. For the 12 months ending 31 December 2009 our portfolio appreciated 18 percent. However, the annual yield is slightly less than four percent. Until interest rates increase, which is not forecast for 2010, we need to continue to be conservative with expenditures, to minimize the depletion of capital.

Warm regards, George B Dresser, President, 979-696-4361, g-dresser@suddenlink.net.

From the Secretary – report date: 29 December 2009

Pete Jacobi (#6-2168-150A St, Surrey BC V4A 9W4; email: <pjacobi@shaw.ca>)

Membership fees

Annual membership fees are \$C 30 or equivalent in US dollars. Membership applications submitted during the second or third quarter of the year should be accompanied by 75% or 50%, respectively, of the annual fee. Applications submitted in the fourth quarter of the year should be accompanied by 25% of the annual fee plus the full fee for the coming year. Family memberships are available for 50% more than the individual membership fee. Three-year memberships can be obtained at a 10% reduction. Send application form and cheque or money order to the Secretary, Peter Jacobi at #6-2168-150A St., Surrey BC V4A 9W4.

Applications for membership

After receipt of an application the New Applicant's name and membership number are printed in the next issue of *BNA Topics*. If there are no objections from any other BNAPS member within approximately 60 days, then the applicant is listed as a 'New Member' in the next issue of *BNA Topics*. Collecting interests of New Applicants follow the "C" at the end of the initial listing so that members can get in touch (through the Secretary) with collectors sharing similar interests.

- 6499 Richard Hills, Hamilton, ON. C: Literature
- 6500 R.J. Graham, Kimberley, ON. C: Canada (Intaglio)
- 6501 André Dumont, QC. C: Canadian definitives & commemoratives
- 6502 John R. Tollan, Caroline Springs, Victoria, Australia, 3023. C: Canadian war tax and stampless postal history, domestic and to US 1851 - 1875
- 6503 Andy M. Palochik, Nepean, ON. C: Northern Canada, Expo 67, early private post cards
- 6504 Michael C. Scoles, Gatineau, QC. C: Canada pre 1980, Admirals
- 6505 Major Anthony J. Fulmes, Ottawa, ON. C: Canadian military, BC, Falklands, Sierra Leone
- 6506 Dave Marshall, Garden Bay, BC. C: Canadian Postal History
- 6507 Joe R. Kirker, Gatlinburg, TN. C: Canada 1897 Jubilee, US 1918 Airmail
- 6508 John Irvine, London, ON. C: Covers and postcards: Air, historical, military, advertising, rail. *etc.*
- 6509 David Crotty, Park Hills, KY. C: Aerophilately, postage meters
- 6510 Sameer Pruthee, Calgary, AB. C: Airmails of Canada, Canada, India, birds
- 6511 Richard E. Weigand, Bath, ON. C: Early Canada, Christmas stamps
- 6512 André Guertin, Ottawa, ON. C: Postal history, airmail, trends in stamp value
- 6513 Gilles Morel, Orleans, ON. C: Canada and Canada varieties
- 6514 Ronald E. Dearman, Thompson, MB. C: Military mail, postal marks, TPOs
- 6515 Gary R. Munn, Richmond, BC. C: BNA, Newfoundland, early Canada
- 6516 Frank M. Wheeler, London, ON. C: Ontario postal history. Would like to develop rarity factors for Ontario town cancels
- 6517 Gregoire Teyssier, Quebec, QC. C: Quebec postal history
- 6518 Douglas Moss, Richardson, TX. C: World wide, postal history, censored covers
- 6519 Brian James Thomson, Saskatoon, SK. C: Admirals, 3 cent Large and Small queens
- 6520 Brian Duff, Sloley, AB. C: Canada large queens
- 6521 Robert Wallace, Dundee, Scotland. C: Canada, New Zealand
- 6522 Alexander Globe, White Rock, BC. C: All aspects of 19th Century Canadian stamps
- 6523 John Stathopoulos, Toronto, ON. C: Definitives, Perfins, Precancels
- 6524 Zenon Drapiewski, Toronto, ON. C: Old Covers, WWII, Copernicus
- 6525 John E. Salmi, Winnipeg, MB. C: Newfoundland, perfins, revenues

- 6526 P. Jane Moubray, Rutland, UK. C: BNA to 1936
 6527 John R. Deutch, Warrenton, MO. C: KG VI stamps and postal history
 6528 C. Lloyd Tancock, Bridgewater, NS. C: Canadian sheet corner singles, NS postal history
 6529 Ralph S. Poore, Arlington, TX. C: All kinds of censorship, RPOs, flag cancels BNA postal history
 6530 John W. Dawn, West Chezzetcook, NS. C: Postal history, Canada, Great Britain
 6531 Robert D. Vogel, Barrie, ON. C: Berlin/Kitchener postal history
 6532 Eric P. Yendall, Ottawa, ON. C: Newfoundland 1932 – 49 Resources issue

New members

All applicants 6485 to 6498 have been confirmed as full members of BNAPS.

Address changes (current town of residence is noted)

- 3305 Jim Miller, Nanaimo, BC
 3494 Andre 'Jay' Albert, Burlington, ON
 3886 Harry Machum, Sudbury, ON
 3917 William E. (Rick) Day, Burlington, ON
 4150 Joseph Berkovits, Elad, Israel
 4537 Brian Triplett, Delaware, OH
 4580 Steve Koning, Bloomfield, ON
 5080 Sanford Weinstock, Farmington Hills, MI
 5188 Donald W. Thompson, Nelson, BC
 5521 Michael J. Bradshaw, Antigonish, NS
 5941 John H. Perry-Hooker, Newbury, VT
 5986 Eugene Ritz, Gloucester, ON
 6037 Jeremy Mierka, Gatineau, QC
 6346 Alexander J. Clark, Halifax, NS
 6399 Jean des Rivieres, Tucson, AZ

Resignations

- 2710 Ken Wooster
 3308 Ian McTaggart-Cowan
 5029 John Milks
 6092 Joanne Baldassi
 6162 Barrie Martin
 6204 Sandra Freeman
 6348 Ira Moscovitz
 6407 Garry Calvert
 6474 Darrel McNally

Deceased

- 634 Abe Charkow
 923 Sam Horton
 967 Don Amos
 2384 Larry R. Paige
 2418 Bill Thorne
 2766 Dr. Sandy M. Clark
 2944 Sandy Mackie
 2985 Robertson M. Brown
 3487 Ron Saint
 5878 David Keddie
 6291 Charles Reaves

Dropped

- 6213 Andrew Blanchard
 6214 Malcolm Blanchard

Total active membership including new applications

as of 2009 December 29 1200

Regional group rant

Jack Forbes

ONE of the features of membership in BNAPS is the Regional Group program. Through it, philatelists in every part of the organization's realm have the opportunity to meet with other like-thinking individuals in their geographic area. One of the difficulties, however, stems from the fact that our respective geographic areas, in most cases, are rather far-flung! As a consequence, the opportunities to arrange a meeting within many of our "defined" areas, even just once a year, are severely restricted. We do have a couple of Groups that have significant population within easy reach, and they find it much easier to arrange get-togethers, even to the point of meeting several times a year! Kudos to the organizers in these districts for providing an interesting schedule of programs for each meeting.

Let's look at a couple of ideas for Groups that do not have the larger collecting populations within a tight geographic constituency:

Why not form a mini-Regional Group, consisting of BNAPS members in, say, a 50-km radius? Meetings for these cells could be held on a more frequent basis, possibly in conjunction with Stamp Fairs, local Stamp Club Meetings, or Exhibitions.

Could each Regional Group consider appointing a contact person from each of the major population centres that exist within the larger region's boundaries? Such persons could spearhead the mini-Group activities in their home areas, and possibly arrange for interaction with adjoining mini-groups. These contacts could also be key to arranging travel plans for members of these groups to attend any major, combined Regional Group meetings.

We want to encourage greater use of the Regional Group concept, and ask that you, as an individual member, strive to become more active in your area. If you haven't had any activity in your region, why not do some legwork to see that your Regional Group takes a more significant role in fostering BNA philately? If you have any ideas that will make this aspect of BNAPS more productive, please send them along to me, and I will feature them in an upcoming issue of *Topics*.

In case you're not sure which Regional Group encompasses your location, a complete list follows:

Atlantic Provinces (NS, NB, PEI, Newfoundland & Labrador)

JA (Jack) Forbes, Jr. Phone: 902-435-7075 e-mail: <JAFRBS@aol.com>

Calgary (Calgary & surroundings)

Jon Johnson Phone: 403-253-8411 e-mail: <jciperfins@hotmail.com>

Dixie Beavers (Alabama, Georgia, both Carolinas, Mississippi, Tennessee, Florida)

Sammy Whaley Phone: 334-493-3405 e-mail: <onycha2@aol.com>

Edmonton (Edmonton & surroundings)

David Piercey Phone: 780-437-2771 e-mail: <david.piercey@epsb.ca>

Golden Horseshoe (Southern Ontario, Ohio, Michigan)

Peter McCarthy Phone: 519-473-6019 e-mail: <petermccarthy45@sympatico.ca>

Golden West (California, Arizona, Nevada)

Joe Schlitt Phone: 925-487-2838 e-mail: <wylecotejs@earthlink.net>

Lower Canada/Bas Canada (Quebec)

Michael Rixon Phone: 514-933-7126 e-mail: <RIXON@ndimedia.com>

Manitoba-Northwestern Ontario (Manitoba, N. Ontario, Minnesota, both Dakotas)

Don Fraser Phone: 204-453-1000 e-mail: <dafraser@escape.ca>

Midwest (Illinois, Wisconsin, Indiana)

Marc Eisenberg Phone: (Cell) 847-507-207 e-mail: <marce6620@aol.com>

Mid-Atlantic (Virginia, West Virginia, DC, Delaware) **Dormant at present****Northeastern** (Connecticut, New Jersey, New York, Maine, Pennsylvania, New Hampshire, Rhode Island, Vermont, Massachusetts, Maryland)

P Charles Livermore Phone: 718-544-5326 e-mail: <charleslivermore@hotmail.com>

Pacific-Northwest (BC, Idaho, Oregon, Washington, Alaska, Yukon)

Gary Dickinson Phone: 250-764-2346 e-mail: <gandbdickinson@shaw.ca>

Prairie Beavers (Texas, New Mexico, Oklahoma, Arkansas, Louisiana)

George Dresser Phone: 979-696-4361 e-mail: <g-dresser@suddenlink.net>

St. Lawrence Seaway (Eastern Ontario, Western Quebec)

Geoff Newman Phone: 613-264-1290 e-mail: <mgnewman2@gmail.com>

If Group Secretaries forward reports to me (902-435-7075; <JAFRBS@aol.com>), short summaries of their Regional Group activities will appear in future columns. I already have in hand reports describing the latest Golden Horseshoe and Midwest meetings, and summaries will appear next quarter.

George Arfken honoured

I am delighted to announce that my colleague George Arfken, OTB, FRPSC, was recently inducted into the American Philatelic Society's Unit 30 (Writers Unit) Hall of Fame. The Induction took place August 9, 2009 at the APS StampShow in Pittsburgh.

Dr Arfken has written or co-authored several books on the evolution of Canada's postal system. One of his main interests is Canada's entry into the Universal Postal Union and its impact on early postal rates and the processing and routing of mail. He has published over 200 articles in the various philatelic journals and continues to be a regular contributor to the various national journals including *BNA Topics*.

Dr Arfken was awarded the Vincent G Greene Award in 1988 (shared) and again in 1993 for the best article or series published in *BNA Topics* in the previous year.

The society extends its congratulations to Dr Arfken for his well-deserved induction into the APS Writers Hall of Fame.

Bill Pawluk, OTB, FRPSC

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