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Featuring

History of the Canadian Bank Note Company

by Christopher D Ryan

The official Journal of BNAPS—

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BNATopics



The Official Journal of the British North America Philatelic Society Ltd

Volume 57 Number 1 Whole Number 482

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BNATopics, Volume 57, Number 1, Jan–Mar 2000

From the (new) Editor

David Handelman

READERS may notice some subtle changes in this issue of *BNA*Topics. The paper is almost glare-free (i.e., far less glossy). Polarized glasses are no longer needed! In addition, the output is now printed on a higher resolution printer.

Observant readers will note that the font family has changed—from Times (the beige of typefaces) to Elysium, an interesting but highly readable font. Instead of a clumsy word processor (such as MS Word or WordPerfect), a typesetting language, \TeX (“tek” or “tecch”), is being used. This means intelligent hyphenation, ligatures, automatic kerning, no rivers of white, etc.

I felt there were some cosmetic changes that were overdue. However, Robert Lemire, the outgoing *Editorial Consultant* is owed a debt of gratitude for four years of devoted work. The *important* issue is content, and I plan to continue Robert’s policy of insisting on high quality submissions. The content really depends on the membership—and I hope everyone will consider sending something in—from a question, to a 20-page article. (Please check your article carefully before sending it.)

I am a professor of mathematics at the University of Ottawa, and have been for over twenty years. I started collecting stamps when I was six years old (my father bought me a pound bag of stamps for \$1), specialized in Canadian stamps as a teenager, and successively became interested in cancellations on stamps, stampless covers, and general Canadian postal history. By age 20, I was exclusively collecting stampless covers. My interests expanded to other areas of postal history, so that now I actively collect registered material (to & from *BNA*), stampless and early stamped covers (to & from *BNA*), early postcards to Canada, worldwide *AR*, and various odds and ends.

I initially joined *BNAPS* in the late 1960s (# 2277), but dropped membership when I had postdoctoral fellowships abroad in the mid-late 1970s. I rejoined *BNAPS* in the mid-1990s. However, I was still active philatelically during the gap in membership. I have written numerous articles for the *Postal History Society of Canada Journal*, I have served (with Gray Scrimgeour) as editor of the book *Allan Steinhart, Postal Historian* (copies are still available), also as editor of the recently published *Ontario Broken Circles* by W Bruce Graham (orders are solicited!), . . . I am currently a director of the *PHSC*, and also secretary of the *BNAPS* registration study group.

Next issue, there will be a real, hard-hitting editorial (I hope). I’d appreciate comments, favourable or not, about the appearance and composition of this issue. I’m always open to possible improvements.

Alexander M Unwin (1929–2000)

ALEC Unwin, Secretary of BNAPS, passed away on 24 January 2000. Alec was born in Prague, and raised in England. He came to Canada in 1947, and earned an MSc in physics at the University of British Columbia. After working for Northern Electric in Montreal, he accepted a position with the Boeing Company in 1958, and he and his wife Joan moved to the Seattle area. He retired from Boeing in 1995.

Alec was a part-time stamp dealer in the late 1970s and the early 1980s (Alec told me had a table at the McAllen, Texas BNAPEX), but more recently he spent his philatelic time on his outstanding collection of maritime mail carried through the British Columbia ports of Vancouver and Victoria, and as an executive of a number of philatelic organizations. He was Chairman of the Board of the Northwest Federation of Stamp Clubs, a Director of the American Association of Philatelic Exhibitors, and had been Program Chairman of the Puget Sound Collectors' Club and the Boeing Employees' Stamp Club. He also belonged to the APS, the Collectors Club of New York, the RPSC, the PHSC, and clubs specializing in Czechoslovakia or Japan.

About two years ago, while he was Speakers/Ambassadors Coordinator, Alec was asked to become Secretary of BNAPS. After careful consideration, he agreed to do the job, with the comment that BNAPS had done so much for him that he wanted to give something significant back to the Society. The Unwins rarely missed a meeting of the Pacific Northwest Regional Group. Before they hosted the group weekend at Oak Harbor, Washington in 1995, Alec and Joan not only tried out the Oak Harbor hotel venue but they also stayed at several other hotels in the Northwest to see if they were suitable for the regional group. With preparation like that, we could not help but have a wonderful weekend.

Alec's pride and joy was his exhibit "Via Vancouver: Canada's Transpacific Maritime Mails" (in the BNAPS exhibit series). To my knowledge, Alec was the first person to show competitively an exhibit of Canadian steamship mail across the Pacific Ocean. The award level for this exhibit rose to a national vermeil, and all three international showings also were awarded vermeil. Alec longed for a national-level gold. Among others, I counselled him that the present exhibit was limited in scope, and that in my opinion he had already deservedly raised the award level above the usual plateau for such an exhibit. To rise to the final step, we both knew that a fuller explanation of the non-CPR services from Japan to Canada was needed, and that had become an active research topic for Alec. He scanned many worldwide auction catalogues, looking for transpacific gems, and developed a strong nautical li-

brary. In addition, he did volunteer work at the library of the Puget Sound Maritime Historical Society, so that he could pay them back for his use of their material for his research.

When asked to present a talk on his exhibit, Alec would rent a sea captain's costume. He gave his talk not only in the Northwest but also in Toronto at CAPEX and in California. I asked him four or five years ago why he hadn't bought the costume, rather than renting it each time (an expensive rental!), and he replied that he just didn't know how many more times he'd be giving the talk. But he had another talk scheduled for the Maritime Museum in Vancouver this spring—his second talk there. His talks were more than just postal history; they were also real, salty sea stories.

Alec is survived by his wife Joan, their daughter Judy, their sons John and David, and his brothers, John West of Toronto and Tom Unwin of Somerset, England. He also left many, many friends on both sides of the border. All of us will miss Alec. We will miss him a lot.

—Gray Scrimgeour

News release: Benefit for Postal Museum

A Valentine's Day Ball, held 14 February 2000, was organized by the Friends of the Canadian Postal Museum (FCPM). It attracted 450 people, and raised \$75,000 for the museum.



Big cheque

From left to right, BNAPS member Charles Verge (in his capacity as Chairman of the FCPM), the Hon André Ouellet (Pres. & CEO of Canada Post), the Hon Alfonso Gagliano (minister responsible for Canada Post), and Michèle Tremblay (chairman of the Ball organizing committee).

History of the Canada Bank Note Engraving & Printing Company

Christopher D Ryan

THE interest of philatelists in the Canada Bank Note Engraving and Printing Company (CBNEP) has stemmed primarily from two factors:

- the existence of a number of intaglio and lithograph essays of postage stamps (see Figure 1)
- the assertion made by Boggs that CBNEP had wrested the Canadian government contract from the British American Bank Note Company (BABN) in 1891, only to be bought out immediately by the latter, who continued with their production of the small queens postage stamps [1]



Figure 1. CBNEP small queens essays
Ex-BABN archives; courtesy of the Brigham Collection.

The CBNEP postage-stamp essays in denominations of one, two, three, five, ten, and fifteen cent, exist in a variety of colours and configurations [2]. These items were evidently prepared in 1891 as part of the Company's bid

Keywords & phrases: Canada Bank Note Company

for the government contract, which, contrary to Boggs, was not successful. Boggs' brief comments regarding CBNEP are incorrect on three key points:

- the awarding of the contract in 1891 to the Company¹
- the 1889 return of William C Smillie from the Company to BABN
- the timing of BABN's purchase of the Company.

The last event did not occur until 1894, after CBNEP had been forced to wind up and liquidate its operations by its principal creditor and sitting President, William C Smillie.

The abortive Toronto years

In 1881, the circumstances surrounding the 1880 absorption of the Dominion Bank Note Company by BABN caused William C Smillie to quit the latter company in disgust [3]. However, Smillie did not remain inactive for very long as he began to establishing a new firm in competition with BABN. In June of 1882, he and a group of associates officially announced their intention to form a new bank note company in Toronto, under the title of the Canada Bank Note Engraving and Printing Company [4]. A Dominion charter of incorporation was issued for CBNEP on 21 August 1882. The September 14 announcement of the charter noted the following individuals as comprising the new company: William Cumming Smillie, an engraver from Poughkeepsie, New York; George Frederick Cumming Smillie, an engraver from Plainfield, New Jersey; Henry Lyman, a merchant; William Henry Leslie Marston, an engraver; and Thomas Johnson Gillelan, an engraver, all from Montreal [5].

By October of 1882, CBNEP commenced operations in the Toronto General Trust Company Building at 27-29 Wellington Street East, Toronto. Once established, the company then approached selected individuals (whose identities are unknown to the author) with a view to obtaining both investment capital and patronage from both provincial government and corporate circles [6]. A circular dated 1 November 1882 and addressed to these persons gave reasons for the Toronto location of the new company [op cit].

... The very large number of new manufacturing and other corporations that have recently been organized—a large proportion in Ontario—warrants the belief that there is a sufficiently large volume of business to support a healthy competition, in which the experience of Mr. Smillie and his staff with all the latest known improvements in machinery, etc., gives the new Company every prospect of advantage.

In organizing in the Province of Ontario, it has been had in view the prospect of securing the patronage of the Ontario and North-West Provinces, as well as the Dominion Government, by placing the bulk of the Stock in the hands of a limited few, whose local connections would be likely to influence provincial and corporate work.

The success of the campaign is not known, but it was likely somewhat less

than ideal, as CBNEP was forced to completely suspend its operations after just six months. In a document written some years later, Smillie commented that this abandonment had been caused by a "weak heartedness" on the part of his "associates" and chronic chills and fevers suffered by himself and his family [7]. A general lack of support from corporate and government bodies would explain the "weak heartedness" of Smillie's partners.

The extent of work performed by CBNEP during its short 1882–83 operating period is not known to the author, nor is the fate of Smillie's partners entirely known. An 1888 list of BABN shareholders indicates that TJ Gillelan had returned to that company [8]. An entry in Gene Hessler's 1993 encyclopædia, *The Engraver's Line*, indicates that GFC Smillie had returned to (or perhaps had remained in) the United States and worked for the American Bank Note Company until 1887 [9].

The move to Montreal and competition for the Government contract

In late 1884, W C Smillie was approached by George E Desbarats of Montreal with a view to combining the latter's lithography business, G E Desbarats & Co, with the then-dormant CBNEP. The authorized capital of the reincarnated CBNEP remained at \$100,000 with 50% of the shares being held by Smillie and the remainder by Desbarats and his partner, G H Drechsel. The new company took over all of the assets and liabilities of the financially troubled G E Desbarats & Co, with Smillie agreeing to pay off all of the debts of the old firms. Desbarats served as President of the new enterprise, Smillie as Vice-President and Drechsel as Secretary-Treasurer. Desbarats and Drechsel were also joint managers, as Smillie did not take up residence in Montreal instead remaining in Poughkeepsie, New York [7, 10–12]. Reconstituted, CBNEP moved to Montreal and occupied the premises of G E Desbarats & Co at 526 & 528 Craig Street. Under a date of 3 November 1884, the Company issued the following circular [10].

The Canada Bank Note Company has the honor to announce that it is now prepared to execute orders for Bank Notes, Bonds, Debentures, Certificates, Bills of Exchange, Drafts, Cheques, and all other Forms of Steel Plate Engraving and Printing.

The Company is fully equipped in every respect, with the most modern appliances, including the finest Geometric Lathe in America, and is prepared to apply Engraving on Steel to commercial and social purposes, owning a valuable invention which will allow such work to be done in a very superior manner at a moderate cost.

The Company will also make a speciality of Railroad Printing, having secured the services of first class Designers and Engravers, so that Canadian Railway and other Companies, Manufacturers and others, need no longer go to the States for attractive Show Bills, etc.

The Map Engraving Department comprises facilities for doing Maps by Lithography, on Zinc, and by the Wax process.

The Company will continue to work the beautiful Artotype process carried on hitherto successfully by George E Desbarats & Co, and will also continue the Chromo-Lithography, General Engraving and Artistic Type Printing, for which the firm has become famous.

Your orders are respectfully solicited.

Thus, CBNEP was now reorganized not only as a steel-engraving firm, but also with significant lithography and general-printing facilities.

Aside from an undated sample card located in Toronto, this circular, together with a simultaneous document issued by G E Desbarats & Co, represent the earliest references (known to the author) to the title "Canada Bank Note Company" as the short form of the firm's official name. Subsequent documents indicate that the two labels remained in concurrent use for the remainder of the life of the Company.

Now established in Montreal, the next important task for CBNEP was to secure the patronage of the Dominion Government. The government's latest contract with BABN was set to end on 22 April 1886, continuing past that date until a six-month notice of final termination was issued. In October 1885, Desbarats wrote to the Minister of Finance, asking that the required six-month notice be immediately given to BABN, so that the contract would expire on 22 April. In his letter, Desbarats also promoted the superior, counterfeit-resistant work of CBNEP which, he stated, could be had at prices less than were being charged by BABN [13].

Desbarats' 1885-86 campaign for the government contract included a July 1886 audience with the Treasury Board and a detailed circular letter dated August 1886 [14, 15]. The latter presented the case for CBNEP [16].

In connection with the question of Dominion Currency, Bonds, Postage Stamps and Postal Cards, Inland Revenue and Customs Stamps, for the supplying of which our Company is anxious to secure the contract, we beg to request your kind consideration of the following points:

The Canada Bank Note Company, chartered in 1882, with a paid-up capital of \$100,000, is fully equipped with the most perfect and modern appliances to produce artistic and safe money documents.

It is in the strictest accordance with the protective policy of the Government, and with the enlightened views of its members regarding Art and Industry, to foster and support our Company, so as to secure a healthy and permanent competition in a field hitherto held as a monopoly, and to form a reliable basis for the increase of resident art talent in the country.

Our experience must produce, in the first place, a higher standard of art and a finer class of engraving, both of which are much needed in Canada; and in the second place, a reduction in the prices hitherto charged for Bank Note Engraving and Printing.

That the rival company has supplied the bulk of the bank notes and other money documents to the country in the past, is surely no reason for a continuance to them of the contract, especially if their work has been proved to be inferior.

That it has been poor is proved by the fact that a large number of notes engraved by them have been successfully counterfeited, for instance: Dominion of Canada \$1; Dominion of Canada \$2; Maritime Bank \$5; Maritime Bank \$10; Bank of British North America \$5; Ontario Bank \$10; Banque Nationale \$10; Merchants Bank \$10; Canadian Bank of Commerce \$5; Canadian Bank of Commerce \$10. They have not, as bound by their contract, employed the highest style of art; the Dominion Notes being very inferior to similar work executed in the United States.

Should we be granted the contract, we intend to have the Dominion engraving equal to any in the world, and all the notes, etc., protected from forgery by a combination of the finest vignette work with plentiful and varied Geometric Lathe work executed on our premises, as well as by a generous use of microscopic and intricate cycloid and letter tints which defy the counterfeiter's skill.

By employing a permanent staff of Artists and Engravers of the highest attainments, we will add to the wealth of the country and avoid sending to the States, as our competitors have been doing, for the portraits and vignettes that may be required.

We have offered to take the contract at a reduction which would save twenty to thirty thousand dollars per annum to the Government; but if tendering by schedule, we will, in view of recent improvements in plate printing machinery, be prepared to show a still greater reduction in prices.

Should we be fortunate enough to secure the contract in a competition based on quality of work and moderation in prices, we are willing to move our headquarters to Ottawa; but, should our competitors prevail, we still hope the Government will grant us the contract for Stamps and Postal Cards, following the example of the U.S. Govt., which though possessing an Engraving Bureau at Washington, has found it good policy to give out the Stamps, Post Cards, and Postal Notes to be printed by three distinct New York Companies.

Our very existence may depend on the action of the Government in this matter, as there is an avowed determination in the old Company to crush out all competition; and every means—fair and otherwise—is resorted to with that end in view.

The numerous forgeries alluded, to show that the so-called "Patent Green" has been no barrier to the forgers; nor has it been any protection to the public, as forged bills are invariably detected by defects in engraving, printing, numbering, or paper; not by chemical tests of the ink. It has moreover been demonstrated that this ink can be removed, as can other inks. That it is of no practical use, is proved by the abstention from its use by the American Bank Note Companies, who are all acquainted with its properties, as well as by the United States Government on the National Currency. But if the Government wish us to use it, we can do so, as it is neither secret nor covered by patent.

We conclude by hoping that every Member of the Privy Council will favor to the utmost an honest, economic and artistic execution of the contract, and in

the interests of art, progress, and competitive industry, will help The Canada Bank Note Company to get a share, if we cannot have the whole, of the Government contract.

However, CBNEP's efforts in July–August were in vain; government officials were intent upon granting a new contract to BABN. This is noted in a 26 June 1886 memo from JM Courtney, Deputy Minister of Finance [17].

This Contract expires absolutely in October next. By its terms the present contractor is liable to be directed to remove from Montreal to Ottawa to perform the business under the direct supervision of Government officers. I consider it should be necessary in granting a new contract that the work should be performed here, and that this condition above quoted should be enforced . . .

A tender has been received from Mr G E Desbarats, President of the Canadian [sic] Bank Note Co offering to do the work at 20% below the prices heretofore paid by the Government and to do the work at Ottawa.

The present contractors, The British American Bank Note Company, have not as yet sent in a tender but they have shown a desire to arrange terms upon a reduced basis as shown by the recent revision with the Postmaster General. There are no other Note Companies in Canada.

The British American Company have performed for about twenty years, and if they are prepared to come to Ottawa and reduce their prices, I am disposed from past experience to recommend the continuance of the contract with them.

I recommend that prices for Inland Revenue Stamps be revised to make them as far as possible analogous to the price paid for Postage Stamps and that the prices to be paid for the work performed for this Department be reduced 15%.

On 5 July 1886, the Privy Council approved recommendations that a new contract, pending amendments suggested by the Treasury Board, be granted to BABN. On 3 August 1886, the Council formally awarded the new, amended contract to BABN. This was signed 22 October 1886 [18].

The “tender by schedule” offered by CBNEP in its August circular was indeed submitted to the government. This had been done in response to what Desbarats stated were the express invitations of the Prime Minister, Finance Minister and Treasury Board. However, in advance of this submission, the contract had been awarded to BABN, and CBNEP's tender by schedule was returned unopened. Desbarats and Smillie were understandably upset at being denied a proper opportunity to bid for the government work [14, 19]. In 1888, Smillie complained [20] to the Secretary of State that “the Gov't has done us as competitors a great wrong in ignoring our tenders and at the same time using our confidential statements of rates against us . . .” In the same letter, Smillie also stated that “by unfair influences of a personal nature, emanating from those in the Gov't service, competition [for BABN] is systematically excluded.”

As compensation for the loss of the contract, Desbarats asked [21] that CBNEP be “granted the engraving and lithographing required for maps, plans,

cheques, illustrations, and other work by the Emigration, Public Works, Post Office and Militia Departments and the Geological Survey, and such maps for the Department of the Interior as cannot be executed in the lithographing office of the Department . . . " However, this request was not honoured.

An examination of figures presented in the Annual Report of the Auditor-General shows that CBNEP did not become the government's principal supplier of lithographic work. Specifically, the amounts paid to CBNEP were \$2462.05 in the fiscal year 1886-87, \$2722.25 in 1887-88, \$716.80 in 1888-89 and \$375.00 in 1889-90. In comparison to these figures, the amounts paid to other lithographing firms over the same period were significantly higher. Notably, Burland Lithographic of Montreal was paid \$23,039.83, \$23,524.56, \$4120.26 and \$19,133.46, respectively. Mortimer & Co of Ottawa was paid \$9187.21, \$14,416.75, \$11,347.50 and \$4335.85. George Cox of Ottawa was paid \$3418.03, \$4721.70, \$5312.10 and \$2321.00 [22].



Figure 2. Removal permit stamps

Lithographed first by Desbarats (1883), and later by CBNEP.

Interestingly, CBNEP did supply the government with a few items that should have come within BABN's contract. As detailed in the Annual Report of the Inland Revenue Department, these items included certain types of revenue stamps, notably the lithographically-printed "removal permit" stamps in Figure 2. The permit stamps were produced by G E Desbarats, starting in 1883, prior to the 1884 absorption of his firm into CBNEP [23].

The 1886 contract terminated in October 1891; CBNEP again petitioned

the government (March 1891) for "a fair share of the work required by the Government departments." [24] While the requisite notice of termination was duly given to BABN in April, the length of the parliamentary session precluded (for reasons unknown to the author) a call for formal tenders until October of that year. Tenders were received from both BABN and CBNEP on 13 October and submitted by the Minister of Finance to the Privy Council.

On 22 October 1891, the last day of the 1886 contract, in what seems to be an blatant attempt to manipulate the situation to their advantage, BABN informed the Government that it was immediately terminating all work on government orders and dismissing all employees engaged in such work. That very same day, government and BABN officials met and the latter were informed that all orders on hand were to be completed and delivered within one month's time. The government also asked for a six month extension of the old contract pending a decision regarding the new contract.

On 23 October, BABN replied that it would consent to an extension only on the condition that the current tenders be withdrawn and new ones submitted within fifteen days, the decision of the government to be made within another fifteen days thereafter. In view of the low stocks of stamps and unissued currency notes on hand, and fears as to the speed with which CBNEP could deliver replacement supplies, government officials felt it necessary to agree to BABN's conditions [25, 26].

The intaglio and lithographic postage-stamp essays illustrated in Figure 1 may date from about October 1891 and the competition for the government contract. On 27 October, Drechsel telegraphed to the Deputy Minister of Finance [27]: "By dint of quadrupling our exertions I have already saved one-half of the time I thought would require—shall see you with complete proofs tomorrow. Can start presses ditto and deliver on time."

The assignment of Drechsel's "proofs" as the postage stamp essays, is based on two points. First, stocks on hand in Ottawa of one, two and three cent postage stamps were specifically mentioned in a Finance Department report as very low, estimated on 23 October at only a three-week supply. Second, fears were expressed by certain government officials that CBNEP would not be able to supply sufficient quantities of the stamps in time to avoid shortages [26]. Of course, Drechsel would have been inclined to show that CBNEP could deliver ample supplies of what was critically required.

Another item that may date to c 1891 is the postal card essay illustrated in Figure 3. The Webb Postal Stationery Catalogue lists this essay as a preliminary ink drawing and as a printed version in four different colours.

New tenders for the government contract were submitted by BABN and CBNEP on 7 November 1891. Analysis by the Finance Department indicated that, over a five year period, the two offers were "very nearly equal, with, if anything, a slight advantage in favour of the Canada Bank Note Co."

However, the contract was granted by the Privy Council to BABN on the basis of its years of "satisfactory" work and the expenses it had incurred in erecting new premises in Ottawa after years of operating in Montreal [28, 29] Once again, CBNEP had failed in its pursuit of the government contract.

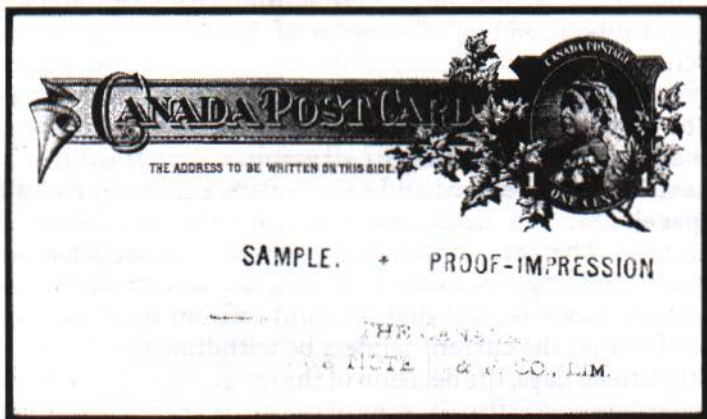


Figure 3. Post card essay (c 1891)

Courtesy of Bill Walton.

Decline and Dissolution

Repeated failures to secure the government contract were not the least of CBNEP's problems. According to Smillie, poor management by Desbarats and Drechsel was slowly destroying the company and draining its financial resources, such "resources" being Smillie's own pocketbook. As time passed, Smillie became CBNEP's principal creditor. Writing c1894, he noted the following [7].

The first year audit of [CBNEP's] business by Mr PS Ross disclosed the fact that the debts of GE Desbarats & Co instead of being about \$17,000 as was stated, was \$28,000 and odd. Notwithstanding, as I had agreed to pay off the liabilities of that firm, for the better appearance of the CBNC, I went on and paid all. So that by Dec. 1885, I had paid in solid cash over \$90,000. Desbarats & Drechsel had become so accustomed to think me obligated to furnish anything the circumstances required, and I confess, I had lost my commonsense in allowing them to continue drawing under the impression that there must soon be an end of the need; so much work as then was on hand, and the constant assurances from both of that we were getting to see daylight. At last, I was alarmed by the stand taken by both partners against giving me any other acknowledgement of indebtedness than the entries on the books of the Co, when I demanded notes with interest. Mr Desbarats at last yielded on my saying I would have to see what rights I had at law. When I took this stand, they to-

gether agreed to give me notes from time to time, adding interest to new notes, but never paying anything in either principal or interest.

In being so painfully impressed with the ruinous character of the management, I concluded to get rid of Mr Desbarats as probably the most hopeless and least useful of the two men assuming Drechsel of value as [a] canvasser. I paid Mr Desbarats \$2,500 to go out leaving us in possession of some 200 shs. of his stock. The difference between that and his original [illegible] having been given to his son William.

As would be expected, Desbarats had quite a different view of his buyout by Smillie. In an 1890 document, Desbarats commented [14] that "the loss of the [1886] contract was also to me the loss of my position and connection with the Canada Bank Note Company, which I was frozen out of, because I scorned to use any but straight business methods in striving to attain the end in view."

Desbarats' departure from CBNEP occurred some time in November 1886–June 1887. In the last month, he formally announced his "withdrawal" from CBNEP, and the operational readiness of his new lithographing business [30]. At about this time, W C Smillie became President of CBNEP, and his nephew, G F C Smillie, Vice-President, with Drechsel remaining as Secretary-Treasurer [12]. In January 1888, G F C Smillie was replaced as Vice-President by Drechsel, and E B Parker was now serving as Secretary-Treasurer [31]. The entry for G F C Smillie in *The Engraver's Line* states that he worked at CBNEP April 1887 through March 1888 [9].

However, the reorganization of the management appears not to have remedied the situation. In commenting upon the new state of affairs, W C Smillie recorded the following [7].

The departure [of Desbarats] made little if any improvement. I insisted on occasions occasions [sic] that Mr Drechsel shd. be instead at the office and see his men at work in time. I maintained there was a needlessly large number of employees in the litho. dept. and entirely too lax discipline in regard to time & tobacco. The drink habit also did us great harm to such an extent that one & another wd. manage to leave the premises by the back door during working hours. After cutting down Mr D's salary, or wages more properly, for both he & Mr Desbarats wont to take their pay each Saturday (to make sure), he started a game of representing Mr Elmenhorst as desirous of sending him to Japan as the representative of the Montreal Sugar Refinery to reside, on the strength of which I employed Mr Baker of New York as manager who proved of no advantage whatever, to whom we paid \$2.00 per week more than to Mr Drechsel, whose rate we had reduced to \$38 per week which was also regarded as disgraceful on the Co's part; as less than he could live on, and so it seemed to be, for the bookkeeper was frequently compelled to learn from [illegible] in whose accounts [illegible] [illegible], that Mr D was in their debt and they refused to pay

[Drechsel's] conduct was so thoroughly unbusinesslike that, having lost all hope of recovery, I was willing to sell to him on such terms as I did assuming

that if Mr Elmenhorst helped him as he represented he [Drechsel] wd. be under the guidance of his benefactor, which of itself must prove a great advantage to the Company.

According to Lovell's *Montreal Directory*, Drechsel and Parker remained as Vice-President and Secretary-Treasurer, respectively, until at least mid-1890. Some time in or shortly after July 1890, W R Elmenhorst became Vice-President with Drechsel reassigned as Managing-Director, and Smillie remaining as President. This reorganization resulted from the July 1890 sale by Smillie of his stock in CBNEP to Drechsel. Payment for the stock was to have consisted of periodic cash payments. However, when such payments became due, Drechsel would, in lieu of cash, occasionally give Smillie promissory notes, reconfirming him as CBNEP's largest creditor [7, 24, 32]

CBNEP's financial difficulties did not abate with the change in ownership. If anything, the condition of the Company worsened. This sorry state was described by Drechsel in a December 1891 report addressed to Smillie, Elmenhorst, and a new member, Romeo Prévost. This report noted the following drains upon the Company's financial resources [32].

- 1 Payments on the "capital" debt owed to W C Smillie.
- 2 Unspecified payments made necessary by a delay in the sale of Smillie's stock in the Company.
- 3 The insolvency of the Dominion Illustrated Co, whose outstanding debts were paid by CBNEP.
- 4 The employment of a salaried travelling salesman who provided an insufficient amount of new lithographic business, and who frequently took orders at less than profitable prices.
- 5 The necessity of maintaining the money-losing lithographic and typographic departments in order to retain an appearance of stability during the competition for the government contract.
- 6 An inability to obtain short-term bank financing to cover the Company's operating expenses.

As part of the above report, Drechsel proposed the following plan to revive the ailing Company.

- 1 The closing of the lithography and typography departments, with the exception of a single press to make litho-transfers from steel-plates.
- 2 A move to a new location, with lower rent, insurance and utility costs.
- 3 A reduction in the number of office staff.
- 4 A reduction in general expenses by limiting the Company's business to intaglio and related work.

These four items were represented by Drechsel as yielding an annual saving of 36% on the annual working expenses of \$44,450.

The fifth item in the plan was a five-year postponement of payments

against the principal of the debt held by various banks on the endorsements of Smillie (\$25,000) and Elmenhorst (\$20,000). The last item was a loan of a further \$15,000 to cover expenses for the first quarter of 1892 and all outstanding accounts owed [32].

The extent to which Drechsel's plan was implemented is not entirely known. What is known is that Smillie agreed to take up the payments to the banks on the debt endorsed over to them by him. Elmenhorst appears to have refused a postponement of the payments on the debt endorsed by him. The latter is implied by a comment made by Smillie to the effect that the last of this particular portion of the debt was paid off in 1894. Also according to Smillie, \$13,000 of the \$15,000 requested by Drechsel was provided by Elmenhorst, Smillie, and Prévost [7].

As to the streamlining of the Company's operations, a search of the annual Montreal Directory indicates that, as of the 1892 edition, references to lithography and typography were deleted from CBNEP's entry. In addition, its address is reduced to "526 Craig Street" from "526, 528, 530, & 532 Craig Street." Thus it appears that the Company did indeed limit itself to intaglio and related work after 1891.

In spite of Drechsel's efforts, CBNEP's troubles continued. By March 1894 the firm's debts stood at about \$73,000 against assets valued at about \$109,000. In the latter part of that month, the press reported that a meeting was held in Montreal in which an offer of 50 cents on the dollar was made by the Company and accepted by its creditors [33, 34]. However, CBNEP soon defaulted on this agreement and on 13 April 1894, Smillie, as petitioner, received a court order under the Winding-up Act liquidating the Company [35]. The Canada Bank Note Engraving and Printing Company, after years of struggling, was no more.

Epilogue

Under the provisions of the liquidation order, a meeting of CBNEP's creditors was held on 2 May 1894, to confirm John N Fulton as liquidator. On 11 June, Fulton issued a notice of the sale of the Company's assets as grouped into four lots entitled, respectively, "plant", "merchandise", "machinery", and "furniture and fixtures". Tenders, accompanied by a \$500 deposit, were to be submitted by noon on 18 June [36].

At the very least, the "machinery" and "merchandise", which are presumed to have included existing dies and plates, were purchased by BABN. The minutes of the 4 September 1894 meeting of BABN's Board of Directors noted [37] that the company had "purchased the assets of the defunct Canada Bank Note Co, except the book-debts for the sum of \$25,890.55 of which sum \$15,000 had been charged to the head office & the balance to the Lithographic Branch." The lithographing equipment was subsequently sold to a

new company whose formation was announced on 14 August 1894, by the solicitors for George B Burland and associates [38, 39].

Chartered 24 December 1894, the Canada Engraving & Lithographing Co (CELC), presented itself (in its listing in the *Montreal Directory* and in bill-heads) as the successor to CBNEP, the Burland Lithographic Company, and the "litho. & printing branch" of BABN [12, 40, 41]. The payment by CELC for the remnants of CBNEP (and the other companies) was in form of shares in CELC, distributed to BABN shareholders [39, 42]. CELC was located on Bleury Street in the former premises of Burland-Lithographic, which had gone into liquidation in 1892.² The 526 Craig Street premises of the defunct CBNEP were now occupied by a manufacturer of paper boxes [12, 43].

CBNEP's postal designs did not see any actual use until after the Company's demise. In 1896, BABN used the die for CBNEP's two cent postage stamp essay as part of the design of the postal card illustrated in Figure 4. According to a study by BNAPS' Postal Stationery Study Group, the earliest reported postmark for this card is 1 December 1896 [44].



Figure 4. UPU post card essay (1896)

Image is truncated at bottom.

Notes

(1) Much of Boggs' information regarding the contracts between BABN and the Canadian government is incorrect and should be politely ignored. The five successive contracts (originals are on file in the National Archives in RG 19 Volume 3652) covered, with extensions and backdating, the periods 1868–73, 1873–78, 1878–86, 1886–92, and 1892–97.

(2) The insolvent Burland Lithographic Company Limited was purchased by G B Burland on 7 June 1892 in an auction of 10 May, and sold by him to BABN, becoming its lithographic branch [42, 43] Burland-Lithographic was the November 1879 successor to the Burland-Desbarats Lithographic Company. Burland-Desbarats was chartered in November 1874, merging the unincorporated firm of Burland, L'Africain & Company with the recently bankrupt George E Desbarats [12, 45–48]

Desbarats withdrew from an active role in the Burland-Desbarats Litho-

graphic Company some time in late 1876 or early 1877, but remained a shareholder until 1878. By June 1877 he had established the firm that would later be absorbed into CBNEP [12, 47, 49, 50].

Desbarats' bankruptcy occurred in early 1874. According to a detailed statement dated 11 March 1874, the claims by creditors against Desbarats' estate amounted to an astonishing sum of \$395,332 [51]. This previous financial failure lends strong support to Smillie's negative opinion of Desbarats' ability as a manager.

In 1874 Smillie, then a Montreal resident, was one of the first directors of the Burland-Desbarats Lithographic Company, being replaced as such in 1875 [12, 46, 48]. Thus, in 1884 Smillie should have been aware of Desbarats' 1874 bankruptcy. Given a knowledge of Desbarats' fiscally murky past, and what he viewed as the continuous mismanagement of CBNEP by both Desbarats and Drechsel, one can only imagine the determination with which Smillie had sought to undermine Burland's monopoly in the intaglio business in Canada.

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H. G. Smith, Pres.
Wm. Desbarats, Secy.
Wm. Desbarats
Wm. Desbarats

Papermaking & its processing as related to large & small queens

Alex. E Hutton Jr

PAPERMAKING is a complicated process, and in the latter third of the 19th century, the papermaker had to be a craftsman with almost no instrumentation to help him. This article describes a simplified version of the process.

Papermaking is a batch process until it reaches the paper machine; this normally runs 24 hours per day. If the paper is made from cotton (in the form of rags) or linen, the process starts with the cooking of the pulp. The pulp requires bleaching, washing and processing to prepare it for papermaking. However, by the 1860s, wood pulp manufactured by the sulfitic process was being utilized and may well have been used in the paper for the large and, more likely, the small queens (a fibre analysis could determine this).

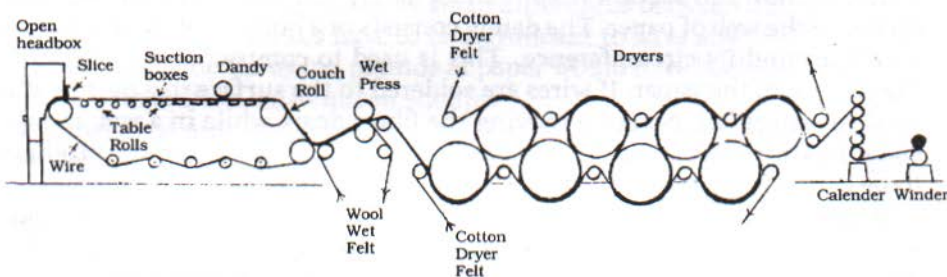


Figure 1. Papermaking Machine

The processed fibre is put into a beater (also called a hollander). The beater contains a moving roll with horizontal bars around its circumference. Under the roll is a bedplate, which also contains bars. The slurry of fibre, called *stock* (known as *stuff* at the time), passes between the bars on the roll and bedplate. As a result, some of the fibres were cut shorter or smashed; this exposes fibrils with many hydroxyl groups (for hydrogen bonding as the paper is formed). The beater operator depended on feel to decide if the fibres were beaten properly. He did this by inserting his hand into the slurry to see how it 'feels' and squeezing it out through his fingers.

As the fibres are smashed, the stock takes on a greasy feel and becomes

Keywords & phrases: papermaking, large queens, small queens

hotter. The more cutting that takes place, the softer and weaker the sheet. If there is more smashing (called *hydrating*) the sheet becomes stronger and harder; smashing also lowers the opacity, and this can be corrected by adding fillers (such as clay). These are also added to improve the printing surface. Rosin sizing is added to improve ink holdout.

The slurry goes to tanks for storage. Then it proceeds, with the addition of a considerable amount of water, to the headbox of the papermachine. This is used to distribute the stock onto the moving wire evenly. The stock is typically one half per cent fibre at this point (the rest is water). At the top front of the headbox is a strip of metal called a *slice*; it has screws across the top to control the flow of stock and to adjust for thick or thin spots in the paper. The wire is a bronze screen made continuous by sewing the ends together. As the stock passes over the table rolls, water containing a lot of short fibres and fillers flows out, and only the long fibres are retained. As the long fibres begin to build up, the short fibres start to be retained.

The top of the sheet, called the *felt side*, is rich in short fibres and fillers, while the bottom (wire) side, is rich in long fibres. This makes the two sides different. Today, retention aids are used to minimize this effect.

The suction roll section is split and a dandy roll is placed between them on top of the web of paper. The dandy consists of a hollow roll with a bronze screen around its circumference. This is used to compact and smooth out the surface of the paper. If wires are soldered to the surface in a design, it is used to watermark paper by moving the fibres apart while in a wet enough state. By the time the web has reached the couch roll, it has enough strength to be carried to the wet pressing section.

In *wet pressing*, the wet web is passed between a continuous wool felt and a roll; this compacts the sheet. This can leave a felt mark on the sheet. The machine could have two wet presses, using a wet felt on each side.

The next step in the process is drying. This uses a long line of dryer cans, with dryer felts to hold the paper tight to the dryers. The goal is to bring the web down to about 5–6% moisture. A machine tender would estimate the moisture by putting his arm near the dry web. If the web was too dry, the hair on his arm would rise, owing to static electricity. If he felt a slight dampness, it was too wet.

The final step is the calendering of the paper. The calender stack consists of a stack of steel rolls. The amount of calendering depends on the smoothness required.

Finally, the paper is wound up and slit to widths for further processing in the finishing room. The paper is examined (while being wound) for hard and soft spots; these are caused by thick and thin spots in the web. When these occur, they go back and adjust the slice in the area of the spot. The machine tenders observe the appearance of the stock on the wire and take

tear cuts of the paper before the winder (without breaking the web of paper) to look at the appearance of the paper, and to cut a given size sample with a template for weighing.

- 1 No two papermachines produce paper exactly in exactly the same fashion. Differences will likely be observable if two different machines in the same mill, or if two different mills produce the paper.
- 2 The fibres tend to line up in the machine direction making the paper directional. The paper is designated machine direction (MD) and cross machine direction (CMD). Printers refer to it as grain direction long and grain direction short, and today they specify the direction. However, in the period of the large and small queens, it did not make much difference due to single sheet feeding.
- 3 Wire marks in form of diamonds may appear on the paper from the paper machine wire on the wire side, and from the dandy on the felt side. Feltmarks can also appear as a result of the weave or newness of the felt. These can appear as horizontal or diagonal marks. Deep felt marks have often been described as *ribbing*.
- 4 Production of a postage stamp constitutes a minute part of a paper run and is hardly big enough to show small differences between different runs of paper. The differences have to be significant to have any meaning. Approximately one thousand pounds of paper would have been used to make about one million small queen stamps.
- 5 If paper is compressed in the dry state (as in calendering), and then soaked in water, it reverts to what it was before compression (unless dried under pressure). This occurs on used stamps that have been soaked off paper.
- 6 As hydration (fibrillation) increases in the beater, the resulting paper becomes harder. Hard paper perforates better, leaving clean holes. If hydration is minimized, then the paper is soft—as illustrated by Scott's # 37 i, dark rose on blotting paper. This type of paper is also listed for the large queens, but is not as easily identified.
- 7 Paper machines cannot be run to an exact amount of paper, and would normally run an overage to meet the required amount. The overage would be put into stock unless the customer takes it.
- 8 At the start of a run of paper, it may be off-specification for weight, caliper, or other reasons. If considered usable, it will be included as good paper.
- 9 Stitch watermarks may occur where the two ends of the wire are sewn together. This occurs only when the sewn seam passes over the point where the moisture if the web is of the right consistency, and there is sufficient suction to form the mark. This would not happen very often.
- 10 As the paper passes down the paper machine, the web shrinks in width and elongates, making it necessary to run each section of the machine more quickly.

- 11 *Machine deckle* refers to the maximum width of paper that can be made at the winder, after allowing for trim. Orders are run to give the maximum number of rolls with grain direction long. It is quite possible in the period of the large and small queens that some rolls could be cut with grain direction short to obtain better deckle. It is also possible that if there was a defect in the paper, the non-defective paper might be salvaged in a roll cut with the grain direction short. This would not be allowed today, since grain direction is specified in advance.

The finishing room process The rolls coming from the paper machine are sheeted. These sheets are then cut to size by a guillotine cutter and placed on skids. If the paper starts to build up lopsided on the skids, then some paper could be flopped over or turned end to end even out the load.

Standard grade of paper It is very probable that the paper being supplied for stamps was a standard paper grade. This means a lot of the paper could come from inventory. It also means that, if there were large sheets in inventory, sheets could be cut to size and this could mean sheets were cut in the cross grain direction. This likely explains the existence of stamps with a vertical mesh. Paper from inventory may contain paper from different paper runs.

Paper handling at the printer Paper was received on skids and put into inventory. With a few exceptions, a given size paper was used to print a number of different values. It is most logical that the printer used skids of paper at random, with new shipments being placed in front of old shipments. Any printing could come from mixed shipments. We also know that both sides of the paper were used to print as evidenced by some of the watermarked large queens printed on both sides (but also see H Harrison, BNA Topics, Vol 56, #3, p54). With one-sided printing, if problems occurred, the printer would turn the sheets over to print.

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More about perforations— than you ever wanted to know

RA Johnson

IN an earlier article [1], I reported the results of gauging the perforations on 901 dated stamps of the Third Bill Issue using the Kiusalas Gauge. All had horizontal perforations that matched Kiusalas 65–68; all but three had vertical perforations that gauged Kiusalas 65 and 66. The three odd ones gauged 66 × 67. This note reports on further investigations of those outliers.

The three are described below.

- 1 2¢ orange, dated 71 03 15, medium thick, yellowish wove paper with a distinct horizontal mesh
- 2 10¢ blue, dated 72 ? 20, thin white wove paper with no mesh
- 3 50¢ blue, dated 74 08 15, paper the same as that of the 2¢ orange.

They represented such a scarce variety in the sample so their perforations were verified several times (using the Kiusalas Gauge); these checks were separated enough in time to be effectively independent. At least three different sets of checks confirmed that the best fit was 66 × 67. However, unlike almost all the others where the fit with the Kiusalas gauge was easy and natural (as reported in [1]), the irregularities in the individual perforations made the fit for these three more of a compromise. Nevertheless, an attempt at unbiased observation confirmed the best fit as reported. However, a nagging scepticism remains as to whether these represent actual varieties.

Recently, a colleague, Dr Leonard Kruczynski, obtained a traveling microscope with a back-lit field particularly useful for perforation measurement. He initially used it to check the separations of several scales on the Kiusalas Gauge (with excellent results, indicating that at normal temperatures, the metal gauge is accurate to one or two parts per thousand). Len adapted the eyepiece for perforation measurements by mounting an appropriately-sized black circle at the cross-hairs to fit the perforation profiles and gauge 'dots'. The device is capable of measuring to the nearest one hundredth (.01) of a millimeter. As the perforation spacings are usually in the range 1.5–1.9 mm, this device will allow accurate measurement of individual perforation separations—this defines the *perf span*.

The measurement process simply involved positioning as accurately as possible the cross-hair/black circle combination at each succeeding perforation location along one edge of each stamp and recording the position

Keywords & phrases: perforation

from the microscope scale. Individual perf spans were determined by subtracting adjacent position numbers. The results of these subtractions are given in Table 1 along with the mean value and standard deviation for each edge; the frequencies of occurrence of the various measurements are displayed graphically in Figures 2–4 for the three stamps, respectively. The distribution of perf spans is very diffuse. Details are given in an example in the Appendix.

What do all these figures mean? The answers fall into two distinct categories, namely, implications for the gauges of the three stamps themselves, and, more importantly, implications for the use of gauges of whatever type on stamps with irregular perforations.

First, the experimental procedure allows a maximum error in any reading of about .01mm (because each was made to the nearest .02mm). Therefore, the maximum error in the distance between adjacent perforations, the perf span, is .02mm. This is much less than the variations in the differences shown in Table 1. Thus we have the following.

Conclusion 1: The variations in the differences in Table 1 are due to actual differences in the manufacturing process, not to the measurement procedure.

If the distribution in any row of this set of data had had the property that (ignoring small errors), its range included exactly one gauge of either Kiusalas or Standard, some conclusions about the pin separations (such as having been specified in either metric or Imperial) might be feasible. However, an examination of all the means and standard deviations in Table 1 shows that this is not so in any of the twelve cases. Furthermore, with only one possible exception, the ranges include more than one of each type.

Conclusion 2: The measurement procedure does not permit us to conclude that the natural perf span was specified either in metric or Imperial measure.

Furthermore, while the ranges cited above do include 66 horizontal and 67 vertical, they all (with the one marginal exception identified above) include one or more other values, i.e., integers in the Kiusalas case and quarters for the Standard Gauge.

Conclusion 3: Even careful application of a gauge to a set of perforations that are unevenly spaced may lead to unjustified conclusions.

Since they are artifacts of the matching of a uniform gauge to an unevenly distributed set of perforations, the outliers' existence is called into question.

Conclusion 4: The claim ([1]) of three outlying cases is withdrawn.

A striking example of errors arising from indiscriminate use of a gauge in the usual way comes from the New Zealand issue of 1935 where all the long stamps, i.e., denominations 2½d, 5d, 2/ and 5/ (Scott # 189, 192, 197, and 198) have a curious perforation pattern. Each long side is perforated half in one gauge and half in another, namely 13 & 14 in one order or the other. It so happens that each interval of perforations almost exactly matches the 2cm

range of the standard gauge, namely 13 and 14 perforations, respectively. If the gauge is set at the extreme left end, where the perforations are, say, 13, it would read 13. As the gauge is moved to the right, the measured gauge (if a true averaging occurs in its use) will gradually increase through fourteen steps until it reads 14 at the extreme right hand end. The unwary philatelist may apply the gauge (even of the Instanta type) at an intermediate point and come up with any value in this range.

Appendix

Treatment of Data Examples are given of measurements on one vertical and one horizontal edge. Measurements are given in hundredths of a millimeter.

Example 1 Perforations on left side of 2¢ orange

Perf Separations (top to bottom; figures in 10^{-2} mm):

166 170 168 164 168 166 164 184 162 176 166 170 164

mean (μ) = 168.3077 standard deviation (SD) = 5.9356

As the measurements are effectively independent, these results suggest that about two-thirds of the time, the actual mean value will fall in the range 1.6831 ± 0.594 mm.

For the above, the equivalent Standard Gauge (SG) and Kiusalas Gauge (KG) are calculated using the relations:

$$SG = \frac{2000}{\text{perf span}}$$

$$KG = .393701 \cdot \text{perf span}$$

This results in the following table:

Gauge	$\mu - SD$	μ	$\mu + SD$
Standard	11.39	11.89	12.31
Kiusalas	69.13	66.57	63.96

Table 1

2¢ orange

LEFT: 166 170 178 164 168 166 164 184 162 176 166 170 164

$\mu = 169.1$ KG: 66.57 ± 2.56 SG: 11.89 ± 0.50

RIGHT: 172 168 178 168 172 176 174 164 162 174 166 160 174

$\mu = 169.8$ KG: 66.87 ± 2.22 SG: 11.78 ± 0.40

TOP: 166 170 172 162 160 176 160 172 166 164

$\mu = 166.8$ KG: 65.67 ± 2.17 SG: 11.99 ± 0.41

BOTTOM: 172 160 180 164 162 164 178 162 172 172

$\mu = 168.6$ KG: 66.38 ± 2.89 SG: 11.86 ± 0.46

10¢ blue

LEFT:	170	150	178	176	160	174	168	156	180	168	168	158	184	174	174
μ =	168.7	KG: 66.41±0.59		SG: 11.86±0.11											
RIGHT:	164	182	148	172	166	174	150	192	150	170	194	168	154	168	166
μ =	167.9	KG: 66.09±5.54		SG: 11.91±1.09											
TOP:	172	162	168	148	172	168	-	-	182						
μ =	167.4	KG: 65.92±4.13		SG: 11.95±0.79											
BOTTOM:	182	184	162	170	162	160	180	162	174						
μ =	170.7	KG: 67.19±3.80		SG: 11.72±0.70											

50¢ blue

LEFT:	168	164	176	160	170	174	174	166	166	170	176	162	168	176	174
μ =	169.6	KG: 66.77±2.09		SG: 11.79±0.38											
RIGHT:	174	174	152	168	172	178	162	168	166	170	172	162	172	168	
μ =	168.4	KG: 66.31±2.57		SG: 11.87±0.48											
TOP:	162	176	168	166	164	168	178	168	166	176					
μ =	169.2	KG: 66.61±2.17		SG: 11.82±0.40											
BOTTOM:	166	168	172	158	178	174	166	170	166	166					
μ =	168.4	KG: 66.30±2.16		SG: 11.88±0.40											

Each of the sequences in Table 1 has a unique maximum and minimum. Further examination shows that in six cases, the maximum and minimum values are adjacent. One might be tempted to conclude that in the manufacture, the centre pin for the pair had just been misplaced—i.e., off-centre. The size of the differences makes such an interpretation unlikely. It is more likely that in the period in question, the drilling of the holes in the counterpart wheel and the mounting of pins in the perforation wheel were done sequentially by hand and the operator having created a larger or smaller inter-pin separation, compensated for that by next creating a smaller or larger inter-pin separation, respectively. However, this is conjecture. Several other, less extreme, pairs exist throughout the data of Table 1.



Perf me!

Very close to actual size—someone took the trouble to shrink this stamp drastically, thereby increasing the number of perforations per 2 cm (i.e., what we always refer to as the perforation). —ed

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Early use of the 5¢ large queen

Malcolm Montgomery

ON 1 September 1875 the Canadian Post Office issued an order (Department Order #15) which is partially reproduced here:

It has been arranged that the postage rate on letters passing between Canada and the United Kingdom shall from and after 1 October 1875, be a uniform rate of twopence halfpenny Sterling, equal to five cents Canada currency, per half ounce, by whatever route sent or received. A five cent postage stamp for the convenience of the public in prepaying letters is being prepared and will be issued as soon as ready.

No five cent denomination plates had been prepared for the small queen issue in 1870. The shortfall was met by printing stamps from the large queen five cent plates which had been prepared in 1868, but not used (Report of the Postmaster General, year ended 30 June 1876).

Some stamps appear to have been released before the previously recorded issue date—all sources known to me have the issue date as 1 October 1875. The letter shown in the figure is earlier, and before the rate reduction to five cents.



Figure 1. Montreal to Everton, England, 28 September 1875

Keywords & phrases: 5¢ large queen, transatlantic rate

This letter has eight cents postage in payment for an American Packet out of New York; the Inman Line *City of Berlin* departed New York on 2 October 1875, and made Queenstown on 10 October 1875 (W Hubbard & R F Winter, *North Atlantic Mail Sailings, 1840-75*, US Philatelic Classics Society Inc (1988) p 224). The letter was delivered the following day.

I am not aware of any other examples of the five cent large queen stamp being used before 1 October 1875, particularly on transatlantic mail; if you know better, please send me details.

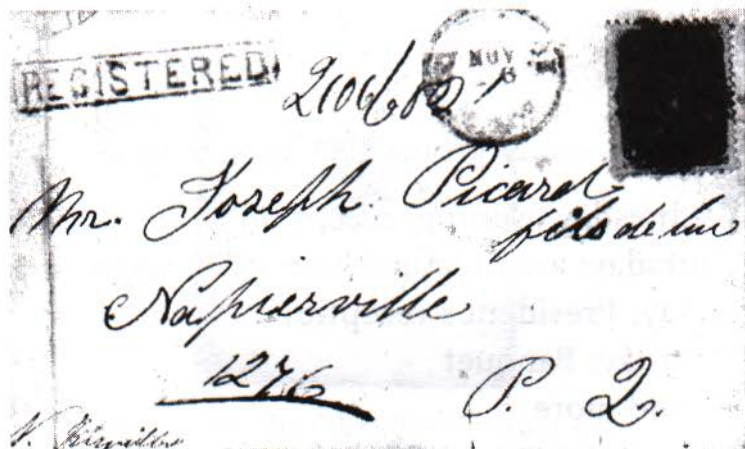
[This article first appeared in the *Transatlantic Mail Study Group Newsletter* #69.]

Odd use of the 5¢ large queen

The Editor

THE cover illustrated below shows an incidental use of the five cent large queen—to pay the combined domestic (3¢) and registration (2¢) fees; it was the first Canadian stamp for which this was possible. This particular cover was dated 16 November 1875 (confirmed by backstamps), which is one day after the registered letter stamps (RLS) were issued. Although the Post Office preferred that RLS be used to pay the registration fee, their use was not compulsory until almost a year later.

I cannot identify the US-style circle dater to the left of the stamp. Any suggestions? (At first, I thought it was a Zevely type PEI postmark, but this is unlikely in view of the backstamps.)



Combined registration/domestic fees paid by 5¢ large queen (16 Nov 1875)

Backstamped the next day at MONTREAL, STOUFFVILLE, & NAPIERVILLE.
Somewhat late use of the 1855 boxed REGISTERED handstamp.
Problem: Identify the postmark on front.



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Watermarks on the Newfoundland officially sealed stamp—revealed!

John M Walsh

AN order was placed to the American Bank Note Company of New York (ABN Co) for the production of 5000 officially sealed (or dead letter) stamps for the closing of opened letters, according to the outgoing letters of the Colonial Secretary of Newfoundland (Vol 81, p 89, 16 May 1904). Consequently this stamp was then designed and engraved by the ABN Co, New York in 1904.

The intent of this stamp (seal) was to seal closed mail that had been officially opened by the Post Office. Often mail would have to be opened by the Post Office to determine the sender. This occurred when mail was undeliverable—perhaps the addressee had died, the addressee moved without leaving a forwarding address, or the mail was otherwise somehow not accepted. Originally, if the envelope was undeliverable and without a return address, the Post Office would advertise in the local paper, *undelivered mail for* (name). Frequently, the envelope was handstamped advertised. Sometimes the mail would be opened by the post office and a label or rubber stamp marking would then be applied to signal this.



Figure 1. Essay(?) of the officially sealed stamp
From Christies 1990 sale, lot # 2237. The rather faint 50 on
notation appears just above the stamp.

Keywords & phrases: officially sealed, watermark

Among the material in the September 1990 Christies sale of the ABN Co archives (by the new owner, United States Bank Note Corporation), were some Newfoundland stamp production items. Lot # 2237 consisted of "Officially Sealed Stamp, 1905 a stamp size composite photographic and handpainted model" according to the auction description (Figure 1). The figure shows the manuscript notation *50 on*, which is not mentioned in the description.

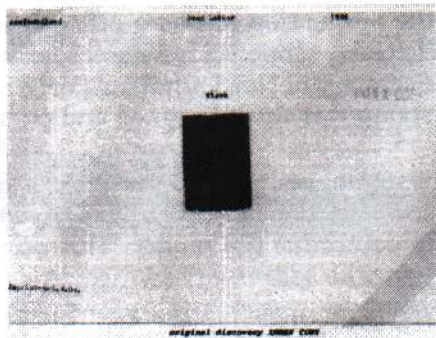


Figure 2. Die proof

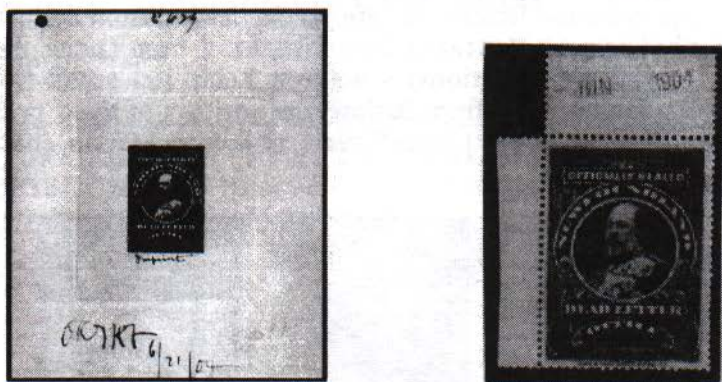
Christies' Lot # 2238; now residing in the National Postal Museum with its companion above.

Lot # 2238 of the same auction (Figure 2), was described as "Officially Sealed Stamp, 1905 large die proof on wove paper." Both of these lots were given to the National Postal Museum in Ottawa.

Lot # 2113 (bought by Kasimir Bileski) contained an interesting assortment of material, including the following.

- (a) A file card (likely unique) with die proof and ABN Co printing details, marked "INDEX COPY" (Figure 3(a)); written on the back, "Order—May 26, 1904—Eng. 50 on stamp plate. Printing order—5/26/04. Proofs in Black."
- (b) two sheets of 50, India (card), imperforate, no marginal inscriptions
- (c) one sheet of 50, India, imperforate, marginal inscriptions on each side
- (d) one sheet of 25, India on card, imperforate, no marginal inscriptions
- (e) five sheets of 25, gummed, perforated, with marginal inscriptions on each side, and the word SPECIMEN overprinted in red and with a hole punch (Figure 3(b)).

We see that the stamp printing plate was made up originally of 50 stamps. Possibly this was cumbersome, so the plate was reformed into a 25-subject sheet—as evidenced by the overprinted SPECIMEN sheets. Two hundred sheets of 25 (the ordered quantity) were issued in 1905, on blue paper. According to the literature, the stamps were exhausted by about 1915.



Figures 3(a) & (b) "INDEX COPY" & overprinted SPECIMEN

Unfortunately, the overprint is in red and does not come out in this image; however, the hole is visible.

It has become common knowledge over the years that a watermark exists on some of these dead letter officially sealed stamps. It has never been seen in its entirety. With that in mind, a number of collectors and dealers were consulted. This resulted in a small number of watermarked copies.

Those who helped were: Gerry Lodge, William P. Barlow, Alfred Peatman, Randall Martin, Kasmir Bileski, Joseph Pike, and John Jamieson (Saskatoon Stamps). In the literature there are two letters to the editor of *BNATopics*; one from John Siverts (1948) and another from Clarence Kemp (1949). A block was sold by Maresch & Sons Auctions in 1991, and a single by Robert A. Lee Auctions.

OICIN

SPECIAL LINEN BOND

CUSTOM FINE

Figure 4. Facsimile of reconstructed watermark

The available stamps, were dipped into watermarking fluid, *Super Safe Watermark Fluid* distributed by Unitrade Associates.

From these examples, it appears that the watermark consists of at least six words in a three-line layout. The watermarked letters are uppercase,

sans serif, and outlined as in the facsimile in Figure 4. The letters seen are: (O)ICI(\) (parenthetical letters indicate partial images) from Barlow (previously described as DOHC), CIA(L) from Pike, AL L from Lodge, L LI from Walsh (ex Maresch & Lee auctions); N BO from Kemp; (N) BOND from Peatman; ND from Jamieson, c from Barlow (the position of the c precludes a letter from preceding it); c(U) from Siverts, TOM from Martin, and M FINE from Maresch Auctions.



Figure 5. Block of six

Two blocks are included in this study. A block of six (Figure 5) with the letters (N) BOND, shows that no letters are above the word or follow the D. The other, a block of four was watermarked M FINE with nothing below.

I hope this inspires collectors to search for more examples.

New TPO discovery from 1885

Norris (Bob) Dyer

FIGURE 1 below shows the new discovery—the first recorded cover with a LABRADOR WEST NEWF'D postmark. The cancel is dated 12 August 1885 and was received in Boston twelve days later. The rest of this article provides details of the discovery.

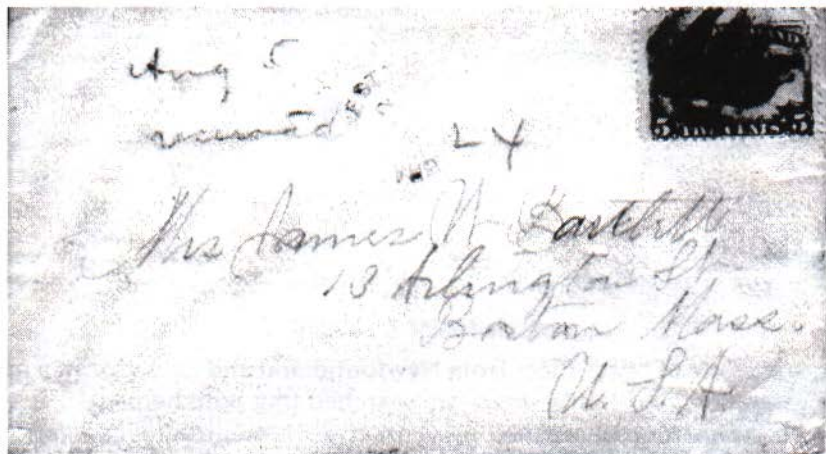


Figure 1. The cover, with light broken circle postmark, 1885

The receiver's docketing *Aug 5 received 24* appears in the upper left corner.

This item was purchased via e-Bay, as item #197231187. Auctioned in November 1999, it was described as follows.

This cover, with Newfoundland #53 tied by a black grid cancellation, was mailed from Newfoundland to Boston, Massachusetts on August 2, 1885 and was received, as evidenced by the cancellation on the reverse, in Boston on August 5, 1885. The reverse also shows a St. Johns [sic] transit cancel . . .

I had signed up with e-Bay in October, and soon started surfing for bargains among the Newfoundland lots. Covers with the 1880 harp seal stamp catalogue in the range \$50–80, so I bid with that in mind. The postmark was partial and indistinct in the image provided, but the reverse clearly showed an 1885 date. I obtained the cover at a bargain price. It joined my meagre group of 19th century Newfoundland covers.

Examining the cover, I found a number of mysteries. The date on the

Keywords & phrases: Labrador, TPO

circular postmark appeared to be AU 12 (Figure 2) conflicting with August 2nd in the e-Bay description. To the left, in faint pencil, was *Aug 5*, and below that on either side of the postmark *received* and 24 (these have been strengthened in the image of the cover). How could a cover be sent on the 12th and received on the 5th? [Remember, this is Newfoundland!—ed] And what was the postmark on front? All I could make out was BRA with a space for three or four letters and WEST followed by a high dash. Completing this list of mysteries, I could not find evidence of an August 5 receiver on reverse.



Figure 2. Mystery postmark, 1885

There are lists of post offices from Newfoundland and Labrador in a number of references and that's where we searched (my wife helped). We were looking for a post office opened prior to 1886 containing BRA WEST. I focused on Robert Pratt's *The Nineteenth Century Postal History of Newfoundland* [1]. It contains lists of post offices, way stations and TPOs (travelling post offices). The WEST might appear in a railroad TPO, but 1885 is rather early.

My wife gave up and I ended up going page by page through Pratt's 775-page tome. On page 457, there is a picture of a cover with a circular LABRADOR date stamp from 1883 (curiously captioned in error as "1863" by Pratt). It appeared that I had determined the first word!

Pratt has over ten pages on Labrador steamship service, which had started in 1863. The key paragraph was on page 455 [italics added].

Meyerson, in his study of postmarks, reported that Pritchard and Andrews had made date stamps for two Labrador ships. They read LABRADOR NORTH NEWF'D and LABRADOR WEST NEWF'D. In the proof book they are dated November 2, 1883. Obviously they could not have been put into use until 1884 since by the time they arrived in Newfoundland, the routes were closed for the winter. These marks are also reported by Campbell. None, however, seem to have seen service, as dates of use are not reported. They belong among the TPOs and will be shown there. *It would be interesting to know if any of these date stamps, on cover, are in collector's hands.*

By elimination, it appeared that I had a cover with a LABRADOR WEST NEWF'D date stamp from 1885.

Further research in Pratt showed that the ss *Plover* (not the warship!) had the contract for handling mail for "Labrador West" for the periods 1877-78 and 1880-87. A mail clerk was assigned to the *Plover* in 1883.

I sent a description of my cover to a number of BNAPS members by e-mail. About this time, I also received in the mail a copy of Gray Scrimgeour's exhibit book, *Broken Circle Postmarks of Canada* [2]. Eventually, I was directed to other BNAPS members, Kevin O'Reilly and Bob Parsons, as experts on Labrador mail. I was able to send them scans of the front and back of the mystery cover. They were both tremendously helpful. It has proved to me again one of the benefits of being in our society with dedicated collectors of BNA material. What resources our fellow members are! Bob Parsons attached an illustration of the proofed date stamp (Figure 3).



Figure 3. Proof strike

Supplied by Bob Parsons.

I also called on a friend, Don Scott, who is a member of our local philatelic society, the Redwood Empire Collectors Club. Don has been a serious stamp and postal history collector for decades, and has a sharp eye for postal markings. Don found the AUG 24 receiver mark on reverse. See Figure 4. If the quality of the illustration allows, you should be able to see a faint 24 on the c receiver. The 2 is to the left of the top of the D of the Boston PAID marking, and the 4 is within the D. The 24 now agreed with the manuscript 24 on the front. Don and I agreed that the letter was sent on 12 August 1885 and received in Boston on 24 August, The Aug 5 was still a puzzle, however.



Figure 4. Postmarks on the reverse of the cover

After doing some research, Kevin O'Reilly e-mailed the following.

I think the written notation on the front of the cover (*Aug 5*) refers to the date that the letter was dated and that the next line (*Received 24*) refers to the date that the item was received in Boston, as confirmed by the receiver on the back.

I have no record of any Labrador West cancels and your cover certainly must have this cancel. I have a few Labrador North cancels and I have noted examples from July 3, 1885 to September 9, 1896. I don't have any explanation for the lack of Labrador West cancels other than there were not many places served, low population and probably low literacy rates. Labrador North cancels are often found on Moravian missionary mail. Labrador West appears to have been those communities to the south and west of Battle Harbour or what later became the Straits TPO service . . .

When I asked if it would be accurate to call my cover the only recorded example of the LABRADOR WEST postmark, Kevin answered "I don't know of any other Labrador West cancels so your description seems fair." With Kevin's permission, I forwarded his comments to Bob Parsons. Bob augmented Kevin's information with the following.

- Hammer proofed 2 November 1883.
- The Coastal North hammers proofed on 9 May 1888. There are two of these and two for Coastal West.
- The Coastal TPO North steamer at some point ran down the Labrador coast to Blanc Sablon. I have a cover dated August 14, 1897 at Bonne Esperance, Quebec with a Coastal TPO North handstamp on the back
- In the #11 issue of *The Northerner*, item 239, Scrimgeour quoted from a book entitled *The Maritime Provinces: A Handbook for Travellers*, Ticknor & Company, Boston (1888):

The Labrador Coast of the Strait of Belle Isle. At Battle Harbor [sic], the Northern Coastal steamer connects with the Labrador mail-boat, which proceeds SW across the mouth of St. Charles Channel, and touches at Cape Charles, or St. Charles Harbor, entering between Fishflake and Blackbill Islands. From Blanc Sablon, the steamer retraces her course through the Strait of Belle Isle to Battle Harbor.

Sounds like we still had a Labrador West boat when Ticknor compiled his data on the Labrador Coast (1888 or maybe 1887).

- Sometime between 1887-88 and 1894-95, the Labrador West TPO was superseded by the Newfoundland Coastal TPO North.

I submitted a draft of this article with the illustrations to Bill Robinson, OTB, to find out if this TPO expert knew of any LABRADOR WEST postmarks on cover. In a letter of 8 January 2000, he stated:

It's certainly good to find a hammer in use which has previously only been known through a proof. I will show it in Annex19 to the Ludlow Catalogue, which will be published this year. It will be credited to reporter 342, and this will be your permanent number for any future reports.

So, despite a few questionable offerings, one can find bargains on e-Bay—either by skillful bidding, or as in this case, by blind luck!

Any other LABRADOR WEST markings out there? Please let me know. [*Especially on an officially sealed stamp, twenty years after the office closed!*—ed]

References

- [1] Robert H Pratt *The Nineteenth Century Postal History of Newfoundland*, Steinyway Fund Collector's Club, 1985
- [2] Gray Scrimgeour *Broken Circle Postmarks of Canada*, BNAPS Exhibits Series #16, September 1999

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The 5¢ registered letter stamp— Lussey's plating corrected

Horace Harrison OTB

AFTER more than 35 years of competing with Harry Lussey OTB for registration material, I had the pleasure of being able, subject to budgetary considerations, to pick and choose from his magnificent collection at the May 1999 Robert A Lee auction sale at Kelowna BC. I flew out there two days before the sale to have plenty of time to view the material. I should have gone two weeks before the sale.

Collectors have the opportunity to obtain a photocopy of this collection. Owing to the foresight of Ken Ellison OTB and Lussey's cooperation, the registration collection was prepared as a BNAPS Exhibit Handbook (available direct from Ken Ellison—see the list of officers at the back of this issue—or the BNAPS book department, Saskatoon Stamps). This is referred to as the Handbook throughout this article. One might also be able to obtain the full colour catalogue from Robert A Lee. Both are well worth it, whatever the price today. They will surely be much more expensive in the years to come as both are BNA classics.

I was fortunate to be able to purchase lots 42–47. These comprised Lussey's reconstruction of plate 2 of the 5¢ RLS. According to the printers' records, these were laid down in 1886 but not put to press until the fall of 1892. Having looked at thousands of RLS since 1957, I wanted to determine the location of the many uncorrected re-entries, erroneous entries, flaws, position dots and lay-out lines that I had been able to prove constant by the acquisition of one or more duplicates.

I was not able to get to this arduous and eyesight-demanding task until January 2000. In the process, I discovered that some of the reconstruction and assertions about plate 2 were incorrect. These mistakes are negligible in the overall picture of Lussey's accomplishment, but should be corrected for the record.

A strip of six with left hand sheet margin attached and described as coming from plate positions 16–41 actually came from plate positions 11–36. The strip of six and a diagram of the reconstruction are found on p 128 of the Handbook. This is designated item #6 in the reconstruction.

In my collection, I have a block of four that occupies positions 16, 17, 21 & 22; this was determined by matching a constant plate variety at the bottom right in my block with known position 22 on Lussey's item #1

Keywords & phrases: registered letter stamp, plating

(Figure 1). On p 123 of the Handbook, one can see (with sufficient magnification), the larger of the two double dashes in the T of REGISTERED. Since this is a top and right sheet margin block of 32, there can be no doubt about the location of position 22. At that location, both stamps have the constant plate variety illustrated in Figure 2. Therefore, the left hand stamps in my block must be in positions 16 and 21. These match the positions of Lussey's 21 and 26. Thus, the strip of six was located one stamp too low.



Figure 1. Positions 16,17, 21, & 22

Plated by Lussey



Figures 2 & 3. Positions 22 & 11 respectively

On the left is an enlargement showing the flaws in the T, constant at plate position #22; the enlargement on the right showing the flaws in the ST, constant at plate position # 11.

Figure 3 shows the triple flaw in s and single flaw in T, located by Lussey at plate position 16; this must occur at position 11, which is frequently found with a straight edge.

On p128 of the Handbook, we find that the sheet of 100 was divided into Post Office panes between the tenth and eleventh row of five. Lussey wrote "No multiples are known which tie the tenth and eleventh . . . rows," However, at least one such block exists, made up of positions 49, 50, 54 & 55. This block must have been removed from the sheet of 100 before it was divided into two Post Office panes (Figure 4).



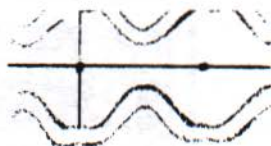
Figure 4. Positions 49, 50, 54, & 55
Occupies the tenth and eleventh rows of the sheet of 100.



Figure 5. Position 55
Two protuberances inside the s and one inside the t.

I have only been able to establish these positions because of Lussey's marvelous reconstruction of plate 2 as 5×20 . His reconstruction item #3, p125 of the Handbook, has full margins at bottom and right, leaving no doubt that the upper two stamps are positions 54 and 55. At position 55 there is a flaw in the body of the T of REGISTERED, and two small flaws in the S as illustrated in Figure 5. My block (Figure 4) has the identical flaws, thereby establishing the other positions as 49, 50 and 54. In Lussey's diagram, neither of positions 45 or 50 had been characterized. Both can be identified by a layout line centered between the two with two position dots located on the line, over NA of CANADA in the case of position 50; or under the R and final T of LETTER STAMP in the case of position 45.

The stamp at position 50 in the block is shown in Figure 6 with guide lines and position dots enhanced. A detailed drawing of the plate layout markings is shown in Figure 7. Stamps at position 45, also unidentified in the diagram on p128 of the Handbook, can now be plated if the stamp has a slightly larger bottom margin, not unusual on stamps from this plate.



Figures 6 & 7. Position 50

Showing two position dots and a horizontal layout line equidistant from position 45.



Figures 8 & 9. Plate position 6

The plate varieties have been strengthened for clarity. Note how skewed the perforations are relative to the design. On the right is the flaw over AN, which breaks the frame line.

Plate position 6 is also unidentified in the diagram in the Handbook. Figure 8 is an enlarged photograph of a straightedged stamp with a large top margin showing the erroneous layout lines through the position dot under plate position 1. Therefore, this stamp must be located at position 6. It also has a plate flaw through the outer margin line near AN, which is shown in Figure 9. It breaks the line of the margin, thus providing positive identification for position 6, and differs from that of position 7—which is very similar, as shown in Figures 10 and 11.

Positions 6, 11, 45 and 50 have now been identified. The block of four in item #6 of the Handbook (p 128), designated there as occupying positions 51, 52, 56 & 57 actually sits in positions 61, 62, 66 & 67 (two rows down). The plate markings and flaws are exactly the same as those in item #4 of the Handbook (p 126).

Additionally, I have found that an irregular block of four, shown on p 281 of *Canada's Registry System* (#5 in the Hennok series of postal history) occupies positions 36, 41, 46 & 47—identical flaws at the top stamp in this block are exactly the same as those found position 36 (corrected from 31) in

The 5¢ registered letter stamp—Lussey's plating corrected 49

item # 6 (p 128 of the Handbook), and the bottom right stamp has identical flows to those found at position 47 in item # 2 of the Handbook (p 124).

This leaves only six positions that have not been plated—51–53 and 56–58, although there is some uncertainty about position 98. Those who have the Handbook should correct the diagram on p 128 in accordance with what has been established above. The two centre statements on the left of the diagram should be corrected to read as follows: "Most of the sheets were divided into Post Office panes at this perforation" and "One multiple, a block of four, is recorded which lies in the tenth and eleventh Horizontal rows at positions 49, 50, 54 and 55." Figures 12 & 12a summarize the plating. There are gutters between the second and third, and the eighteenth and nineteenth rows—straightedges come from these gutters.



Figures 10 & 11. Plate position 7

Flaw over AN of CANADA, strengthened for clarity; on the right, we see that it consists of two lines very close together, neither of which breaks the frame line.

Reports of the location and identifying characteristics of the uncharacterized positions should be sent to the editor of BNA**Topics** or the secretary of the registration study group [*Hobson's choice*—ed].

Lussey was determined to prove that Boggs was correct when he stated that this plate consisted of one pane of 100 stamps, laid down 5×20. He accomplished this feat even though used multiples of this value could only have come from covers to countries which were not members of the UPU. Only one such cover has been recorded (Figures 13 & 13a).

The cover is addressed to Tasmania in 1887. The registration fee to the Australian States was a flat 15¢, and the first class letter rate was 15¢ for the first weight. (The Australian States did not join the UPU until 1891.) Mailed at Halifax on Saturday, 27 August 1887, it traveled by rail in a closed bag to St John, NB, was processed there, and sent (closed bag) to Montreal on 29 August; it was backstamped on arrival, 31 August, and sent to Windsor.

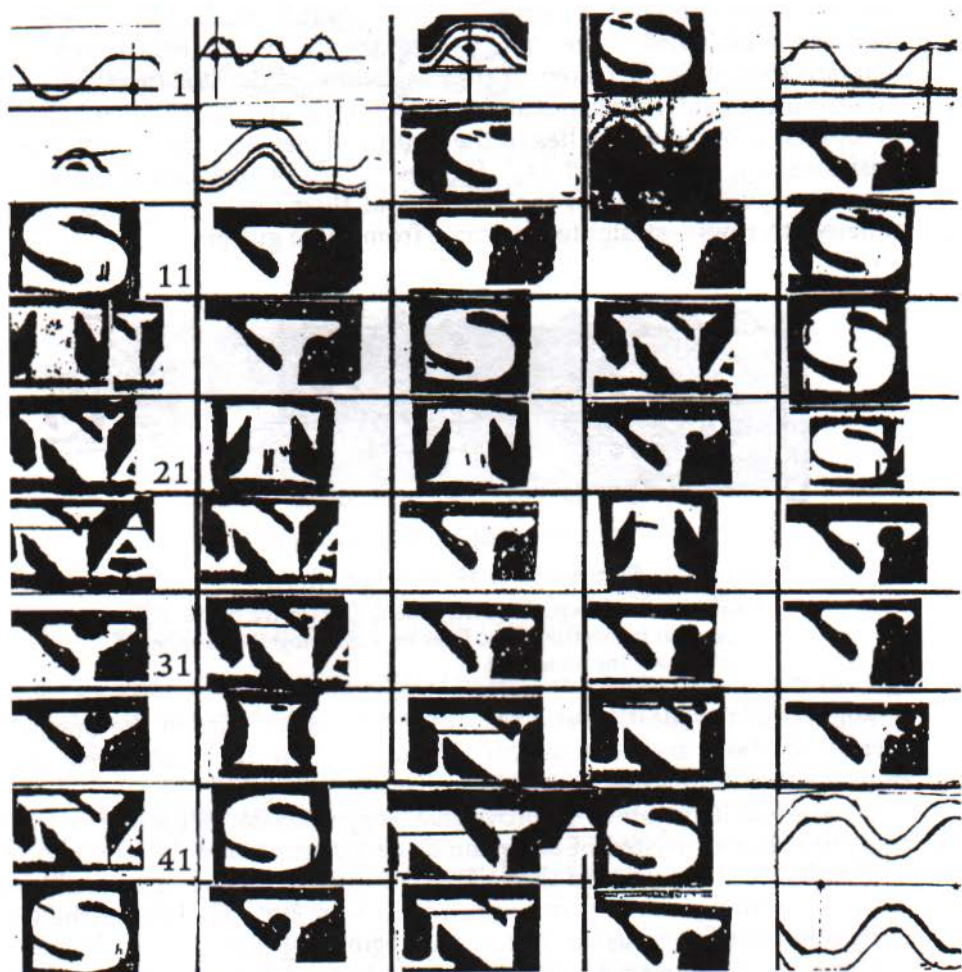


Figure 12. Plate positions 1–50

Position 18 has no dot in the N; what looks like a solid vertical mark in the middle of the T in position 22 is a pair of thin lines; position 9 has a vertical guide line between the NA.

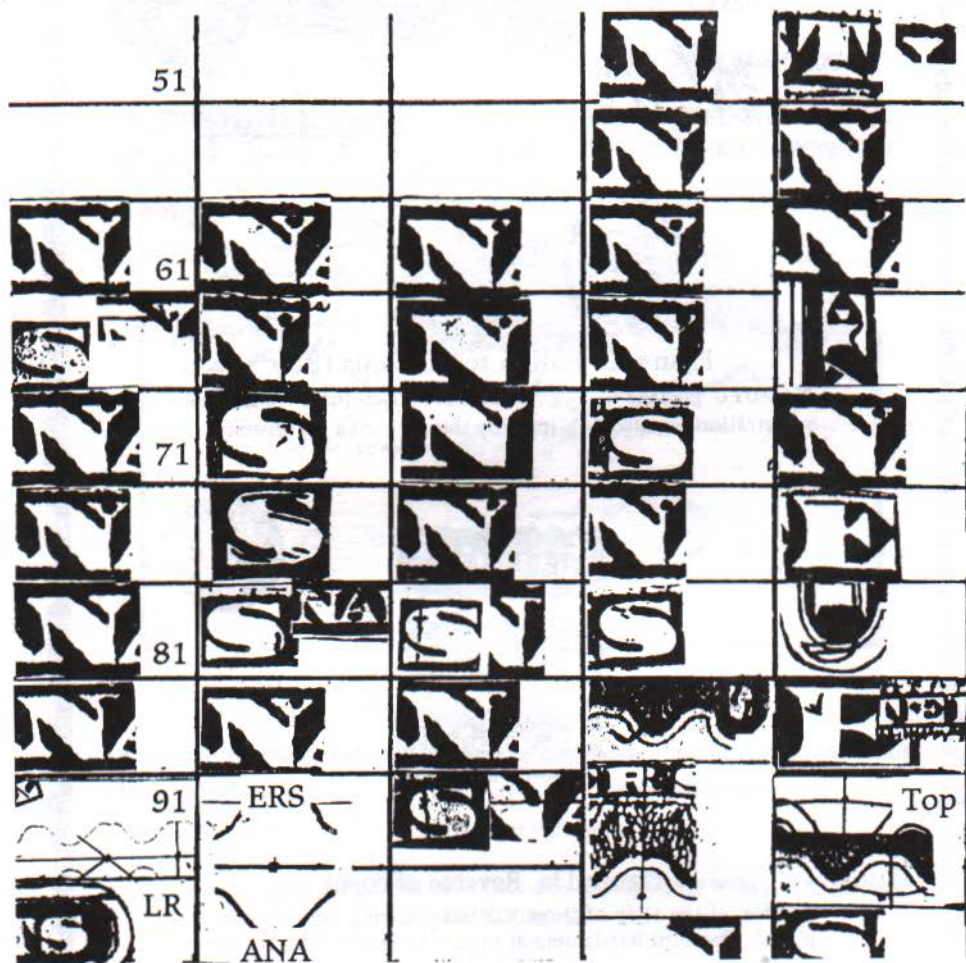


Figure 12a. Plate positions 51–100

Positions 91 & 96 have horizontal guideline and dots between them; the diagram in position 95 shows the top and the bottom of the stamp.



Figure 13. Halifax to Tasmania 1887

Non-UPU postage of 15¢ via San Francisco (first weight) plus registration fee, also 15¢ (paid by three 5¢ RLS on reverse).

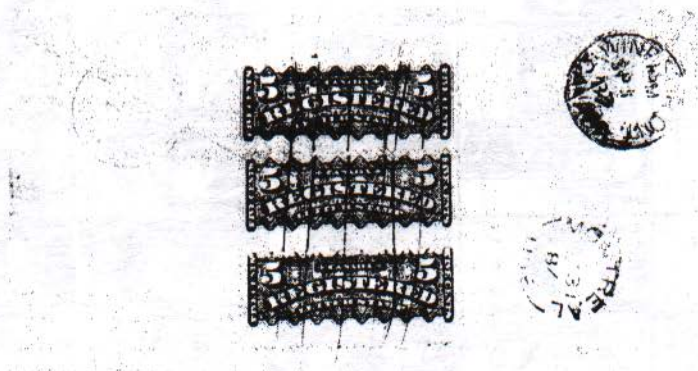


Figure 13a. Reverse of cover

The top of the strip of three RLS was missing and has been replaced. The faint handstamp at upper left is a St. John NB dater.

It was backstamped the following evening at Windsor, and placed in a closed bag for San Francisco, where it received only a handstamped registry number before being despatched by ship to Hobart. There are no other date stamp markings nor any indication that it received registry handling on arrival. Regrettably, some enthusiastic Tasmanian stamp collector peeled off the top RLS for his collection, leaving some paper residue on the envelope. The top stamp of the strip is a credible and carefully selected replacement.

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What a difference a train made

Peter McCarthy

FIGURE 1 of this story shows a very ordinary stampless letter sheet addressed to Martintown, C.W. from London, U.C., as indicated by the double split ring cancellation dated 1 February 1856. Martintown is located a few miles northeast of Lancaster, and the latter is between Cornwall and the Quebec border. There are three postmarks on reverse (Figure 2)—a very faint Toronto C.W., a Lancaster double split ring, and a beautiful, almost proof-like railway post office marking (Montreal & Brockville).

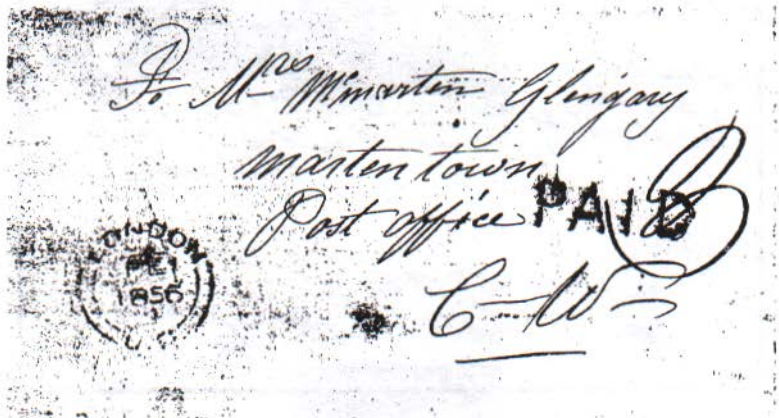


Figure 1. London to Martintown (1856)
Postage of 3d currency (single rate) prepaid.



Figure 2. Reverse (image cropped)
With Lancaster, Toronto, and RPO datestamps.

Keywords & phrases: railway

The cover was advertised and purchased because of this marking and for no other reason. That should be the end of the story, but it isn't. Why did it take from the first to the sixth of February to reach its destination? The answer is simple.

The Grand Trunk Railway began laying track west of Montreal, to Toronto, in 1855. The portion between Montreal and Brockville was completed and open to traffic in December 1855. A railway post office began in early 1856, possibly January. The portion between Brockville and Toronto was not completed until October 1856. This lettersheet therefore travelled overland to Brockville from London by whatever means was available at the time, e.g., stagecoach, oxcart, pony express or a combination thereof. So it took five days to travel to Brockville and at the most three hours to go to Lancaster.

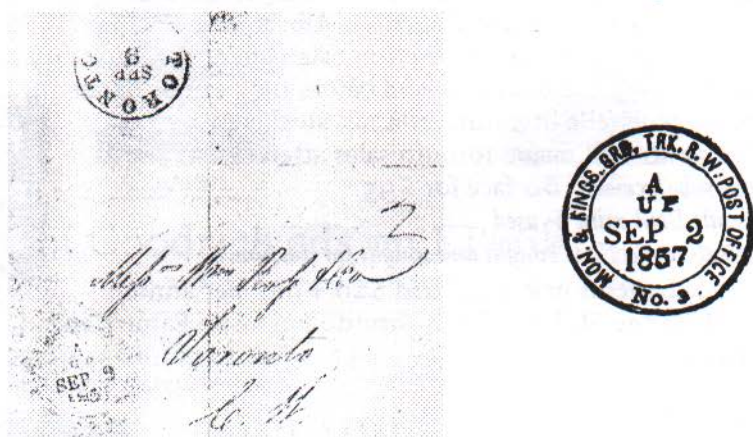


Figure 3. Grand Trunk RPO, Montreal & Kingston (1857)
Postage of 3d collect, from Quebec to Toronto.

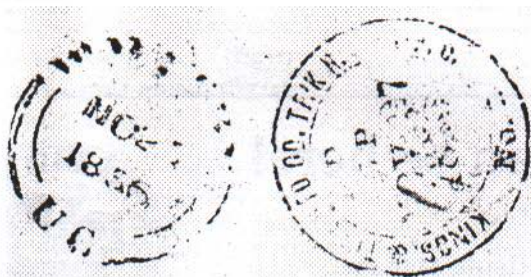


Figure 4. Portion of reverse of cover from Kingston to Whitby (1856)
The RPO marking (Kingston & Toronto) reads "D UP NOV 27 1856". Same day service!

Figure 3 is an excellent illustration of how the railways changed people's lives. The letter sheet left Quebec 1 September 1857, and arrived in Toronto 3 September. Two days to travel more than five hundred miles. And Figure 4 illustrates a cover going from Kingston to Whitby on the same day shortly after the line between Brockville and Toronto was opened to traffic.

What a difference the trains made.

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- ☛ *Private treaty*—some offerings sold before they can be listed
- ☛ *Supplies*—philatelic literature, albums, stockbooks, ...
- ☛ *Auction agents*—all major Toronto sales attended
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More Goodrich ads on KP66h

Arthur Klass

AN article appeared in *BNA*Topics, First Quarter 1999 (pp 21–28), setting out an ad series sponsored by Goodrich to promote its tires. Since publication of that piece, Pierre Gauthier has reported two additional ads—a Type 1 card and the other a Type 2 card. Both ads are illustrated below and included in the following table.

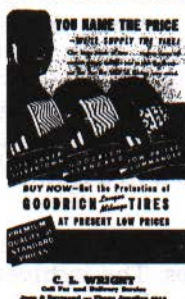


Table of Goodrich ads on KP66h

Ad description	Type 1	(1)	Type 2	(2)
1 SAVE TIRE MONEY! (Fig 3)	(3) Toronto	(4)		
2 NO EXTRA COST ... (Fig 4)	Toronto (1940)			
3 LOOK SAVE WITH SAFETY ... (Fig 5)	Toronto			
4 EXTRA MILEAGE FREE! (Fig 6)	Toronto ('40)	(5)		
5 19.1% More miles at ... (Fig 7)	Toronto ('40)	(6)		
6 17% LESS MONEY ... (Fig 8)	addressed London			
7 WE PAY MORE ... (Fig 9)	Toronto ('40)			
8 IS YOUR LIFE HANGING BY A THREAD—?? (Fig 10)			Toronto	
9 BIGGEST DOLLAR'S WORTH OF ... (Fig 11)			Toronto (June '41)	
10 HERE'S MORE FOR YOUR MONEY! (Fig 12)			Toronto	
11 YOU NAME THE PRICE (Fig 13)			Toronto	
12 Large Overstock of USED TIRES ... (Fig 14)	Toronto			

(1) Type 1: (178 x 108mm, "deliverable", cancelled)

(2) Type 2: (178 x 105mm, "delivered", cancelled)

(3) Figures 3–12 are in *BNA*Topics, 56, #1 (1999) 21–28.

(4) Undated unless otherwise indicated

(5) Also Montreal (1940) and Edmonton (April 1940)

(6) Also Edmonton (Oct 1940)

Keywords & phrases: Goodrich

The 1948 Royal Wedding presentation booklet

Jerome C Jarnick & Andrew Chung

WHEN HRH Princess Elizabeth and Philip, Duke of Edinburgh were wed on 20 November 1947, plans were underway within the Post Office Department of Canada to issue a stamp commemorating the Royal Wedding. That stamp (Scott # 276), however, was not issued until 16 February 1948. The Postmaster General of Canada wished to present a suitable souvenir to Her Highness that would incorporate the stamp. The Vice-President of the Canadian Bank Note Company (P J Wood) assured the Superintendent of the Postage Stamp Division (A S Deaville) that the Company could produce a suitable object contained in a leather or watered silk binding for the occasion.

In an effort to obtain leather binding at a lower price, the Post Office Department contacted the Dominion Archives. The archives agreed to bind a suitable portfolio album in full leather with silk moir end papers and die-sunk pages for mounting the stamps. The Archives would suitably letter the album, in gold, and Alan Beddoe of the Post Office would complete the interior lettering. Since the Archivist felt that the album would most likely find its way into the British Archives, there would be no charge for the work. Earlier, Deaville argued strongly that, from a philatelic point of view, a presentation booklet consisting of the stamps alone would be insignificant on the occasion of a Royal Wedding and urged that the album contain a die proof of the commemorative stamp. On this point, he was overruled, and the album was to contain two sheets of 100 of the stamps as issued. Only one album was made. Inscriptions, in English and French, read:

PRESENTED TO
HER ROYAL HIGHNESS
THE PRINCESS ELIZABETH, DUCHESS OF EDINBURGH, BY
THE HONOURABLE ERNEST BERTRAND, POSTMASTER GENERAL, ON BEHALF OF
THE GOVERNMENT OF CANADA
Sixteenth February, 1948

PRÉSENTÉ À
SON ALTESSE ROYALE
LA PRINCESS ÉLIZABETH, DUCHESSE D'ÉDIMBOURG, PAR
L'HONORABLE ERNEST BERTRAND, MINISTRE DES POSTES, AU NOM DU
GOUVERNEMENT DU CANADA
Le seize février 1948

Keywords & phrases: presentation booklet

An additional set of inscriptions read:

THESE SPECIAL POSTAGE STAMPS
HAVE BEEN ISSUED BY
THE GOVERNMENT OF CANADA
IN COMMEMORATION OF THE WEDDING OF
HER ROYAL HIGHNESS
THE PRINCESS ELIZABETH, DUCHESS OF EDINBURGH

Postmaster General
Ottawa
Sixteenth February 1948

CES TIMBRES-POSTES SPÉCIAUX
ONT ÉMIS PAR
LE GOUVERNEMENT DU CANADA
POUR COMMÉMORER LE MARIAGE DE
SON ALTESSE ROYALE
LA PRINCESSE ÉLIZABETH, DUCHESSE D'ÉDIMBOURG

Ministre des Postes
Ottawa
Le seize février 1948

References

National Archives of Canada, RG3, acc 86-87-396, Box 17, File 8-6-15.

The Postal History Society of Canada invites applications for membership



The PHSC publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, awards prizes for postal history exhibits at philatelic shows across Canada, and publishes important books and monographs relating to Canadian postal history.

In addition to recent publications, such as *Allan Steinhart, Postal Historian* (a limited number of copies remain @ \$29.69ppd to Canada), and the newly-published *Ontario Broken Circles* (@ \$35ppd to Canada), there are still a few copies left of the 200-page CAPEX '87 Fifteenth anniversary issue (cheap at \$15ppd). More monographs and books are planned for the near future.

For more information or membership forms, please contact the Secretary,

R F Narbonne
216 Mailey Dr
Carleton Place ON K7C 3X9 Canada

The Steinhart Legacy



Allan L. Steinhart

THE following two cents green UPU card addressed to Tokyo, Japan was written at Halifax on 24 May 1887. On its westward voyage, it received a Windsor datestamp on 27 May. It entered the United States, and received a San Francisco datestamp 1 June, as it was prepared to be loaded on a ship. On arrival in Japan, the card received Yokohama and Tokyo datestamps in English along with a marking in Japanese. The card was redirected back to Halifax, endorsed via Hong Kong and England. It arrived back in Halifax on 20 August 1887, as shown by the receiving Halifax datestamp. The card travelled around the world in 87 days.



Around the world for two cents (1887)

Note the Japanese instructions, struck out vertically, at the left. The *via Hong Kong & England* endorsement that Allan refers to is at the lower right.

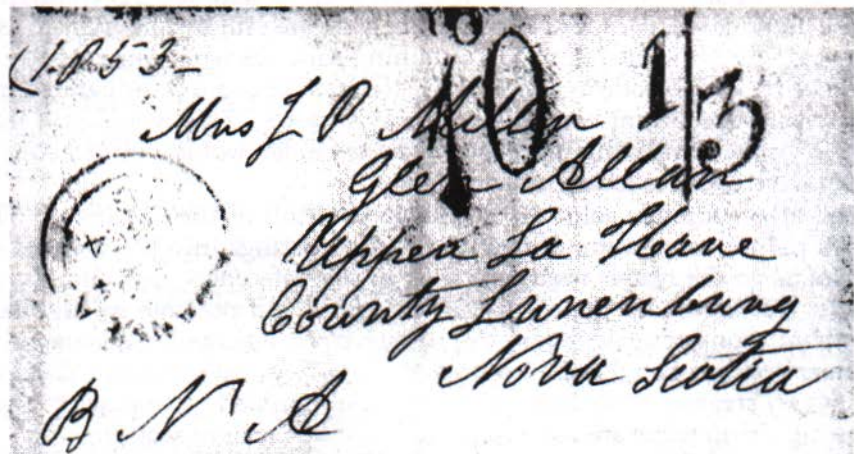
[This note is part of a series of short notes and longer articles that had been submitted by Allan prior to his sudden death in September 1996.—ed]

Keywords & phrases: UPU, post card

Stories behind my covers (40): Another unscheduled call

Jack Arnell

THE illustrated cover was mailed at Swansea (Wales) on 24 February 1854 and datestamped on both the front and back in red. It was backstamped at Liverpool on the following day, and struck with a 10d accounting mark to show the British share of the postage due (in black as the cover was sent collect). It was then put in the Halifax closed bag.



Swansea to Nova Scotia, 24 February 1854

Charged double rate, of which 10d was claimed by the GPO. Carried on Cunard ship *Asia*, which stopped, exceptionally, at Halifax.

The Cunard ship *Asia* sailed from Liverpool on 25 February and arrived at Halifax on 8 March. The cover was backstamped with the Halifax packet office oval and struck 1/3, showing the postage due (Halifax currency). The letter arrived in Bridgewater NS, where it was backstamped on 10 March.

This call was unusual, as the regular Cunard schedule was based on direct sailings between Liverpool and Boston/New York, alternately. In this case, the British Admiralty, with whom Cunard had his contract for the North Atlantic service, had ordered the steamer to call at Halifax on her way to New York to deliver despatches for the British Admiral commanding the North American station.

Keywords & phrases: transatlantic

Lew Ludlow's Cowcatcher



William G Robinson, OTB

THE *Catalogue of Canadian railway cancellations and related transportation postmarks* was published in Japan by Lewis M Ludlow, FRPSL, FCPS, OTB, in 1982. Since then Lew and the Canadian RPO Study Group have published 18 Annexes, or updates, and a nineteenth is almost ready.

As a result, the book now has almost as many amendments as original listings, and anyone who has been keeping up to date has very cluttered pages. Limited quantities of the original book are still on the market, as is a supplement published in 1991 containing Annexes 1-9. Annexes 10-19 could be published soon as a second supplement, or could be integrated into one larger supplement containing all the Annexes. This would still leave numbering and indexing problems, and the reader would have to consult several references to locate information.

The other possible solution is a second edition of the Catalogue. This would permit integration of new and revised listings into the body of the Catalogue so the reader need only look in one reference. It would also allow logical re-numbering of crowded sections, and possible re-alignment of others. For example, should the ticket stamp, emergency ornament, or steamer sections be incorporated into the geographical sections? There are many TPO steamer route listings in the Newfoundland section, while those showing a ship name are listed separately in the Steamer section.

Many currently listed ticket stamp markings may not done postal duty, but are merely date stamps of the railway office concerned. Perhaps these should be shown in a separate list showing that we know they exist and are not known postally used. Similarly, steamer markings from ships which were never authorized to carry mail, or which are known to be philatelic markings, could be shown separately.

Hammer analyses should probably be confined to specialized listings and not shown in the general catalogue. Early and late dates of use could show day and month as well as year, while reporter numbers could be shown for these as well as for the original report.

A meeting of the Study Group was held during BNAPEX '99 (Vernon), but no decisions were reached on these matters. Comments from all interested parties are solicited. They can be sent to me (5830 Cartier St, Vancouver BC V6M 3A7), or Chris Anstead (RR #1, McDonalds Corners ON K0G 1M0).

Keywords & phrases: RPO

Rounding up squared circles



John S Gordon

CONTINUING the listing of earliest and latest recorded dates and years of no recorded use (NSR: no strikes reported), in preparation for a possible fifth edition of the Handbook. Please report any new data to me at 2364 Gallant Fox Ct, Reston VA 20191.

New Brunswick

Sackville FE15/94-MR 7/00

St. John (hammer I) PM/MR 30/95-PM/NO 3/96 Time marks: mostly PM, some AM, occasional 1

St. John (hammer II) AM/NO 4/96-2/OC 22/97 Time marks: PM, AM, 2, 1, blank, abnormal MR, inverted 3

St. John (hammer III) AM/OC 23/97-PM/DE 28/98 Time marks: mostly PM, some AM, 2, blank.

Shediac NO 14/94-AU 8/03 NSR: O1, O2

Woodstock AU2 5/94-JA 30/01

Type II, Prince Edward Island

Charlottetown -/SP 8/93-PM/JU 13/00 Time marks: 2, PM, AM, 3, 1, 5, blank, abnormal: inverted 2, 5 & 7, inverted PM, AM. NSR: 99.

Georgetown DE 1/94-MY 15/03

Summerside NO 14/93-JU23/00

Type II, Québec

Acton Vale -/JA 11/95-OC 4/99

Aylmer (East) OC 3/94-AU23/03 Time marks: almost exclusively blank, but one 2 above in 1895

Clarenceville JA 297/95-NO 8/00

Danville DE 27/93-FE 5/14 NSR: 96, 97, 99, 00, 01, 02, 05, 06, 12, 13

Eastman OC17/93-FE15/03 NSR: 94

Famham JA 6/95-NO 30/07 (for dated strikes) NSR: 02-06 Nudes known on stamps issued in 1911-25, 28, 30, 35

Granby FE 7/97-OC 17/99

Hochelega AP23/94-AU 7/94 NSR: May 94

Hull (hammer I) DE 2/93-JA 30/95

Keywords & phrases: squared circles

- Hull (hammer II) JA 31/95-MY20/98 (Second latest report was AU 22/97)
- Iberville JA 13/94-JY 17/14 NSR: 00,01,02,06
- Laurentides DE12/93-MY 23/20 NSR: 03,04, 09, 10
- Lennoxville MR 12/94-OC 5/95 purple strikes known.
- Levis FE23/94-SP 16/11 NSR: 96, 98
- Lotbinière SP13/93-OC 4/01 A few purple strikes in 93-94
- Magog MR 3/94-MY 1/99 One undated strike on 1946 issue
- Matane AU/ 2/93-AU/29/93 In three lines, and one FE/ 3/93 (year error)
- Melbourne FE12/94-MR 3/17 (Second latest is DE 30/13) NSR: 01, 02,14,15,16
- Montréal (hammer I) JY 15/93-5/JA 25/03 Time marks: blank until MR 19/94, numerals beginning 6/AP 14/94: 5, 6, 7, 15, 4, 2, abnormal: 5 inverted.
- Montréal (hammer II) both known strikes dated 3/JA 16/PM, believed 1894
- Belle-Rive, Montréal ?/AU 17/93-?/JU 11/96 Time marks: 1, 4, 5, 6, 7, 8, 12, 18, blank
- Notre Dame Street West, Montréal ?/JU 24/95-16/JY 12/98 Time marks: 8, 12, 16, 18, 19
- Pointe à Pic AU 13/93-AU 24/93 One illegible strike on an 1898 cover
- Québec ?/JY 4/95-1/NO 24/99 Time marks: mostly 4 up to 4/UA 21/96 (inverted month) and mostly 1 beginning AU 3 1/96; occasional 2, 3 in the first period
- Richmond OC 2/93-JU 7/94 Strikes in bluish grey are known
- Rivière du Loup Station -/JU 30/94-AM/12 MY/13 Isolated revival PM/SP 16/46-PM/OC 10/46 NSR: 01-12, 14-45
- St. Anne de Beaupré SP 8/93-SP 9/99
- St. Gabriel de Montréal -/JA 28/95-96/JA 11/- Variation in year placement
- Ste. Cunegonde SP 13/93-PM/MY 29/99 Partial strike on 2¢ red numeral. Time marks: blank until AU 24/93; AM, PM beginning PM/AU 25/94 (PM commonest)

The listing will be continued next issue.

New finds



The editor's son,
Danny, found these.
Both are backstamps.

—ed



What's new?— National Archives of Canada Philatelic Collections

Cimon Morin

This column is provided on a regular basis in order to publicize new acquisitions and activities within the philatelic area at the National Archives of Canada (NA). Researchers who wish to use the NA facilities should contact, in writing, the National Archives of Canada, Reference Services, 395 Wellington Street, Ottawa ON K1A 0N3 [fax: (613) 995-6274; e-mail: reference@archives.ca; Internet web site: <http://www.archives.ca>]

Recent acquisitions

William H Peacock collection [philatelic records]. 1965–1973. 90 postal covers. The collection consists of first day covers of Canada, addressed to the Hon Louis St. Laurent during the period 1965–1973. All covers are signed by Louis St. Laurent and are Canadian Bank Note Company first day covers. The collection was inherited by Mr Peacock from his Aunt, Ms Thérèse Tardif of Québec City. Ms Tardif acquired many Canadian first day covers while working in Louis St. Laurent's law offices in Québec City, and with him, while he was Prime Minister of Canada. National Archives Reference Number: R1440-0-X-E

RVC Carr collection [philatelic records]. 1870–1872. The collection consists of two blocks of the 4½d postage stamp and one sheet of the 1¢, in proof form, from Prince Edward Island. Originally a part of the Dr RVC Carr collection, the material was acquired via Charles G Firby Auctions, with the assistance of the Department of Heritage. National Archives Reference Number: R1375-0-1-E

Canada Post Corporation fonds [philatelic records, textual records]. 1998. 222 items. The transfer consists of 108 postal covers, 48 panes, 24 stamps, 10 postal stationery, 6 blocks, 2 sheets and 2 pairs of postage stamps. Accession includes Canadian philatelic material for postage stamps issued July–December 1998. Finding Aid CPA-225. Accession Number: 1999-00213.

Former acquisitions

Stan Shantz collection [philatelic records]. 1840–1951. 118 postal covers, 5 postal markings. The collection includes postcards and postal covers bearing postal markings from 160 post offices of Middlesex County, Ontario.

The postal covers were mounted by the former National Postal Museum for display and include the original comments and introductory remarks by Stanley Shantz. The material was collected by Shantz while he was researching Middlesex County post offices. National Archives Reference Number: R634-0-9-E

Frank Staff collection [philatelic records, graphic]. 1788-1853. 94 postal covers, four photographs b & w, one photograph colour. Many of the postal covers in this collection were acquired from the late Senator James Calder, a Canadian philatelist, writer, and postal historian. The rest of the collection was accumulated by Frank Staff while he was posted in Ottawa, during World War II. The collection consists of unusual and rare stampless postal covers, including a stampless postal cover carried by steamboat in Canada (1847) and three stampless transatlantic postal covers. These covers on album pages display various postal rates, cross-border, trans-Atlantic, and steamship mails. There are examples of American, British, and Provincial handstamps. Some of the postmarks within this collection, such as early town straight lines and ship letters, are seldom seen. Part of the collection also includes military covers. The collection documents the postal history of Lower Canada, Upper Canada, Nova Scotia, New Brunswick, Newfoundland, the United States, and the Province of Canada. National Archives Reference Number: R641-0-5-E

ORAPEX Ottawa 6-7 May 2000

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For further details contact Major R K (Dick) Malott CD Ret, FRPSC, AHF, Publicity Officer, 16 Harwick Crescent, Nepean ON K2H 6R1.

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New Issues

William J F Wilson

THE year 2000 has everyone excited, including the Post Office—there's something about all those nines rolling over to zeroes that gets us in the mood for a party. To help us celebrate the millennium year, the Post Office has released two special sets of stamps. One of these comes in three formats: the Millennium Keepsake, miniature sheets, and an uncut press sheet. (Uh, did I hear someone say that the year 2000 isn't the millennium year?) The Millennium Keepsake costs \$8.99, for which we receive three souvenir sheets of one 46¢, 55¢, and 95¢ stamp each, totalling \$1.96, and a non-denominated coin. The three miniature sheets, sold separately from the Millennium Keepsake, cost \$7.84 face value; and the uncut press sheet of nine souvenir sheets of the 46¢ costs \$79.99 for a face value of \$4.14. (You're absolutely right, the third millennium doesn't start until 1 January 2001.)

The other set is the Millennium Collection, costing \$59.99 and consisting of a book the likes of which I have never seen before. Sixty-eight 46¢ stamps worth \$31.28 are printed and perforated right onto the pages, two stamps to a page. (I think, though, that it is perfectly reasonable to call 2000 a millennium year because, being the last year of the old millennium, it is the year which makes the millennium a millennium.) The book makes excellent reading, and some truly superb black-and-white photographs are interspersed through the pages to give a flavour of life in Canada today. Given the cost of books these days, the price is not out of line. (On the other hand, since 2001 begins the new millennium, it is equally reasonable to call it a millennium year.) One criticism of the book is that anyone who pays \$60 for \$30 in stamps is not likely to use them on envelopes, so the stamps were not really printed for postal use. However, the same stamps will be released in 17 souvenir sheets of four different stamps each, beginning in January, and presumably these will cost face value—so you can celebrate the millennium year (your choice of which one) by spending

$$\$8.99 + 7.84 + 79.99 + 59.99 + 31.28 = \$188.09$$

for \$76.50 face value in Canadian stamps.

If all this has you flying high, then you'll enjoy the kites booklet. These attractive stamps were apparently issued simply to commemorate a favourite Canadian sport since, other than Marconi's kite antenna for the first trans-Atlantic radio signal (not included in the booklet), the write-up in *Canada's*


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Stamp Details does not do much to link the kites to Canadian events or developments. The designs feature innovative shapes never before used on Canadian stamps, including an asymmetrical triangle and an ellipse. There is a different style of simulated perforation on each stamp; the "perforations" on the Indian garden flying carpet stamp have two different-sized teeth alternating along the stamp edge. As a result of these innovations and the unlikelihood of perforation variations in this format, I have left the size, perf, and teeth entries blank in Table 1.

The Christmas stamps are listed in *Canada's Stamp Details* as six-colour lithography, but the stamp selvage shows five colour dots on the booklet stamps and six on the sheet stamps. The extra dot in all cases is the colour of the design on the selvage, which is lacking in the booklets; so the stamps themselves are evidently five-colour lithography for both formats, and I have listed them as such in Table 1. Canada Post does not say whether the quantities listed for the booklets are the number of booklets or the number of stamps, and I have simply listed the numbers as they give them. Unlike last year, my copies of the Christmas stamps do not show any perforation variations, so if you find any, let me know and I will report them.

The information in the accompanying tables is from Canada Post's booklet, *Canada's Stamp Details* and from philatelic inscriptions on the stamps. Size, perforations, and number of teeth are my own measurements, and are given as horizontal \times vertical. Table 1 lists the regular commemoratives. Table 2 lists the stamps in the Millennium Collection (the name for all 68 stamps) and the three different stamps in the Millennium Keepsake.

Table 1

Stamp 	NATO	Frontier College	Kites	Christmas Angels
Value	46¢	46¢	4 \times 46¢	46¢, 55¢, & 95¢
Issued	21 Sept '99	24 Sept '99	1 Oct '99	4 Nov '99
Printer	A-P	CBN	A-P	CBN
Qty (10^6)	7	6	16	(2)
Paper	C	C	JAC	C
Process	6CL	5CL	(1) 5CL	5CL
Pane	16	16	8 (booklet)	(3)
Tag	G4S	G4S	gen'l, all sides	G4S
Gum	PVA	PVA	P-S	PVA
Size (mm)	56 \times 27.5	40 \times 30	various	30 \times 36
Perf	12.5 \times 13.1	13.0 \times 13.3	various	(3) 13.3 \times 13.3
Teeth	35 \times 18	26 \times 20	various	(3) 20 \times 24

(1) There are six colour "dots" (letters) in the stamp selvage, the "y" being the background colour of both the selvage and stamps.

- (2) Statistics for the Christmas stamps are: Panes: 50 stamps; quantities: 46¢, 25×10^6 ; 55¢, 5×10^6 ; 95¢, 5×10^6 . Booklets: 46¢, 10 stamps; 55¢, 95¢, 5 stamps; quantities: 46¢, 37.315×10^6 ; 55¢, 3.809×10^6 ; 95¢, 4.357×10^6 .
- (3) See text

Table 2

Stamp	Millen'm Coll'n	Dove Hologram	Child & Dove	Dove
Value	68 × 46¢	46¢	55¢	95¢
Issued	15 Sept '99	12 Oct '99	12 Oct '99	12 Oct '99
Printer	A-P	A-P, CC, GC	A-P	CBN
Qty (10^6)	200M books	5 ss, 1 panes, 30M uc sh	5 ss, 250M panes	5 ss, 250M panes
Paper	C	JAC	C	P
Process	4CL & varnish	holo/litho	5CL	intaglio (1 colour)
Pane	2 per page	1 ss, 4 pane, 9 uc	1 ss, 4 pane	1 ss, 4 pane
Tag	G4S	G4S	G4S	G4S
Gum	PVA	P-s	PVA	PVA
Size (mm)	36 × 48	42 × 42	42 × 42	42 × 42
Perf	13.3 × 13.3	die cut, no perf	13.3 × 13.3	12.9 × 12.9
Teeth	24 × 32	die cut, no perf	28 × 28	27 × 27

Abbreviations. 4 (5, 6) CL: four (five, six) colour lithography; A-P: Ashton-Potter; C: Tullis Russell Coatings (coated paper); CBN: Canadian Bank Note Company; CC: Crown Canada; G4S: general tagging (four sides); GC: Gravure Choquet Inc; M: thousand; P: Peterborough paper; P-s: pressure sensitive gum; ss: souvenir sheet; sh: sheets; uc: uncut.



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Study group centreline

David H Whiteley

I would like to thank all those members of BNAPS, who sent messages of sympathy to my family and me after the death of my wife, Gillian. Your kind words of encouragement were deeply appreciated. It is difficult getting adjusted to a new life style and it has taken a lot of will power to sit down and concentrate on things philatelic. The structure of deadlines help keeping my mind focused on the trite but true platitude "Life must go on!"

Enough of my personal problems and on to the mail bag which is bursting. You will note that I have tried, where possible, to group newsletters by topic, i.e., transportation, stamp-related

The Winter issue of the registration study group newsletter contains Gray Scrimgeour's article on "Early registration from BC & Red River." From David Handelman, "Cross-border registered money letters", then "The 1883 big R in oval—Canuck or Brit?", and an update on post office registration packets (new reports came from Messrs McGuinness, Robinson, Harrison. Covert, O'Reilly, & Pekonen). From Marc Eisenberg came information on a postage due registered cover—with more. Horace Harrison submitted two items, "A bad bisect", and "An incompetent faker."

The *Canadian Revenue Newsletter* for January 2000 contained a continuation of Chris Ryan's article "From the Files of Revenue Canada—Notes on the Liquor Stamps, part 4". Chris also submitted a piece on Ontario's gasoline tax: 1925–1937, and piece on the classification scheme for the excise tax meters. From John B Harper, there is a note, "Some Tobacco Stamp Essays and Proofs, Part 1".

Postal Stationery Notes for the October 1999 edition contain an item by Dick Staecker on CPR notification of shipment cards. The February 2000 issue contained an item from Robert Lemire on the early CBNC Elizabethan post cards. There was also an unattributed piece on the Canadian Express Company (incorporated in 1865).

The RPO *Cowcatcher* for January 2000 contained items by Brian Stalker on the Hamilton & Meaford RPO hammers; from Peter McCarthy, came an item from The Smithsonian Institution, Division of Postal History, "The Railway Mail Car". From Don Wilson, "Newfoundland Coastal Boat Routes—1940".

The *Nautical Times* for December 1999 contained a follow up on the *City of Winnipeg*. Peter McCarthy discussed the Ottawa & Greenville small split ring datestamp. Diverse subjects were covered, including "Lake Erie—Cross-Lake by Schooner, 1837"; Lake Erie steamer *Kent*, and *City of Sandusky*. Bruce Graham sent items on another Lake Erie ship, the *Mary* (1849). Both he and Bill Walton contributed pieces on the Sault Ship Canal post office.

A late arrival was the August edition of the *Transatlantic* newsletter, which contained the last in the series on PEI transatlantic mail complete with routes, rates and currency tables and a record of reported covers, together with a bibliography.

The December issue of the airmail study group newsletter contained responses from Jim Brown and Mike Painter to a previous article on British Columbia Airways varieties. Jerome Jarnick sent in a 1927 cover from Fargo to Winnipeg with the query "Is this a first flight cover?" An article by Trelle Morrow published in the *Airpost Journal* of August 1999 entitled "Canadian Air Mail Endorsements" was reprinted.

The January 2000 newsletter of the British Columbia postal history research group contained "Cougar Annie's Garden—The story of Boat Basin post office" by Margaret Horsfield. There was also information on video encoding machines code "z". In addition, there was a listing of BC Post Office changes 1 July–14 November 1999 supplied by John Gannon (Canada Post).

The *Newfie newsletter* for November/December 1999 contained an item from Dean Mario, "Stampless 1920s covers to George Knowling Ltd". Dean submitted an item on the 1939 Royal Visit. Kevin O'Reilly continued his discussion of Labrador Post Offices. Douglas Campbell sent along more of his Golden Oldies. There was also a colour appendix of Newfoundland's publicity set printed by Whitehead Morris and Perkins Bacon Printing.

The November newsletter of the military study group was the usual Christmas edition, with armed forces items submitted by several contributors. There was also a piece by John Johnson requesting help with a projected survey of Canadian Hospital Ships. There were a number of short items on such topics as Anglo-Boer War covers to Newfoundland, "From HMC ship Examined by censor" handstamp errors, Balfour BC Military Hospital update, 1881 "YMCA Tent", the Ottawa Camp/Ottawa Militia 1896; and an item on the Canadian Hospital Ship *Lady Nelson*.

The November edition of the *War Times* contained further information on PC & DC Censorship labels by Chris Miller, "More on the foreign exchange control board marks" by Peter Burrows, and a table of wartime airmail rates was also published.

The Canadian re-entry group's winter edition contained items on Admiral re-entries supplied by Hans Reiche and item on the 7¢ airmail C9 by Don Krause. There was further information on re-entries on New York printings of Newfoundland issues 1865–1879. Harry Voss sent in an item on a re-entry on the 17¢ Scott # 19.

From the newly formed precancel study group, came their first newsletter which was more a statement of intent with messages from the officers.

In *The Admiral's Log* for December 1999 was a piece by Hans Reiche on re-entries on the three cents carmine. There was also an item on the 10¢

bistre-brown and a piece entitled "A specialized Admiral priced catalogue". Clinton Many illustrates a 20¢ Admiral cover and poses the question "What am I missing?" David Whiteley submitted two 1928 airmail covers from Montreal to Detroit and Albany. John Watson submitted examples of covers displaying human errors. Robert Bayes contributed some interesting Admiral covers. An article by C Coleman (Maple Leaves, volume 3, 1949-51) on Scott # 121iv—the Toronto experimental coil—is paraphrased.

From the newly formed 1898 map stamp study group comes their first newsletter, with items on the history of the stamp and an item by Francis Au on unreported re-entries.

The November edition of the newsletter of the large and small queens group contained articles by John Milkes, "The effect of hydrogen peroxide treatment on the 3¢ small queens". He also submitted a piece on "Patent Green" used in the production of the 2¢ large queen. The debate over the validity or otherwise of the Kiusalas gauge continued. There was an article by Jon Jamieson with some words of caution on possible re-numbering or re-designing the Unitrade Canada Specialized. The January 2000 edition contained items by Jon Jamieson on paper expansion and shrinkage and the effects on perfins and perforations. John Hilson in his commentary discusses the Kiusalas Gauge, and pigments used in the production of the large & small queens, Ron Ribler discussed a number of open collectible areas, and Roy Sass published a bibliography the literature on them.

The first edition of the newsletter of the miscellaneous cancels & markings study group arrived with some illustrations of Ottawa duplex cancels and examples of Mt Uniacke NS split ring cancels.

The October 1999 *Flag Pole* contained an item from that well known but elusive collector Sally Wagstaff, describing a visit to a recent Charles Firby Auction. Doug Lingard submitted an illustrated Flagpole Japanese prisoner of war cover. Doug also reported a new Royal Train time mark and sent along an illustration of a most unusual Imperial Machine cancel.

From the fancy cancel study group came their newsletter for November 1999. It contains illustrations of odd geometric cork cancels, submitted by Joe Smith. Illustrations of simple corks were submitted by Tom Southey.

The *Round-Up Annex* for January 2000 contained a number of new reports including an up-date on the roster project, and Jim Miller continued his series of articles on the orbs (Winnipeg).

The *Corgi Times* for November-December 1999 has been received. There is an item by Donald Leblanc on corner paper folds, "Exhibiting made easy" by Harry Machum; the 5¢ classical issue imperf at left margin variety by Saskatoon Stamp Co; the environment issue—the Moncton red/white Queen, by John Arn; and the thin (split) paper variety of #790 (a new discovery) by the Saskatoon Stamp Co. There is a note on the 45¢ Health Professionals

(1998) tagged variety by Leopold Beudet and one on the caricature issue—thin (split) paper on #591 by John Hillmer. Finally, there were pieces on earliest dates of the red dues by John Arn, and on Elizabeth II period rates.

This completes the mail bag for this quarter. I hope everybody has a happy Easter and that we all find those elusive goodies at the many upcoming shows.

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Readers speak

A column for readers to express their views, ask questions, or add information to previously published articles.

From A R Govier (United Kingdom) on the 1929 Newfoundland surcharged provisionals I have not had the advantage of reading many of the references quoted in Norris R Dyer's article (BNA**Topics** vol 56, # 2, 34-42) on these provisionals, so that this follow-up may well be old hat.

It concerns stamp 17 in the pane of 25. I have three specimens of this stamp, one of which has the red "dot under right cross bar of T of THREE" as recorded by Gayle Mayo; but I am also conscious that all three specimens have irregularities affecting the RE in THREE. These irregularities are all in themselves different. A rough drawing of the RE as they appear normally is appended (Figure 1) and for comparison purposes, drawings of the irregularities are also shown (Figures 2-4). Gayle Mayo in reference to stamp 17, quotes only one distinguishing feature (that mentioned above) yet the illustration accompanying Mayo's article shows a possible fourth variation, whose drawing is shown in Figure 5.



Figures 1-5. The RE of THREE

Figure 1 shows the normal version, Figures 2-4 indicate spots of white (they appear as blobs in the pictures), and Figure 5 is from Mayo's illustration.

In this exercise, I examined the following: (a) two panes of 25 each (the first pane contains the stamp with the red dot mentioned by Gayle Mayo); (b) a block of four containing position 17 with the clearest irregularity seen; (c) a block of eight; and (d) 19 singletons.

Are the flaws in position 17 common or even constant? Or is it fortuitous that I came across three specimens?

Norris Dyer *responds* I have looked at four complete settings (three were from photographs), I find all have the flaw at position 7 that I mentioned in last year's article in BNA**Topics**. Two out of four have the dot under the T in position 17, and three seem to have noticeable flaws in the first E of THREE

in that position. As stated in my article, the only constant flaw seems to be a red wedge (or triangle) below and to the left of the C in CENTS in position 7. I am confident someone out there has a quantity of these settings of 25, as this is not a scarce or expensive item, and could provide a more definitive answer regarding position 17.

Help! The Editor needs more letters.

Corrigendum Charles Firby points out that the address given for the his firm as the publisher of *Philatelic fantasies of British North America* (BNA**Topics**, number 4, 1999, p76) was incorrect—"66" should be changed to "6695".

I will pay \$10 each for the following dates on Scott #106.

The stamp must be sound and the date legible.

I'm also interested in any SON dates on #106—write for offers on these.

January 14, 1912

May 26, 1918

August 25, 1918

October 27, 1918

January 5, 1919

February 16, 1919

May 11, 1919

March 7, 1920

April 4, 1920

June 13, 1920

August 22, 1920

September 12, 1920

October 13, 1920

December 12, 1920

January 23, 1921

February 13, 1921

February 27, 1921

March 20, 1921

April 17, 1921

May 22, 1921

July 10, 1921

January 12, 1922

January 29, 1922

March 26, 1922

May 7, 1922

May 21, 1922

May 28, 1922

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British North America Philatelic Society Ltd

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