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200th Anniversary of the War of 1812, p. 8

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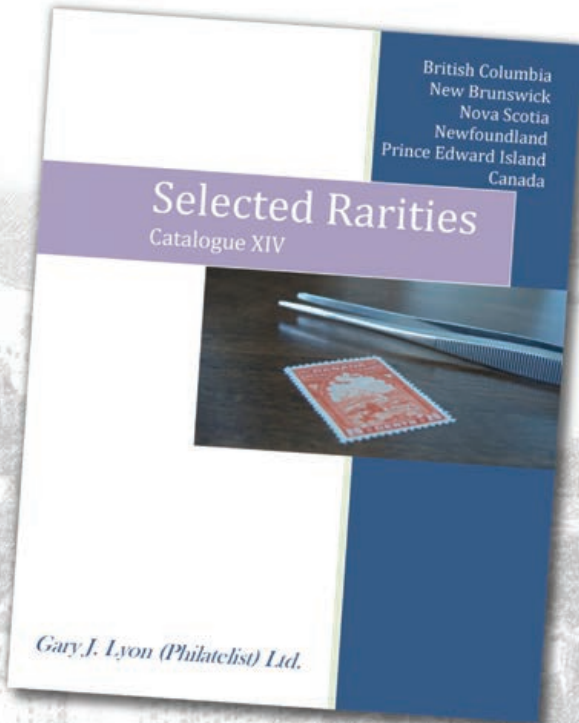
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... continued on page 3 ...

Canada's military heritage

Mike Street

IN a few short weeks, we will mark the 200th anniversary of the formal declaration of the War of 1812. Given that some very interesting War of 1812 Canadian military postal history items have been discovered and exhibited in recent years, 18 months ago we asked several authors to submit articles on the subject. In the interval, quite independently, we have received a large number of submissions on other aspects of Canadian military postal history.

Readers may remember that a similar situation occurred two years ago when a large amount of material relating to maritime subjects had built up in the *BNA Topics'* reserve. As on that occasion, if we had followed our normal procedure of printing only one or two articles on a subject or philatelic area in a single issue, it would have been two or more years before all the military articles on hand were printed. Thus, this issue, focused almost exclusively on Canadian military postal history, has been prepared not only to help clear much of the backlog and keep our authors happy, but also because of the diversity of subjects covered, and in the hope of pleasing our readers with something a little different.

Specifically relating to the War of 1812 you will find two articles on real or expected disruptions to mail in the period leading up to the war, and one about similar concerns expressed in the earliest-known letter from the Mackenzie River area in what is now the Northwest Territories. These are followed by articles about the first Riel Rebellion in 1869–70, an unusual item from the Boer War, Canadians serving in warm climates during World War I, and several pieces from the World War II era. Included in the latter are pieces on the triangular postmarks used at HMCS *Avalon* in Newfoundland, a money packet subject to Foreign Exchange Control Board rules, an Airgraph that followed a Canadian serviceman home from England in 1944, postmarks prepared for Canadian troops serving in Iceland, an Air Letter prepared and signed by Air Marshall Billy Bishop, VC, and the conclusion of the series on Canada's wartime "Stealth" post offices.

Perhaps, after perusing the contents of this issue of *BNA Topics*, some of you will want to learn more about the subject. The Canadian Military Mail Study Group is one of our most active, and you are encouraged to join.

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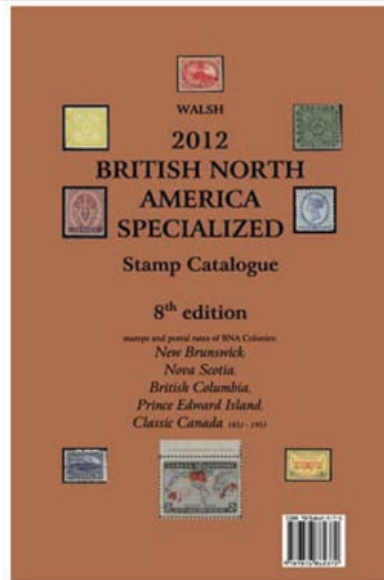
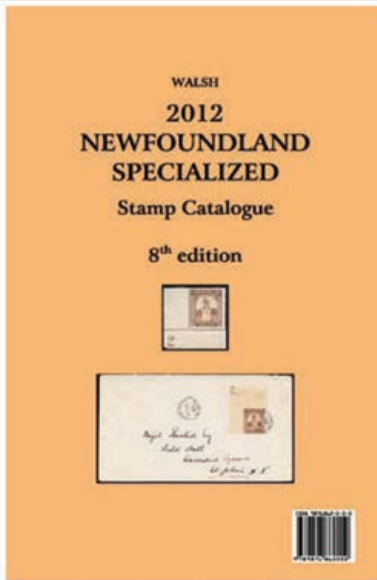
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Illustrations must not be embedded in Word™ or WordPerfect™ files! PLEASE do not format text files other than for normal paragraphing, italicization, bolding, or underlining. If tables are required, please consult the Editor before preparing a file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

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

Tony Thompson wins 2011 Pratt Award

THE Collectors Club of Chicago (CCC) has announced that Anthony B (Tony) Thompson has won the 2011 Pratt Award for his articles, “Newfoundland’s Industrial issues and the ‘Coat of Arms’ watermark layout” and “Naming the Newfoundland watermark varieties,” published in *BNA Topics*, January–March and April–June 2011. The award is named for Robert H. Pratt, the eminent Newfoundland collector, researcher, and author, who bequeathed funds to the CCC to endow an award of \$US 1,000, to be given to the author(s) of the best philatelic article(s) or book(s) on Newfoundland philately published in a given year. If there is more than one author or recipient, the award is shared equally among them.



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The War of 1812: Postal disruption on the eve of hostilities on the eastern seaboard of Canada

Malcolm B Montgomery

IN the period leading up to the War of 1812, there were a number of interruptions to the mail services, primarily due to the United States *Embargo* and *Non-Intercourse* Acts [1]. While there was no specific reference to the Postal Convention governing the exchange of mail between the United States and the British North American provinces [2] and no formal move to interrupt postal communication, the consequent disruption to shipping along the eastern seaboard inevitably affected the movement of letters. Two letters, part of a long exchange between families in New Brunswick and Massachusetts, illustrate the ensuing difficulties and suspicions.

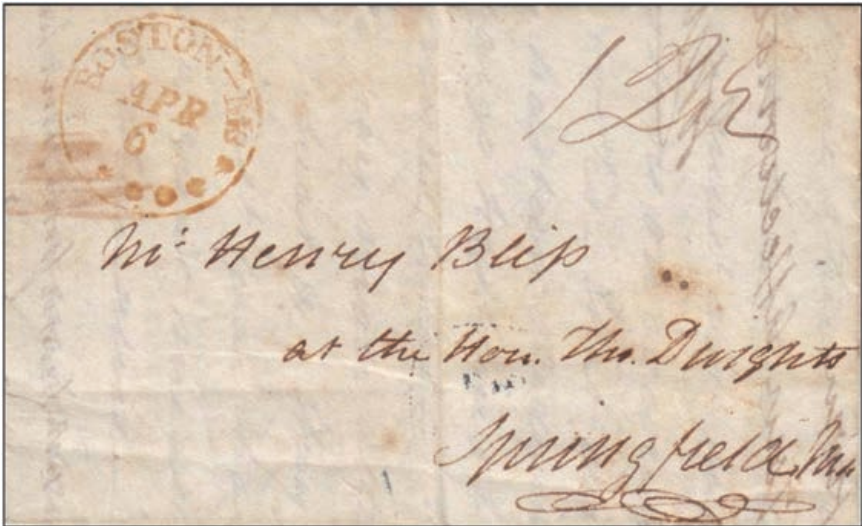


Figure 1: Letter from St. John, New Brunswick to Springfield, Massachusetts, 7 March 1812.

The letter in Figure 1 reads, in part:

It is a very long time since we have received any letters from Springfield above six months altho' father has written several times to Colonel Dwight and I have written once to you. Did you receive any of the letters? I suspect that they are stopped, taken from the mails.

Keywords & phrases: War of 1812, postal service, eastern seaboard

Carried privately to Boston, Massachusetts and there placed in the post, the letter was accepted by the post office on 6 April. The charge was twelve and one-half cents (no ship letter fee) [3]. A note on the reverse indicates that it reached Springfield “*about a month*” after it had been posted. It is interesting to note that correspondents were suspicious that there was interference with the mails and that the authorities were inspecting cross-border correspondence. Written on the eve of the outbreak of hostilities, the letter includes a request written inside the flap: “*Should any Postmaster think it his duty to open this letter, he is requested to seal it again and forward it—if not embargoed by its contents*” (Figure 3).

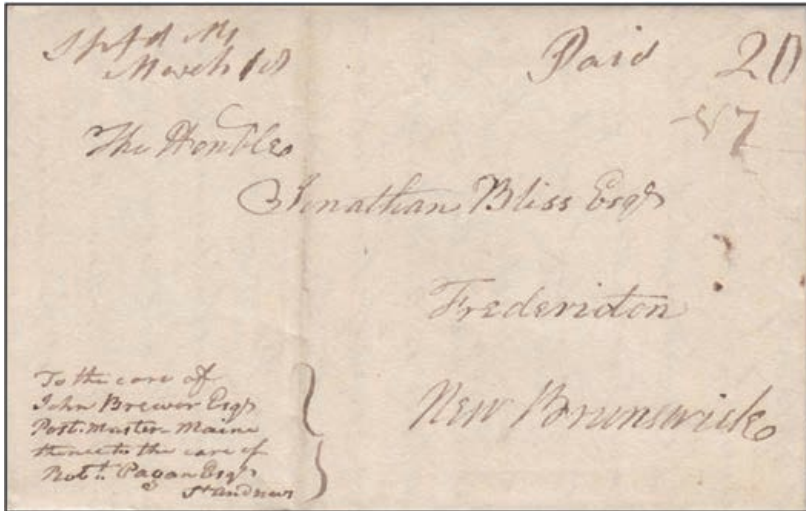


Figure 2: Letter from Springfield, Massachusetts to Fredericton, New Brunswick, 16 March 1812.

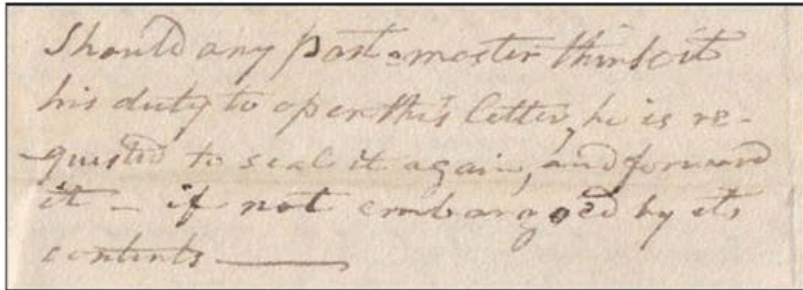


Figure 3: Request on inside of flap of the letter in Figure 2.

Figure 2 shows a letter addressed to The Hon'ble Jonathan Bliss Esq, Fredericton, New Brunswick, with a manuscript “*Spfd Ms March 18*” directed “*To the care of John Brewer Esq., Post Master Maine thence to the care of Robt. Pagan Esq., St. Andrews.*” The letter has a St. John, New Brunswick transit and manuscript notation “*St. John 24th April 1812 forwarded by Yr. Ob. S. Will. Pagan.*” Prepaid twenty cents [4] to New Brunswick, it was then charged “*N7,*” sevenpence Currency, to Fredericton [5]. In part, the letter in Figure 2 reads,

... you will be gratified to hear from us that we are all well and in good spirits—This

information I wish you to have before war commences, for after that time our communication will I fear be wholly interrupted and the only comfort for our divided and distracted country is now drawn from the confidence that 'the Lord reigneth.

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JC Arnell, *Handbook on Transatlantic Mail*, British North America Philatelic Society, 1987, 69pp.
MB Montgomery, *The Postage Rates of the North Atlantic Mail (1635-1950)*, MB Montgomery, Southampton, 1991, 220pp.
D Robinson, *For the Post and Carriage of Letters, A Practical Guide to the Inland and Foreign Rates of the British Isles 1570 to 1840*, D Robinson, 1990.
D Sanderson and MB Montgomery, *A History of Cross-Border Postal Communication between Canada and the United States of America 1761-1875*, British North America Philatelic Society, 2010, 410pp.

References and endnotes

- [1] Ninth Congress, Session I, Chapter XXIX, Approved 18 April 1806: "An Act to prohibit the importation of certain goods, wares and merchandise." Tenth Congress, Session I, Chapter V, Approved 9 January 1808: "An Act laying an Embargo on all ships and vessels in the ports and harbors of the United States." Tenth Congress, Session II, Chapter V, Approved 9 January 1809: "An Act laying an embargo on all ships and vessels in the ports and harbours of the United States."
[2] Canada/United States Postal Convention, June 1792; draft only; Convention not formally ratified.
[3] United States Act, 1 Stat. 734, 738-740, 2 March 1799, effective 17 April 1799: 91-150 miles, 12½c.
[4] United States Act, 1 Stat. 734, 738-740, 2 March 1799, effective 17 April 1799: 301-500 miles, 20c.
[5] 5 Geo. III, Cap. 25, 10 October 1765: a single sheet carried 61-100 miles, 6d Stg., 7d Cy.

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The War of 1812: Postal disruption on the eve of hostilities in Upper Canada

Malcolm B Montgomery

Correspondents in Upper Canada had become accustomed to sending letters to the United Kingdom through the United States via private packets out of New York, rather than through Canada to ships in the St. Lawrence, or to Halifax for the British packet service to Falmouth. The saving in cost and time, the latter especially in winter, could be considerable.



Figure 1. Letter from Fort Erie, Upper Canada to Edinburgh, Scotland, 6 January 1813.

Before the outbreak of hostilities in 1812, the letter in Figure 1 would have been sent to the nearest exchange office on the United States border, prepaid to New York for a private sailing packet to the United Kingdom. The letter includes news of the disruption in the vicinity of the border along the Niagara River:

Keywords & phrases: War of 1812, postal service, Upper Canada

Several landings were made by the Americans on our shore & they have been driven as far back with disgrace. On the 28th Nov. about one o'clock in the morning they landed opposite my buildings & a few miles below. On landing and during the day they burnt three very good houses. I had my stores & also a very convenient large barn, & wherein I lost a considerable property & which has forced me to go back with my family a few miles in the country.

Had the letter been sent via the United States, it would have required prepayment of the British inland postage in Canada, possibly a border transfer fee known as ferriage [1], and twenty-five cents United States inland postage [2] requiring a total prepayment of a maximum of one shilling and ninepence halfpenny Currency, approximately one shilling and sevenpence Sterling, in Canada. Carriage by private ship out of New York, likely to Liverpool, would have incurred a charge against the addressee in Edinburgh of one shilling and threepence Sterling (depending on route) [3]. Thus, the total cost by this route, had it been available, would have been approximately two shillings and tenpence Sterling.

In fact, the letter travelled via Montreal and Halifax for the Falmouth packet. As no charge is shown for the first leg to Montreal, the letter was probably carried privately, *i.e.*, illegally. Had a charge been levied, it would have been one shilling and twopence Currency [4].



Figure 2. Notation and backstamps on the reverse of the letter.

A notation on the reverse of the letter reads: “Received at Montreal 7th February 1813, and Forwarded thence by the Post for Halifax, 9th February 1813, James Dunlop.” The letter bears a Halifax handstamp of 9 March.

The charge for the journey onward from Montreal to Halifax, prepaid at Montreal, was two shillings and a penny Currency [5]. The letter’s route to Scotland is uncertain: In the winter months, the Falmouth packets travelled via Bermuda, and connections between Halifax and Bermuda were vulnerable to interference from the United States Navy or privateers; so it is likely that it was carried by an alternative vessel to the United Kingdom [6]. There is no London transit mark, suggesting that the letter was forwarded directly from the port of arrival to Glasgow, arriving there on 18 April to be forwarded to Edinburgh for 19 April 1813. The initial charge was two shillings and twopence Sterling, but this was increased to four shillings and fourpence Sterling, possibly incorrectly [7].

By these calculations which, it must be emphasized, are approximate, a letter through the United States via New York at this time would have cost two shillings and tenpence Sterling. Sent by Montreal and Halifax, if properly prepaid and charged, the cost would have

been three shillings Sterling in North America and a further three shillings and fourpence in the United Kingdom, a total of six shillings and fourpence, a much more expensive proposition. In terms of time, a letter posted at Fort Erie via the United States would have reached Edinburgh in early to mid-February rather than mid-April if sent by way of Halifax. The cost of the war to correspondents was considerable.

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- Lloyd's List, *The Times* (Lon.), United Kingdom Acts of Parliament, United States "Statutes at Large."
 JC Arnell, *Handbook on Transatlantic Mail*, British North America Philatelic Society, 1987, 69pp.
 MB Montgomery, *The Postage Rates of the North Atlantic Mail (1635–1950)*, MB Montgomery, Southampton, 1991, 220pp.
 D Robinson, *For the Port and Carriage of Letters, A Practical Guide to the Inland and Foreign Rates of the British Isles 1570 to 1840*, D Robinson, 1990.
 D Sanderson and MB Montgomery, *A History of Cross-Border Postal Communication between Canada and the United States of America 1761–1875*, British North America Philatelic Society, 2010, 410pp.

Endnotes

- [1] 5 George III, cap. 25, 10 October 1765: single letter carried 0–60 miles, 4d Stg., 4½d Cy. Ferriage in Upper Canada was twopence Cy.; not generally recognised as being charged until after the war.
- [2] Act of Congress, 1 Stat. 734, 738–740, 2 March 1799 (re-enacted in 1810): a single letter carried more than 500 miles, 25 cents; this was normally charged at 1s 3d Cy.
- [3] 39 George III, cap. 76, 12 July 1799: incoming ship letter fee (for a letter handled by a British Post Office/Agent overseas) 4d Stg.; 52 George III, cap. 88, 9 July 1812: inland postage for a letter of a single sheet carried 170–230 miles (Liverpool to Edinburgh approximately 216 miles), 11d Stg.
- [4] 5 George III, cap. 25, 10 October 1765: the rate for 301–400 miles, Fort Erie to Montreal was approximately 380 miles, 1s Stg., 1s 2d Cy.
- [5] 5 George III, cap. 25, 10 October 1765: the rate for 801–900 miles, Montreal–Halifax 857 miles, 1s 10d Stg., 2s 1d Cy.
- [6] JC Arnell, *Transatlantic Handbook*, p. 28, gives no packet arrival dates for mid-April 1813, only *Chichester* out of Bermuda 12 March for Falmouth 5 April 1813; she did not call at Halifax and four days to Bermuda from Halifax would have been very quick. However, Lloyd's List #4764, 23 April 1813, indicates that a mail had been received from Halifax the previous week, and shows Jamaica packet, *Diana*, in Falmouth by 19 April, had brought mails from Bermuda, leaving there on 21 March 1813.
- [7] 52 George III, cap. 88, 9 July 1812: packet rate for a single sheet from British North America to London was 2s 2d Stg., to Falmouth 1s 3d Stg., plus inland postage; the rate for 601–700 miles (Falmouth to Edinburgh via London was approximately 666 miles), abated by a penny if not through London, 1s 2d Stg. Total charge should have been 3s 4d Stg., not 4s 4d Stg.

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Earliest-known Northwest Territories letter mentions concerns about start of War of 1812

RF (Hank) Narbonne, OTB, FRPSC

THE cover shown in Figure 1 is dated 26 November 1812. At the time of writing, the author, George Keith, was stationed at the west end of Great Bear Lake, in the Mackenzie River Department of the North West Company. Stampless, and with no postal markings, it would have been carried by hand from Great Bear Lake to Montreal by company officials and couriers. In addition to being the earliest-known letter from what was to become the Northwest Territories, it contains a specific reference to the then-recent outbreak of the War of 1812. The text, in its entirety, follows below. The part referring to the War of 1812 has been underlined.

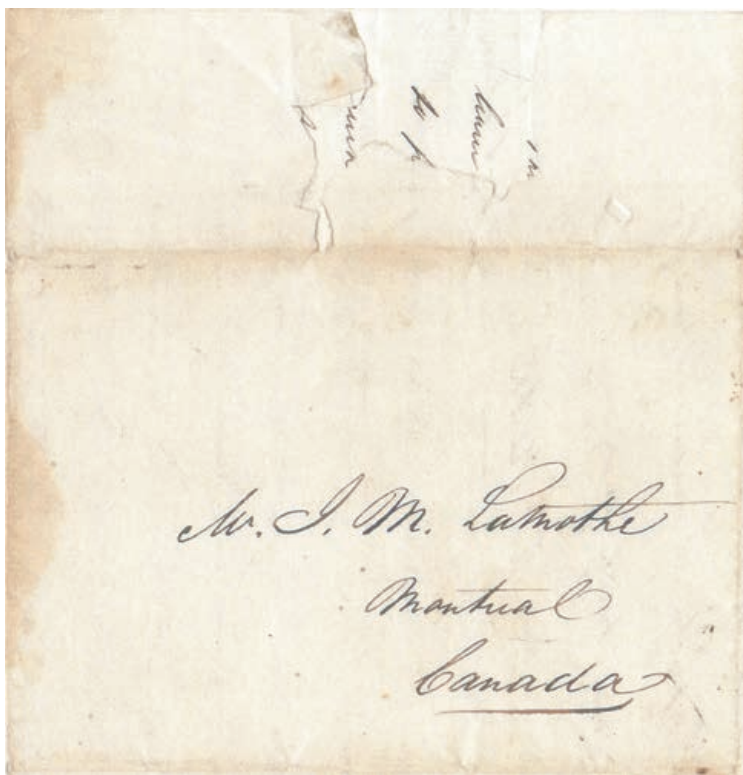


Figure 1. Earliest- known letter from the Northwest Territories, November 1812.

Keywords & phrases: Northwest Territories postal history, War of 1812

Mackenzie's River Depart^xl 26th Nov. 1812.

Dear Sir

Your much esteemed & agreeable letter of the 19th July now lies before me, & I am happy to learn by its contents that you always continue to enjoy good health. I assure you I derive much pleasure and satisfaction from your annual correspondence & should be extremely sorry, should any thing intervene so as to deprive me of a continuation. But in this respect, we are not without some anxiety originating from the American Declaration of War against Great Britain.

This storm has been for some time hovering over our heads, but we always entertained some hopes that it would dispel. It is however become serious too soon. God only knows, how this contest will end. Altho' we, in this country, seem to be placed upon the very brink of a precipice, yet I believe, in general, we feel as much anxiety for our Friends welfare in Canada, as we do for our own critical situation. We had a remarkable early Fall last year, the effects of which were felt all over the Athabaska in getting to Winter Quarters, altho' nothing very material happened. This last was as mild as the former was unfavourable, by which means it is hoped that the canoes have all got to their several Destinations with ease. I was under the necessity of remaining inland at this place last Summer & the season stole away much more imperceptibly than I imagined in such a dull Quarter. The ice upon this lake measured, before the thaw took effect last Spring, no less than 8½ feet thick, & disappeared about the first of August last. We had a little hoar frost about the 10th Sept. & the Natives crossed over upon the ice the next day after it was taken, which was upon the 26th Oct.

The extent of this immense lake is not known. I shall certainly have this plan next Spring, but when it may be in my power to pay a visit to Fort William I do not know. I have been so much disappointed in this respect for some years past, that I shall not venture a conjecture, but I am resolved to leave no stone unturned to affect this desirable object. Most of your old Acquaintances have left this part of the country. I see only Mr. Grant, who is still at the Lower Post of this Dep'. Mr. Black is in English River Department & Mr. P. Fraser is gone down to Canada & probably will not return to this Country. He is much regretted by his friends and employees.

The H. Bay Company threaten to oppose us again in Athabaska. It is reported, they have engaged Agents at Montreal to engage people for them. You will have had the pleasure of seeing our Worthy Friend Mr. Rocheblave before this time as he writes me from Fort William that he was going to pay a visit to Canada. There are a good many of the Proprietors going down this year, no doubt, in consequence of the recent evil Times.

I hear Mr. LaRocque is gone across the Rocky Mountains via Fort de Prairies.

*With sincere best wishes for your Health, Happiness & Prosperity I remain Dear Sir yours truly
&c. &c. Geo. Keith*

George Keith became a partner in the North West Company in 1813. The addressee of the letter, Joseph Maurice Lamothe (1781–1827) also began his career in the North West Company and was, at the time of writing, resident agent of the Indian Department in Montreal and “captain to the Indian Warriors.”

Lamothe and his Native Warriors played an important role at the Battle of Chateaugay in 1813. Others mentioned in the letter include early North West Company fur-traders Samuel Black, d. 1841; Paul Fraser, d. 1855; Pierre Rastel de Rocheblave, 1764–1840; and Joseph Larocque, 1787–1866.

The postal history of the Amyot brothers from the Red River Rebellion into the early twentieth century—Part 1

CR McGuire, OTB, FRPSC Over a decade ago Ron McGuire acquired an archive of documents, letters, photographs, and prints relating to the Amyot family of Quebec. This article is a distillation of both the contents—totalling hundreds of items—and the story they told about the two Amyot brothers.

THIS article concerns Lt. Col. Jean-Baptiste Amyot and his family. What I know about Amyot has been gleaned from a newspaper article, several newspaper clippings, and what I have found in the family archives. My research over the last decade concludes there is little additional information about the family in the public domain. What follows in this and subsequent parts of my article is the biography I have been able to prepare on the Amyots, with emphasis on the military aspect.

Jean-Baptiste Amyot was born in 1842 in Saint Gervais, Bellechasse County, Lower Canada and died after a long illness on 4 April 1913. His father was Guillaume Eusebe Amyot, a pilot—a skilled seaman who guides vessels through difficult waters—who was born about 1803 and died in August 1847. Jean-Baptiste’s mother was Louise Gosselin, who was born about 1829. I could locate no reference to her death. A typewritten page prepared ca 1900 contains details of both families and indicates that the Amyot ancestors originally came from Chartres, France, and were in Quebec as early as the 1690s. Figure 1 is a photograph of “Lt Col JB Amyot” that accompanied an article entitled “Sketches of Some Prominent Citizens” in *The Quebec Daily Telegraph* of 25 April 1903.



Figure 1. JB Amyot, ca 1903.

Included in the Amyot archive are two prints, *A Plan of the River St. Lawrence from Sillery [sic] to the Falls of Montmerenei [sic], with the Operations of the Siege of Quebec under the command of Vice Adm'l Saunders & Maj'r. Gen'l Wolfe*, published by James Macgowan and Wm Davis, 26 November 1780, and a badly stained copy of *The Death of General Wolfe at the Seige [sic] of Quebec*, by Hamilton and Grainger, “Published as the Act directs Dec 28, 1802, by J Stratford, No. 112, Hilborn Hill.” I believe these indicate an Amyot may have fought in the Battle of the Plains of Abraham.

Educated at Ste-Anne-de-la-Pocatière College in Quebec’s Kamouraska region, Amyot took classic studies and went on to graduate from Laval University. Several of his school workbooks and notebooks and a copy of a 25-page lecture entitled *Genies de Lecture*, all dated in the 1860s, have survived. A workbook with “E H Billingsley” neatly written on the cover and used by Elizabeth, Amyot’s future wife, is also present. All indicate they were good students with excellent handwriting, which they continued to practice throughout their

Keywords & phrases: Amyot family, postal history, military.

lives. This made reading their letters very easy compared to those of others I have had to struggle with over many years of reading the contents of postal history items.

Among other items that have been passed down through the family over many generations is a hard-covered notebook titled *Journal de mon Voyage en Europe. Commencant le 8 Aout 1864* and signed “JB Amyot Quebec.” The 108 pages record his activities on what must have been an exciting trip for a 22-year-old man at that time. The last entry is dated 31 March 1865. There is also a letter of introduction dated 26 July 1864 for his use in Paris, and an eight-page letter he wrote his mother datelined “Mediterranée— 23 Sept 1864.”



Figure 2. Amyot in militia uniform, ca 1875.

The signature “J. B. Amyot” and date “14 May 1864” on the khaki-coloured linen cover of a British Army *Regiment Account Book*, 1861 issue, indicates to me that he was a member of the Militia from at least that date. He is shown as a much younger man in his militia uniform in Figure 2 [1]. The article in *The Quebec Daily Telegraph* newspaper article, referred to above, states that Amyot was “the proud possessor of the Fenian Raid and North West Rebellion medals.” Since, as will be seen, Amyot was in Manitoba in 1870, the Fenian Raid medal must have been for service in the 1866 raid along the Quebec–Vermont border. [2]

A letter signed by DG African, Lt. & Adj., dated “Quebec, 30 April 1870” instructing the members of the 2nd Battalion [Quebec] Rifles “...organized for the North-West ... to proceed to Toronto on Monday next the 2nd of May” confirms Amyot’s participation in the North West Rebellion. In a copy of *General Order No. 1*, dated “Ottawa, 12th May 1870” “Capt. Jean Baptiste Amyot” is listed among the officers of the two Militia Battalions, one from Ontario, the other from Quebec, that were sent west [3].



Figure 3. Frances Anne Hopkins painting *Expedition to the Red River*. (NAC/C-2275)

The expedition comprised approximately 750 Canadian militiamen, a large number of teamsters and voyageurs, 373 all ranks of the 60th King's Royal Rifle Corps, and about another 70 soldiers from other British detachments, all under the command of Colonel Garnet Wolseley. After a period of rigorous training at Toronto, they travelled in relative comfort to the head of Lake Superior by rail and the steamships *Chicora* and *Algoma*, chartered by the government. They then had an eye opener as they struggled through the tangled Laurentian forest and rugged Rainy Lake to Lake-of-the-Woods country, travelling by shallow-draft boat and on foot over portages. Figure 3, an exquisite, detailed painting by Frances Anne Hopkins [4], entitled the *Expedition to the Red River*, depicts the boats at the beginning of one of the 47 portages.

During their arduous trek, the men endured 45 days of rain and constant attacks by mosquitoes and black flies. While they did not have to fight any battles, they were severely tested by the trip west. After reaching the Red River Settlement on 24 August, exactly 13 weeks after leaving the steamships, Wolseley and his advance guard entered Fort Garry. The British troops returned to eastern Canada soon after their arrival. The Canadians built temporary accommodation and spent the winter showing the flag. The majority of the initial Canadian volunteers, including Jean-Baptiste Amyot, returned home in the spring of 1871 after being replaced by new reinforcements. Gradually, the Red River establishments were reduced as the threats of Riel's return and Fenian raids in the west diminished, but it was not until 1877 that all the Ontario and Quebec Rifles were finally disbanded, leaving the soldiering to the newly organized Military District No. 10 and the Manitoba Militia, while the North-West Mounted Police became responsible for law and order [5, 6].



Figure 4. *Interior Old Fort Garry* by FC Brodie, Warwick Bro's & Rutter, used in 1908.

The post card in Figure 4 depicts the well-known painting, *Interior Old Fort Garry, winter of 1869–70*, by FC Brodie. This is what Amyot would have seen as he walked around the Fort on a winter's day [7].

The archive contains 64 envelopes addressed to or from JB Amyot during his time with the Expedition. Very little mail is known to or from other members of the 1870–71 Force [8]. Figures 5 through 15 illustrate some of the covers sent to Amyot, showing the various frankings used, postmarks, addresses, routings, and general condition of the letters. Some are addressed with “North West Expedition,” the official name of the Force, in the address. Included in the correspondence are several letters from Surgeon John Louis Hubert Neilson, the Quebec Rifles’ medical officer, a lifelong friend of Amyot. In 1884, Neilson accompanied the Nile Expeditionary Force as Surgeon Major and in the 1890s became the Surgeon General for the Canadian Militia. Another letter from Fort Garry concerning an outstanding account, written and signed by “[J]ohn] H McTavish,” was sent to Amyot after his return to Quebec City [9].

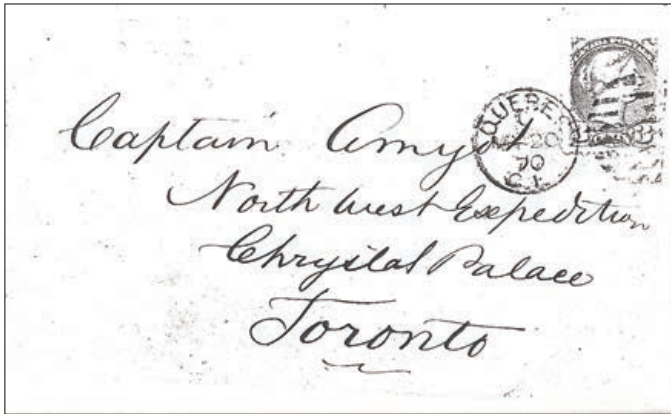


Figure 5. May 1870 letter to Amyot at Toronto.

Figure 5 above shows one of the first covers to Amyot after leaving Quebec. It was posted in Quebec on 20 May 1870 and addressed to him at the “Chrystal Palace/Toronto.” This is the building where the Battalion was quartered while training for their assignment. It was a large glass structure where, in 1860, a ball had been held in honour of the visit of Albert Edward, the Prince of Wales, later King Edward VII [10, 11].

Figures 6, 7, and 8 show letters sent to Amyot while the Expedition was in transit from Toronto to Fort Garry. The cover in Figure 6, right, posted in Quebec 13 June 1870, was addressed “Fort

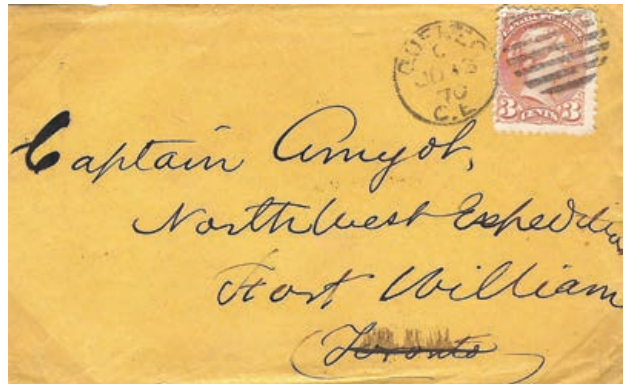


Figure 6. Letter of 13 June 1870.

William / (Toronto).”
 “Toronto” was crossed out upon receipt there and the letter forwarded.

Figure 7 shows the only advertising cover in the correspondence. Mailed in Toronto 8 July 1870 by Copp, Clark & Co., it contained an invoice on the company’s illustrated letter-head for a regimental stationery order arranged by JB Amyot.



Figure 7. Copp Clark Letter containing stationery invoice.

The envelope flap has their blue embossed advertisement (inset) printed over a lovely blind embossed view of Toronto in an oval with the text “Toronto Canada West,” which unfortunately does not reproduce well due to its age.

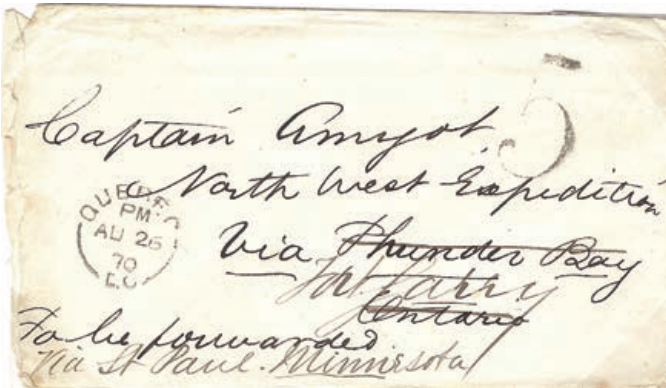
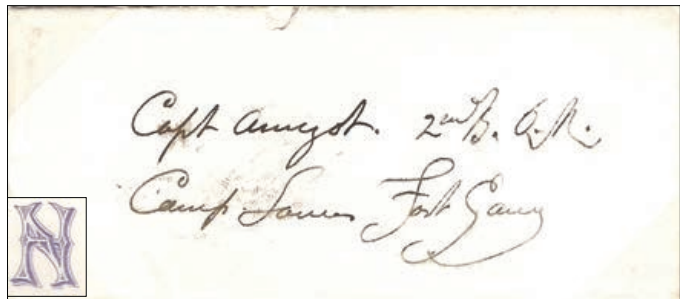


Figure 8. Letter from Quebec redirected to Fort Garry via St. Paul, Minnesota.

Figure 8 is one of several stampless covers in the group. It was posted at Quebec on 26 August 1870. The “5” handstamp indicates that postage was unpaid and 5¢ to be collected. Addressed “via Thunder Bay/“to be forwarded”; Thunder Bay was crossed out with “Fort Garry” and “Via St. Paul, Minnesota” added. This was the route for mail sent via the United States to the Red River Colony.

Figure 9. Favour “drop” letter from Surgeon Neilson to Amyot.

The piece shown in Figure 9 item was written at Lower Fort Garry on 3 October 1870 by Surgeon Neilson on his embossed “N” note-paper (inset) and sent as



a favour letter to Amyot. This may be the only known example of internal correspondence between members of the Expedition. Fort Garry, also known as the “Stone Fort,” was established by the Hudson Bay Company in 1822 at the forks of the Assiniboine and Red rivers, present-day Winnipeg. Lower Fort Garry, on the Red River, 19 miles from Fort Garry, was established by the “Bay” in 1831–3 as another of its many trading posts.

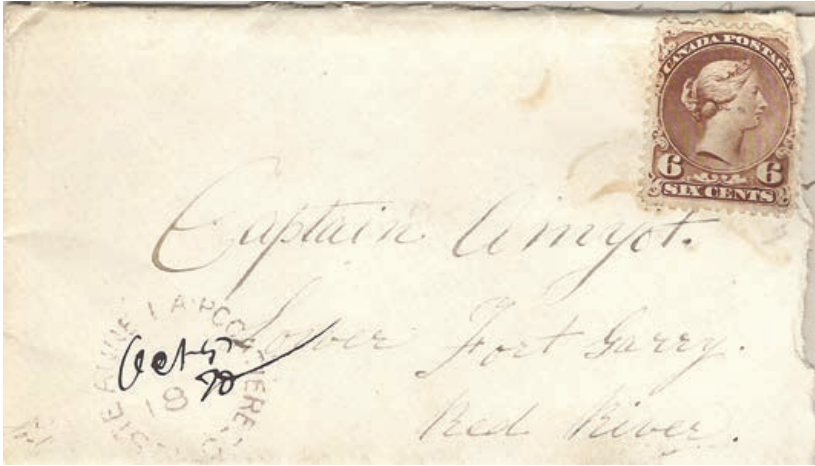


Figure 10. Letter to Amyot from his mother, dated 4 October 1870.

One of the most important envelopes in the correspondence, shown in Figure 10, contained the first letter Amyot’s Mother wrote him. Dated “Ste Anne [de la Pocatière, Quebec] 4 Oct. 1870,” it consists of eight handwritten pages. The letter was franked with a 6¢ Large Queen. Postmarked the same day, the stamp is just tied with a ring target but was unfortunately damaged by Amyot in his haste to open the envelope. This is one of only two known examples of the 6¢ per half-ounce rate via the United States to/from a member of the Expedition, and the only cover known paid with a Large Queen. This rate was in effect for a short period, from a date in 1870 unknown to Arfken [12], until 31 October 1870. The Duckworths recorded no examples in either of the two editions of their book. They record only one non-military cover to the Red River Settlement at the rate, bearing two pairs of the 6¢ Large Queen paying the quadruple weight [13].

The letter in Figure 11 (opposite page), paid with two strips of three 1¢ Small Queens, was posted in Quebec on 31 October 1870—the last day the 6¢ rate was in effect. Had it been mailed the next day, the sender would have saved three cents. Fortunately it was not, or this “last day” rate cover would not exist. Arfken records only one Small Queen 6¢ rate to the Red River, so this is now the second known and only Expedition-related cover [14].

A post office was not established at Lower Fort Garry until 30 April 1871, with Donald Gunn as Postmaster. One of the results of the Riel Rebellion was the creation of Canada’s fifth province on 15 July 1870, the first since Confederation on 1 July 1867. However, the 3¢ per ½ ounce Canadian domestic rate was not extended to Manitoba until 1 November 1870. All mail continued to transit through Windsor to Detroit and the United States until the Canadian Pacific Railway reached Winnipeg in December 1882 [15].



Figure 11. Letter mailed 31 October 1870, last day of the 6¢/half oz rate to Red River.

Figure 12 shows a cover posted by a Member of Parliament [initials at lower left] in Ottawa on 23 November 1870 and sent “FREE” to Amyot at “Lower Fort Garry/Via Pembina.”



Figure 12. Free franked letter from Ottawa to Red River.

The mourning cover in Figure 13 was initially franked only with the Lower Canada Legislative handstamp in the belief it could be sent postage free. It was later covered with a 3¢ Small Queen and posted at Quebec on 20 February 1871 to Amyot at Lower Fort Garry.

Figure 13. Mourning cover from Quebec to Lower Fort Garry, 20 February 1871.





Figure 14. Free franked letter from Ottawa to Red River carried on the Ottawa & Prescott Railway.

A second “FREE” letter, shown in Figure 14, is from the same Member of Parliament as the cover in Figure 12. The OTTAWA & PRESCOTT RAILWAY RPO postmark of MR 23/1871 and Prescott, Ontario transit were applied before it was put in a closed bag to transit through the United States, like all mail to the Red River colony.

One of the few covers in the archive sent from Red River is shown in Figure 15. It is postmarked with a “FORT GARRY/JU 11/71/MANITOBA” split ring and addressed to Amyot as “Major,” acknowledging the promotion he received while with the Expedition. The letter, from Surgeon Neilson and datelined “Stone Fort, June 7 1871 6 am,” received a 1 July 1871 backstamp, confirming 20 days in transit and that Amyot had returned to Quebec. Officers were not entitled to the 2¢ soldier/sailor rate, thus 3¢ postage was required.



Figure 15. Letter from Fort Garry to Amyot after he had returned to Quebec.

Amyot took advantage of his entitlement to a 160-acre land grant after one year’s service. His lot was in Township number Ten in the fifth range east, Section Ten in Manitoba. There is an 1877 tax bill in the archive and a reference to the land in JB’s marriage

contract. I could find no evidence that he ever settled the land. It is probable that he eventually lost it as I do not think it could be sold.

After his return to Quebec City, Jean-Baptiste Amyot completed his studies to become a lawyer. He was admitted to the Quebec Bar in January 1872 and remained in the Militia [16]. Part two of this article will continue with the first of several important positions he held during his later career, family life, and ongoing involvement with the Canadian Militia.

References and endnotes


- [1] Photo source: Sûreté du Québec website, which includes a short biography and photograph of Lt Col Amyot. <http://www.sq.gouv.qc.ca/mission-et-services/historique-de-la-sq/dirigeants-surete-du-quebec-depuis-1870.jsp>
- [2] The archive includes two interesting and somewhat threatening letters, one appropriately dated 17 March 1896 [Saint Patrick's Day], concerning the fight for an Independent Ireland. They were sent to Amyot when he was Deputy Sheriff of Quebec. One letter has a reference to Owen Roe, an Irish patriot. These letters indicate that Amyot's involvement in the 1866 Fenian Raids was not forgotten by some of those concerned, even decades after the events occurred.
- [3] The signature of "Lieut. H[enri] Bouthillier / No. 7 compy" appears at the upper left of this document; his name is also listed among those of the officers. The #9-size blue envelope with the "On Militia Service / [No. 254]" crest in the upper left corner which enclosed the document has survived, as has a 16-page *Regulations Relating to the Issue of Uniform Clothing and Necessaries to the Volunteer Force of Canada*, 1866 issue, signed "J. B. Amyot / Capt / No 1 Compy, 9th Batt."
- [4] Frances Anne (nee Beechey) was the wife of Edward Martin Hopkins, secretary to Sir George Simpson, Governor of the Hudson's Bay Company. When Simpson died in 1860, Edward Martin took charge of the company's Montreal department until his retirement in 1869. The travels which most influenced her painting were tours with her husband by large fur-trade canoes on the upper Great Lakes and the Mattawa and Ottawa rivers in 1864, 1866, and 1869. Painting reference number NAC/C-2275. http://www.biographi.ca/009004-119.01-e.php?&cid_nbr=7197.
- [5] John Martenson, *We Stand on Guard: An Illustrated History of the Canadian Army*. Ovale Publications, Montreal, 1992, p 33–34.
- [6] Lt Col DJ Goodspeed, *The Armed Forces of Canada 1867–1967*, Directorate of History, Department of National Defence, Ottawa, 1967, p 12–14. Less known is that, for whatever reason, the Canadian government decided in October 1870 to dispatch a second Expedition to Fort Garry across the northern wilderness. The Force consisted of 212 militia reinforcements and 60 voyageurs under Captain Thomas Scott, of the 42nd Brockville Battalion. While still a very difficult trek during the brief daylight of almost Arctic winter, Scott and his lads made the trip in only 28 days! It had taken Wolesey and his men three months to accomplish the same journey by the other route. Since mail to and from the first Expedition is scarce, I doubt if any from the second Expedition exists, but maybe it does.
- [7] I found it somewhat surprising that a post card depicting an 1869 scene would be reproduced by a major post card publisher in 1908. During the period 1905 to 1914, chinaware—cups and saucers, creamers, vases, plates, and other items—made in Austria, Bavaria and Germany, with floral decorated borders enclosing a transfer view in the centre, were popular souvenirs sold in Canada and the United States. In my collection, which mainly has items depicting Post Office buildings, I have a "Made in Germany" china plate with an illustration of "The Death of Thomas Scott Before [*sic*] the Walls of Fort Garry, March 4th 1870"—obviously not Brockville's Captain Thomas Scott, but a namesake, and an important event which was instrumental in setting off the first Riel Rebellion. It is very puzzling that this commemorative/memorial item was manufactured over 35 years after the execution took place.
- [8] CR McGuire, *Facets of Canadian Philately*, Canada Post Corporation, Ottawa, 1987, p 34 illustrates one such cover, sent by Major Acheson G Irvine, also with the Quebec Rifles, to his wife.

- [9] John McTavish, the Chief Trader of the Hudson Bay Co., is the first figure to the left in the post card shown in Figure 4. Born in Grafton, Upper Canada, in 1837, McTavish married Maria Rowland, daughter of a Chief Factor with the Hudson Bay Company. McTavish joined the Bay and went to Fort Garry in 1856. He worked for the company until 1870, when he was elected Conservative member for Ste. Anne in the first Legislature of Manitoba. In 1874, he was chosen a member of the North West Territorial Executive Council, but he left politics to become a Land Commissioner for the Canadian Pacific Railway. McTavish was a good friend of Donald Smith, later Lord Strathcona. Smith was instrumental in the formation of the CPR, which may have been part of the reason McTavish was named to the position he held until his death in 1888.
- [10] George FG Stanley, *Toil & Trouble, Military Expeditions to Red River*, Dundurn Press, Toronto & Oxford, 1989, p 93–4. This book has many excellent period illustrations, including one depicting the militia drilling in front of the Crystal Palace in 1870.
- [11] *Canadian Illustrated News*, 26 Aug. 1870, p 8.
- [12] George B Arfken, *Canada's Small Queen Era Postal Usage during 1870–1897*, Vincent Graves Greene Foundation, Toronto, c1989, p 32–3.
- [13] HE and HW Duckworth, *The Large Queen Stamps of Canada and their Use 1868–1872*, Vincent Graves Greene Foundation, Toronto, First Edition 1986, Second Edition 2003; p 208 of the First Edition.
- [14] George B Arfken, *op. cit.*, p 31.
- [15] George B Arfken, *op. cit.*, p 34.
- [16] Included in the archive are an eight-page report by JB Amyot with his observations and comments on the trip to Manitoba with the Expedition, and a seven-page report prepared by Lt Col Charles Eugene Panet, Deputy Minister of Militia and Defence, dated Ottawa 27 March 1882, for the House of Commons. The latter was probably sent to Amyot because it contained input taken from the report he had written. These are examples of about three inches of Militia forms and documents that Amyot retained from his service with the Expedition and after.

Acknowledgements

My sincere thanks to Ellen Millar of Minesing, Ontario and Michael Millar of Barrie for their help in finding some of the Internet references to JB Amyot, and to Mike Street for his help in preparing the final version of this article.

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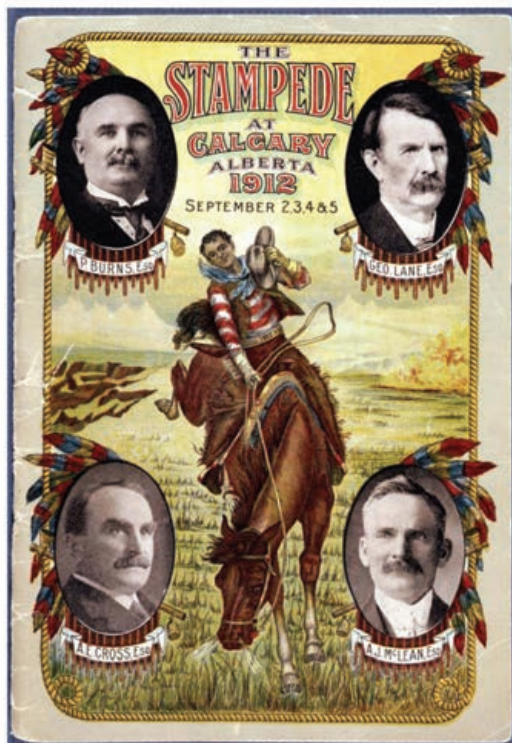


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A telegraphic service between South Africa and Canada for servicemen during the Anglo Boer War, 1899–1902?

Dr J Frank, RDPSA, FRPS

AN unusual cover (Figure 1) to Canada in my collection warrants further investigation. Was this used to convey a copy of a telegraphic message, or was it used for postal purposes merely because it happened to be available?

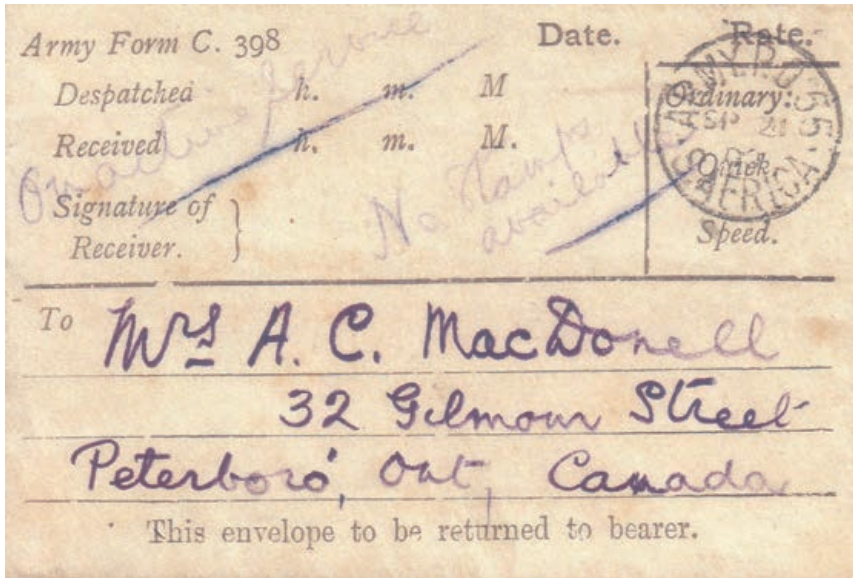


Figure 1. British Army telegraph envelope from Army PO 55, at Pretoria, to Canada.

This 4.5" × 3" stampless cover is a printed British Army Telegraph dispatch envelope, which had to be signed for by the recipient and was "to be returned to bearer." Manuscript endorsements read "On active service" and "No stamps available." It was sent by Lt AC MacDonell of "H" Company Second Battalion, Royal Canadian Regiment to his wife (or mother) in "Peterboro," Ont, Canada. Postmarked "ARMY P. O. 55" at Pretoria on 21 September 1900, the cover bears Toronto, and Peterboro, Ont., Canada backstamps. Lt MacDonell's unit was at Pretoria from 25 August until 24 September 1900, when it left for Cape Town en route to Canada.

Keywords & phrases: Boer War, military, telegraph, postal markings

The small size of the cover appears to indicate that it was designed to convey a telegram rather than a full-size letter. It strikes me as unlikely that the Army postal authorities would have permitted a letter to be sent abroad in an official British Army Telegraph envelope, although captured enemy postal stationery was frequently adapted for use by Imperial troops.

However, the item did ring a bell. I remembered reading in the distant past about a telegraphic service for servicemen between South Africa and Canada during the Anglo Boer War. Recourse to the literature brought to light an editorial by Robson Lowe in *The Philatelist* of July 1942. It discussed the establishment of a “Packed telegram service” in both directions between South Africa and Canada. The rate was 61¢ per word from the latter! It would appear that more telegrams were sent from South Africa with its readily accessible army telegraph offices, via the UK, to Canada than in the reverse direction. The author did not give references to substantiate this postal development. It is tempting to postulate that this tiny envelope originally contained a copy of a telegram received or sent by Lt MacDonell.

The question is whether any other examples have been recorded indicating a functional telegraphic service for the volunteers. I have to date found no reference to it in the extensive philatelic literature available to me. Anyone with information concerning this cover or any similar cover is asked to contact me through the Editor.

Reference

Robson Lowe, Editorial, *The Philatelist*, London, Volume VIII, 1942, p 222.

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Matters Military 12. “CEF in the sun” follow-up

Colin Pomfret

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B EING a long-time Canadian Military Mail collector, it gave me great pleasure to see the late Doug Sayles’ article “Matters Military 9. Canadian Expeditionary Force (CEF) in the sun” in *BNA Topics*, October–December 2010 [1]. In that article, Doug wrote about Canadian forces serving in Palestine and Bermuda during World War I. The items I describe in this article add to those stories. Fortunately, I was able to share them with Doug before he passed away.

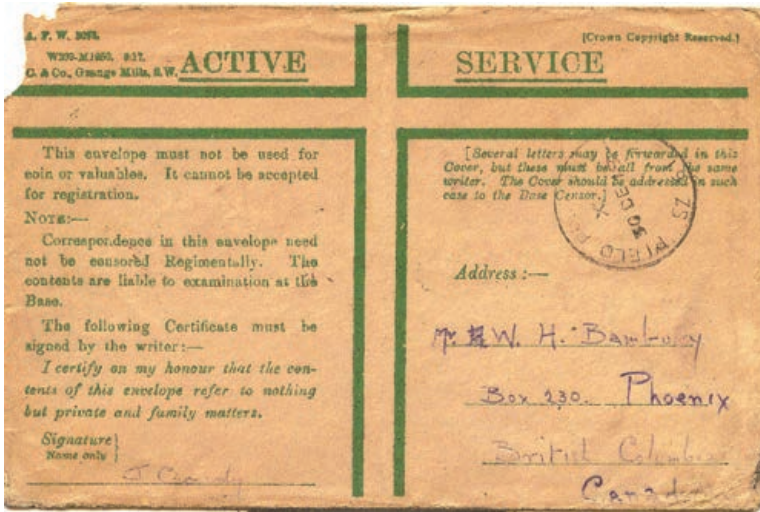


Figure 1. Honour envelope sent from Palestine to Canada in 1918.

In his article, Doug stated that he had never seen a cover from the No. 1 Bridging Company of the Canadian Railway Troops in Palestine. The honour envelope in Figure 1 is from a soldier in the Bridging Company. On 30 December 1918, he wrote to his friend:

I wrote to you from hospital at Cairo where I was detained with an attack of malaria fever contracted a few miles from the Sea of Galilee where we were on some repair work. I was told that I very nearly cashed my cheque however I didn't and am now feeling fine and back at work again. By the way Bill, did you know a little fellow by the name of Hadfield, Wm I believe. He used to work at Greenwood and the mining camps. A little short sandy complexion fellow. He was with us here, but died a few weeks ago from malaria fever and he spoke of knowing you.

Keywords & phrases: Military, WW 1, CEF, Palestine, Bermuda, postal history

The return address on this envelope reads: Spr J Cordy, No. 1030759, 1 Bridging Co, Canadian Railway Troops, EEF Palestine.

The cover in Figure 2, mailed 17 February 1919 in Montreal, was addressed to a Sapper in Platoon No. 3 of the same Bridging Company, who either prepared envelopes for friends and family before leaving home or had a relative prepare them. The 3¢ Admiral paying the correct rate for mail to a serviceman has a partial CPR perfin.

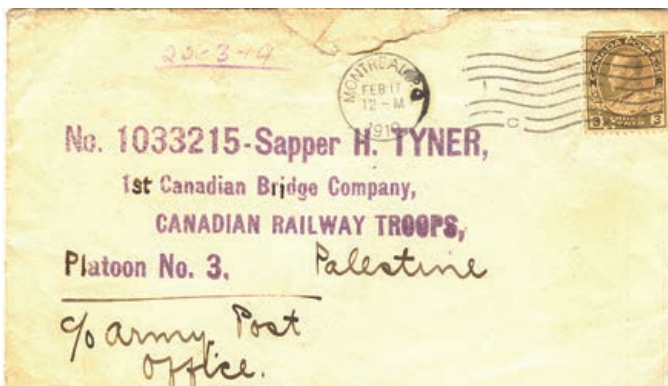


Figure 2. Letter to a Canadian soldier serving in Palestine in 1919.



Doug’s article discussed Canadian troops in Bermuda during WWI, but the infantry battalions were not the only Canadian units there. The post card in Figure 3 leads into another aspect of operations in Bermuda.

Figure 3. Post card of RMS Hesperian postmarked 26 August 1915 at Quebec.

Postmarked on 26 August 1915 at Quebec, the card shows a picture of *RMS Hesperian*, a passenger ship that was being used to carry troops. The message on it reads, “17th Aug 15, Father Point, no news is good news. Expect to get into the gulf tomorrow. One destroyer is taking us from Quebec. Love to all, Will.”

The nine-day delay in processing the card, and the fact that it was postmarked in Quebec and not at Father Point was for security. The destroyer mentioned was actually a torpedo boat, *HMCS Grilse*, seen in Figure 4. *Grilse*, previously the private yacht *Winchester* of Peter Rouss of New York, had been purchased for \$100,000 by Jack Ross, son of James Ross, one of the founders of the Canadian Pacific Railway [2]. After the purchase, Ross sailed to Halifax where a torpedo tube and 12-pound guns were placed on board for installation at Vickers in Montreal. She had completed stability trials at the Vickers yard on 13 August 1915 and sailed back to Halifax shortly after, escorting *Hesperian* on the way.

Ross purchased *Grilse* with the proviso that he be named Captain. As he had little or no seafaring experience, a Master was appointed to manage the vessel. During most of 1916,

Grilse patrolled the east coast from Nova Scotia to Bermuda. Considered unsuited for winter service in Canadian waters, she left Halifax for the Caribbean on 11 December 1916. She was reported lost in a storm, but three days later turned up in Shelburne (NS), having lost six of her crew and much equipment. After a long refit she resumed her patrol duties.

In my collection is another unused post card dated June 1916 showing *Grilse* in Bermuda, as well as another showing men



Figure 5. Canadian sailors playing football.



Figure 4. HMCS *Grilse* in 1916.

playing football. The caption reads “Football at Bermuda March 1916. H. M. C. T. B. D.” (His Majesty’s Canadian Torpedo Boat Destroyer). Mail from *HMCS Grilse* while in Bermuda must exist but will be difficult to identify.

References

- [1] CD Sayles, Military Matters 9: Canadian Expeditionary Force (CEF) in the sum, *BNA Topics*, No. 525, October–December, 2010, 27–31.
- [2] http://en.wikipedia.org/wiki/HMCS_Grilse.

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A re-examination and classification of the GPO Triangles on naval mail from HMCS Avalon, St. John's, Newfoundland—Part 1

Paul Binney

Introduction

THE militarization of Newfoundland for defence from the threat of German aggression began in June 1940 with the occupation of airports at Gander and Botwood by troops of the Canadian Army. In December of that year, at the request of the Admiralty, the Royal Canadian Navy established a port examination service and local defence force at St. John's [1].

The expansion of U-boat attacks into the western Atlantic in late 1940 and early 1941 created the need for further support of the convoy escort system travelling between Halifax, NS and Great Britain and led to the establishment of the RCN naval base, HMCS Avalon, at St. John's, Newfoundland. The base, located within the confines of an already-crowded harbour, was close to, and about one-third the way along the great circle route from eastern North America to Great Britain. To allay fears of Canadian expansionism as a threat to the sovereignty of the colony, the Admiralty owned all the facilities at HMCS Avalon while Canada paid for the administrative and maintenance costs. In fact, the Canadian government also paid for the construction of the facilities through loans made to Great Britain [2].

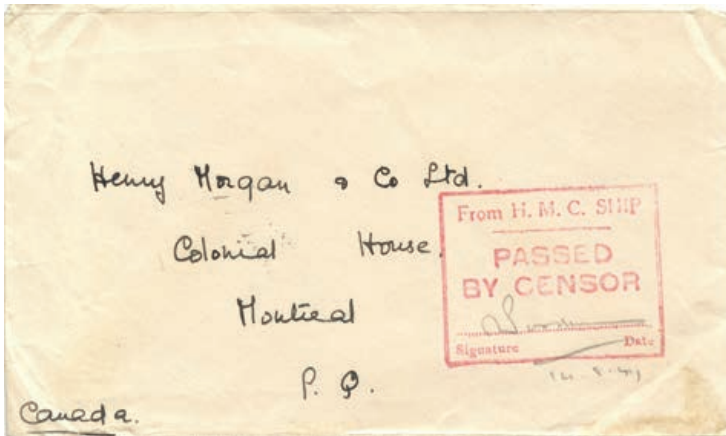


Figure 1. Free franked cover from HMCS Avalon to a Canadian address. Correspondent is LE Emerson, Commissioner for Justice and Defence in the Newfoundland Government. Although a civilian, he must have had an office at Naval HQ as part of his official role in defence of the colony.

Keywords & phrases: GPO Triangles, HMCS Avalon, World War II

HMCS Avalon began operations on 27 May 1941, with the arrival of the first seven corvettes of the Newfoundland Escort Force. At the peak of activity, HMCS Avalon included Naval HQ, two hospitals, three barracks locations (including Avalon II), repair shops, stores, training centres, the dockyard, wireless stations, and a repair yard at Bay Bulls. By late 1944, the base housed over 5,000 personnel of all ranks, supporting an escort fleet of destroyers, frigates, corvettes, minesweepers, motor launches, and auxiliary vessels [3].

A Fleet Mail Office was established at HMCS Avalon to serve as a conduit for all mail from ships and personnel at the base. Security was paramount, so all outbound correspondence was censored. The censorship markings in some cases provide an indication of the date of mailing and also established the right of free postage if “regular” surface mail was used for conveyance. An example of this type of correspondence is a letter sent in August, 1941 by LE Emerson, Commissioner for Justice and Defence in the Newfoundland Government (1941–1945) from the naval base (Figure 1). As a government official whose portfolio included defence, he must have had an office at the base.

Prior to the war, triangular GPO markings were used on third class and bulk mail originating in St. John’s. A traced example (Figure 2) was illustrated by Meyerson [4]. During the war, similar triangular markings were utilized to confirm the payment of extra fees for air mail (Figure 3), registered mail (Figure 4), and mail to the US. For security reasons, the location of mailing was not identified. The wartime markings have been classified by Frith [5] and Sayles [6] based principally on size of the impressions. This article suggests a re-classification that relies on other attributes of the markings than size.



Figure 2. Tracing of a pre-war GPO triangle used on a wrapper from St. John's, Newfoundland.

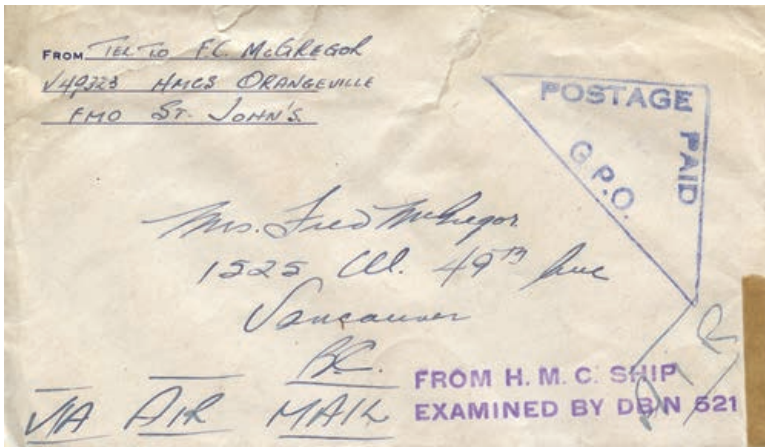


Figure 3. Air mail letter from telegrapher FC McGregor on the Castle Class corvette HMCS Orangeville. Marked by shipboard Censor DB/N 521, the letter was handled through the shore post office at Avalon and was subsequently struck with a GPO4 triangle to indicate payment of the air mail fees to the General Post Office in St. John's.



Figure 4. Registered letter from Avalon, FMO to a Winnipeg address. The registration fee was an “extra charge,” and the payment of this fee is acknowledged at the GPO with a strike of the GPO1 triangle.

Post-war, the use of POSTAGE PAID triangles continued at least until 1947 on printed matter and bulk mail [7]. The GPO did not return to the earlier style that identified the point of mailing as St. John’s, but just continued to use handstamps produced during the war years.

Source of the markings

The variations in the inking, size of marking, and wear patterns of the GPO triangles all serve as evidence that these devices were “rubber hammers.” Vulcanized rubber “stamps” were constructed, using a process first developed in the 1860s. By 1890, Charles Schultze of New Orleans, US patented a press for the manufacture of rubber stamps. In the vulcanizing process, a master copy of the final “stamp” is produced in metal. An impression of this master is pressed into an intermediate medium (media board, Bakelite, or similar product) to provide a negative impression. This negative is then filled with rubber and vulcanized in a press with heat and pressure. The vulcanized rubber “stamp” is cut out from the rubber sheet and fastened to a dimensionally stable hardwood turning (usually maple) to produce the final stamp. The mold can be used to produce a number of similar rubber “castings” for the required handstamps [8]. Similarly, the master or a mold taken from it could be modified to produce a number of similar designs.

Work plan

This article is based upon an examination of covers in my collection, which was formed from the purchase of a Whitehouse “Avalon” collection, other items acquired from a variety of dealers, and additional data from collections assembled by Frith, Sayles, Pomfret, and Mario. For each marking, the text style and position are noted, and all cancellations were measured if possible. This was done, using a technique explained by Doug Sayles in a personal communication, by projecting the sides of the triangles to their intersections (using

lines on plastic overlays) and measuring the outside bounds of intersection, using an electronic caliper to the nearest hundredth of a millimeter (Figure 5). The base of the triangle and the left side were measured, as these are the two parts of the marking that are most often found on all covers. The measurement data was then plotted as the ratio of the left side to the base length versus the base length (Figure 6). This serves to separate the more equilateral triangles from the “flatter” varieties and further separates markings on the basis of overall size. Within each field, a large “spread” of data is noted. This occurs in part because the dimensional measurements are precise, but not accurate. Variations in the size measured can also be due to the size of the original rubber “hammer,” variations in striking force and wear, placement of the lines for measurement,



Figure 5. Plastic overlays extend lines of incomplete triangle marking and electronic calipers for measurement of base and left side of strike.

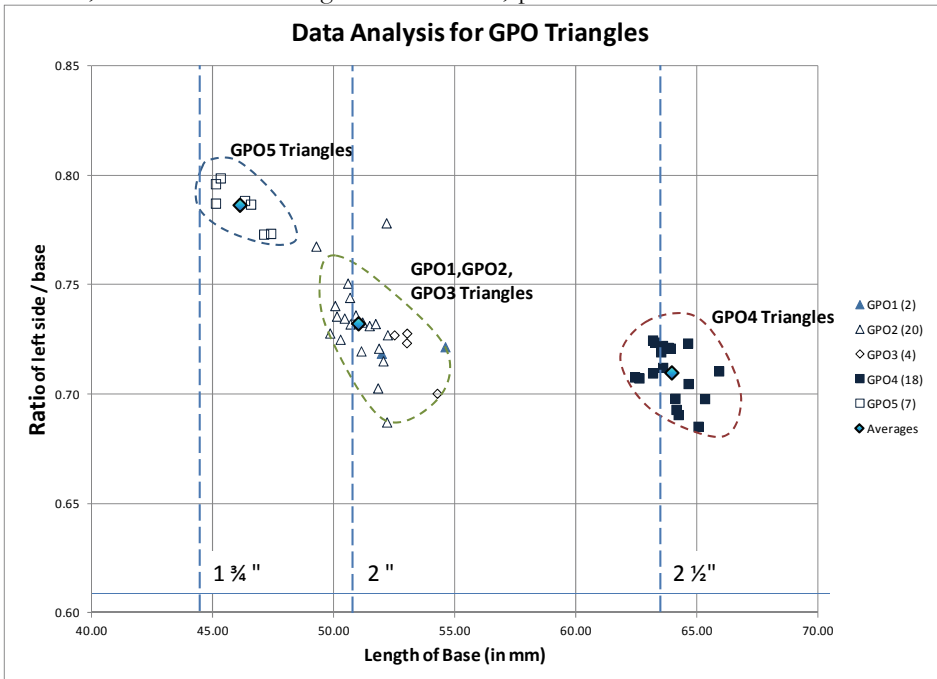


Figure 6. Data analysis for measurements of the GPO hammers. Number in brackets of legend indicates number of data points for each marking.

and accuracy of the measurement. Minor errors can produce “outliers” within a defined field (e.g., GPO1, 2, 3 field in Figure 6). Despite these potential sources of error, a number of fundamental geometries can be recognized by looking at a larger group of data.

GPO triangle hammers were made in the 1940s when the imperial system was the standard for measurement. The basal measurements of the triangles equate roughly to 1¾ inches, 2 inches, and 2½ inches. For reference, the dashed lines in Figure 6 show the metric equivalents of 1¾, 2, and 2½ inches.

The most difficult question to answer in relation to these triangles is their period of use. The only known dates come from censorship, registration markings, or rare receiver or sender markings.

The basic classification of triangles

Illustration and definition

It is proposed that a classification of the GPO triangles should be based upon *typeface* (serif or sans-serif), *placement of the text*, and finally, *size of the impression*. Slight variations in size of impression are to be expected due to the manufacturing process, mounting of the rubber casting for use, the surface on which the strike is made (including contents of envelope), the state of wear or deformation of the hammer due to use, and accuracy of the measurement process as outlined above. The spread of data in Figure 6 provides an estimate of the variations to be expected, usually ± 1.5 mm from the average marking.

Five types of distinct triangle markings have been identified in use at St John’s during WWII. Three of these markings had serif letters and two (GPO1 and GPO2) are similar enough in size that they could have been “pulled” from the same, or a slightly modified, master/mold. The GPO3 triangle used on wartime correspondence is apparently unique and has a different pattern and size of lettering than do types GPO1 and GPO2, although the size of the triangular surround is similar to the earlier devices. Several examples of this GPO3 triangle occur on post-war covers, as late as 1947 [9]. Later sans-serif triangles are easily distinguished due to the size difference between them.

The first series of triangles feature serif letters. All are approximately 52 mm in base length, but variation is observed as would be expected from “rubber” handstamps (GPO1, 2, 3 field in Figure 6). All examples in the following section are shown full size.

GPO1	Serif letters, space for St. John’s (partially erased) below GPO, 2" (52–54 mm) base Known Use: October 1941 to May 1942.
-------------	------------------------------------------------------------------------------------------------------------------------------



Figure 7. IA1 of Frith, W102 of Sayles, GPO1 of this study

In GPO1, the town designation has been partially removed by scraping or slicing away some of the raised rubber lettering. The GPO1 markings appear to be somewhat larger than the type GPO2, with Sayles providing measurement limits of 53–54 mm base. With text remnants, the two examples in this study measure 52.0 and 54.5 mm. I do not believe that these evolved into the GPO2 markings as suggested by both Frith and Sayles. The name of the town on the markings was already partially

removed, and no additional security would be obtained by totally eliminating the text remnants. The period of use also overlaps the known dates of use for the GPO2 markings.

GPO2 Serif letters, space for St. John's (no entry) below GPO, 2" (52–54 mm) base
Known Use: September 1941 to July 1943.



Figure 8. I of Frith, W101 of Sayles, GPO2 of this study.

The GPO2 markings contain a clear space where the words “St John’s” were most likely entered on the original mold master. The markings range from 49.3–52.2 mm in size, with an average base length of 51 mm. The markings are otherwise identical to the GPO1 markings and may have been made from a modified original master created for the GPO1 markings.

GPO3 Serif letters, no space for St. John's below GPO, 2" (52–54 mm) base
Known Use: March 24, 1945 and post war to February 1947.



Figure 9. IB of Frith, GPO3 of this study.

This particular example of a GPO triangle (ex. Whitehouse collection) is on a registered airmail letter dated March 24, 1945. The triangle is of similar size to the GPO2 examples (Figures 6, 8), and contains serif letters, but the placement of larger letters more evenly about the edge of the device makes it unique. Note there is not space for the placement of the words “St. John’s” below “GPO.” This GPO3 triangle was noted by Frith [10] but not given a unique identifier in his

study. The use of this marking in the post-war era has been illustrated by Mario [11] and by covers in the author’s collection. The final two groupings of triangles have sans-serif lettering and are easily distinguished by their size. One is much larger than the previous examples, the other much smaller (Figure 6).

GPO4 Sans-serif letters, 2½" (63–65 mm) base
Known Use: September 1943 to May 1944.



GPO4 triangle markings range from 63-65 mm along the base, have large sans-serif letters about the perimeter, and provide no allowance for additional wording at the base.

Figure 10. II of Frith, W103 of Sayles, GPO4 of this study.

GPO5 Sans-serif letters, 1 $\frac{3}{4}$ " (45-47 mm) base
Known Use: September 1944 to March 1945.



The GPO5 triangles are small and relatively equilateral (Figure 6), measuring on average 46 mm along the basal edge. All lettering is sans-serif, and no allowance is made for additional wording at the base.

Figure 11. Ill of Frith, W100 of Sayles, GPO5 of this study.

Acknowledgements

I would like to thank Colin Pomfret, the late Doug Sayles, the late John Frith, and a number of postal history dealers for freely sharing information from their Newfoundland material. Thanks are owed to Dean Mario for calling attention to the pre- and post-war use of GPO triangles as postage paid markings. His 2001 article provided my first evidence of post-war use of the GPO3 triangle marking.

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- [10] John Frith, *op. cit.*
- [11] Dean Mario, *op. cit.*

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Foreign Exchange Control Board— Bank of Canada money packet to the US

Eldon C Godfrey, FCA

IN a 2004 issue of the *King George VI Post & Mail* [1], John Burnett presented an article focussing upon postage rates for Canadian mail destined to the United States and its territories during the Mufti era, 1937–1942. The cover in Figure 1 adds to the rates presented by John.



Figure 1. Bank of Canada envelope mailed at the Money Packet rate to New York.

Money Packet to the United States

The envelope shown above is a money packet mailed on 11 December 1941, just four days after the attack on Pearl Harbor, to an address in New York City. The rate for a money packet to the US on that date was 7¢ for the first ounce plus 5¢ for each additional ounce or fraction thereof. Mailed by the Bank of Canada at Ottawa, it is franked with two 13¢ 1938 Pictorial Issue stamp (Halifax Harbour), two 5¢, and a single 1¢ of the Mufti issue. The postage totals 37¢, paying 27¢ for a money packet weighing in excess of four ounces but not more than five ounces, plus the registration fee of 10¢.

In compliance with the “self authorization” privilege of the Foreign Exchange Control Board (FECB), the cover was marked

AUTHORIZED FOR EXPORT BY
FOREIGN EXCHANGE CONTROL BOARD

and initialed on the line provided for that purpose.

Keywords & phrases: Mufti, Money Packet, FECB

Upon receipt in New York the cover was marked by United States Customs:

SUPPOSED LIABLE TO
UNITED STATES
CUSTOMS DUTIES

COLLECT 10¢ POSTAGE DUE
FOR CUSTOMS SERVICES



Figure 2. Obverse of cover in Figure 1, showing receivers and Bank of Canada wax seals.

In the absence of any American postage-due stamps, we may assume that US postal authorities allowed the correspondence from the Bank of Canada to pass without charges. The envelope is a “heavy duty” cover which, in my opinion, could readily accommodate contents weighing between four and five ounces. On the obverse are two oval NEW YORK / REG’Y DIV cancellations dated 12-12/1941 and a further handstamp notation, DEC 13 1941, presumably noting receipt by the addressee. The obverse also bears four wax seals with Bank of Canada impressions.


The envelope is addressed to a Mr John S Cameron at 341 Ninth Avenue, New York. I discussed the cover, the only example of Bank of Canada correspondence in my FECB collection, with Mike Street. By a fortunate coincidence, Mike and his family had visited New York only a month earlier on a holiday and stayed at a hotel in the 400 block of Eighth Avenue. Mike advised that the building housing the Ninth Ave address is the James Farley Post Office, which covers two entire square blocks and fronts on Eighth Avenue. In other words, addressee Cameron worked for the United States Post Office! Why would the Bank of Canada be sending a registered money packet to the USPS? Although it is speculation, the only reason that Mike and I can come up with is that the packet contained money orders issued by the USPS that had been redeemed in Canada and were being returned to the USPS in a bank-clearing activity. I would be pleased to hear of any other suggestions.

Reference

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Matters Military 13. S.O.S. TO CANADA

*HK (Kim) Dodwell
and Mike Street*

This is the thirteenth in a series devoted to Canadian military philately. Each column will be from one to five pages focusing on a single subject. It will appear as often as material is available; if you have an interesting military story, why don't you tell it here?

AIRGRAPHS were invented during World War II as a means of reducing the amount of mail—sent to people in the armed services—that had to be transported across the world's oceans. After the sender wrote the letter on a special form and submitted it, the form would be photographed onto a microfilm, which would then be shipped to its trans-oceanic destination where the film would be processed. Thousands of letters could be recorded on a single microfilm, thus saving space and weight on transport ships or airplanes.

The cover in Figure 1 is a British Airgraph envelope, used on 22 March 1944, to send a Canadian soldier in England a paper copy of an Airgraph received from someone at home in Canada, or possibly in another theatre of war outside the United Kingdom. It carries five separate Canadian Postal Corps handstamp or machine markings and three manuscript endorsements. Together, they tell an interesting story.



Figure 1. British Airgraph envelope mailed to a Canadian in England.

The first manuscript endorsement, “No. 5 Cdn Gen Pioneer Coy/26/3/44 B” in red, was written on the envelope when the unknown recipient was not found at the address given in the Airgraph. On the same day, the Krag machine cancellation “ARMY/POST OFFICE/-SC 11.-/26 MCH 44” (Sayles #H126, Figure 2) was applied at the Canadian Reinforcement Unit, Aldershot [1].

Keywords & phrases: Military postal history, British Airgraph, WWII

Since the two bear the same date, it appears the original address was “Serviceman X, Canadian Army Overseas, CRU.” (As the Pioneer companies provided heavy labour for other military units, no doubt the addressee was male [2].)

Two days later the letter was endorsed in blue ink “N.E.T.D 28-3-44.” The Pioneer Company endorsement was crossed out by the same pen. “NETD” refers to the “Non-Effective Transit Depot,” the unit that housed and processed personnel who, for any number of reasons, were no longer able to serve overseas and were heading home.

The addressee not being found there, the “N.E.T.D” endorsement was crossed out in heavy pencil by clerk “AW”—the Airgraph was then forwarded to Canadian Postal Corps Headquarters where the circular postmark “POSTE RESTANTE/HQ CPS, O/S” (Sayles #F370) was applied on 1 May 1944. Three and one-half months later, the endorsement “S.O.S. TO CANADA” (Struck Off Strength—Sayles #F349) was added in England and the Airgraph forwarded to the Army Records Office in Ottawa where the boxed “NO. 1 DISTRICT DEPOT/LONDON, ONT” (Sayles #D599) was added on the front. This mark was used to redirect mail to returned servicemen via the Army District Depot through which they first enlisted [3]. The circular transit mark “OTTAWA M.P.O./ONT.” (Sayles #D592) was applied on 26 August 1944, and the Airgraph was sent to London, Ontario where, since there are no other marks or endorsements on the cover, the addressee was presumably located.



Figure 2. Postmarks on the reverse of the Airgraph.

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The FPO Z CDS proof strikes: And then there were two!

Dean W Mario

Background

ICELAND played a vital role in the Second World War. Its strategic position in the North Atlantic afforded the Allies important ground, air, and naval bases from which they could operate. The postal history related to the troops on the island, especially that concerning the Canadian Forces, is an interesting area to pursue and study [1].

Given the real threat that German forces might make a serious effort to attack and occupy Iceland, British Royal Marines—along with coastal and anti-aircraft batteries—were sent to Reykjavik on 10 May 1940.

Canada was subsequently asked to participate in Iceland's defence by providing troops to help strengthen the British forces and to allow some British troops to be redeployed elsewhere. A brigade-size unit, known as "Z Force," and comprised of infantry regiment elements was quickly formed, with the first troops—the Royal Regiment of Canada—arriving in Iceland on 16 June 1940.

Postal arrangements

While no postal units accompanied the first British troops to the island in May 1940, the British Royal Engineers (Postal Section) arrived a week later to set up a system of stationary field post offices. These British "FPOs," using standard British-type devices, were to service scattered garrisons throughout Iceland.

It is believed that prior to the landing of Canadian troops in mid-June, arrangements were made by Canadian Postal Corps officials to provide Canadian troops with their own separate and distinct cancelling devices. The postal cancellations from these devices are arguably some of the rarest Canadian military markings from the Second World War period.

A total of four different devices were ordered and subsequently proofed in late June and early July 1940 [2, 3]. These are listed in [4] and include two steel circular date stamps #M20-10 and #M20-111; one large circular date stamp, presumably made of rubber #M20-12; and one rectangular registration device, also made of rubber #M20-13 [5]. They were never placed in use and very little is known about them.

We can only speculate why these devices were shelved and never saw military service. Given the fact that the Canadians were under the command of the British "Alabaster Force," they were not an autonomous unit and could not act independently (possibly including any separate postal services). British authorities may have concluded that the use of existing (and more traditional) British field post offices (and therefore British devices) would be less confusing and create a more effective, efficient, and uniform operating system.

Keywords & phrases: Military, postal markings, Iceland, Z Force, WWI

Military postal services would already have been operating throughout Iceland by the time these cancellers were made, so Canadian-related devices would simply have been redundant from a practical point of view.

The British may also have believed that these Canadian devices could have presented a potential security risk. Any mail captured by the enemy could be easily identified, because a recognizable “F.P.O. Z” marking would link it to Iceland as its source. It was perhaps thought that the traditional British FPO devices, using the numbering system, were more anonymous and thus safer. Devices were often reallocated for security purposes, but it may have been impossible or impractical for the Canadian devices to be treated in this manner because of the “Z.” This is, of course, all speculation. We may never know why these devices were not used.

The “Field Post Office Z” circular date stamp devices

The Z Force related hammers are similar to other devices used by the Canadian Postal Corps, such as those designated as “MPOs” and “CAPOs,” during the Second World War. By 1985 only one very rare cancelled Force Z “favour cover” had been recorded and illustrated [2]. It is shown in Figure 1. The cover bears two strikes of the device; one tying a

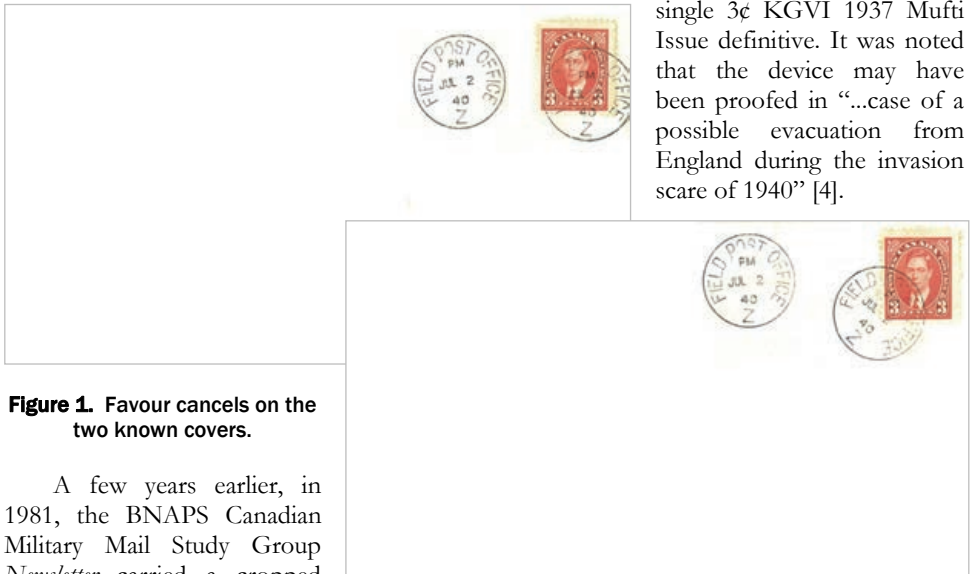


Figure 1. Favour cancels on the two known covers.

A few years earlier, in 1981, the BNAPS Canadian Military Mail Study Group *Newsletter* carried a cropped

enlargement of the strikes from this same cover originating from “... an interested party from England” [6]. This discovery came in response to illustrations of Force Z proof strikes, along with requests for readers to provide more information in previous issues of the CMMSG *Newsletter* [7, 8]. Unfortunately, no other information has been forthcoming, and these interesting markings are still therefore something of a mystery.

Another twist occurred with the discovery of a second Force Z favour cover that surfaced in 2008. It too has the strikes from the same hammer as on the first favour cover, and a similar usage of the 3¢ Mufti stamp. To my knowledge, the second cover has not been

recorded previously, although from information I have obtained the two may have been together before. After a period of approximately 15 years, they have now been reunited!

To date, these are the only two examples of the Z Force CDS cancellations recorded, but naturally I hesitate to declare that they are the only two in existence. I have heard a rumour that there may be another example which was legitimately used but, if so, it remains to be reported. If members can supply an illustration of a legitimate Force Z cancellation on cover, they are certainly encouraged to contact the author to help add to this most interesting postal story and period in Canadian military history.

Conclusion

We may never know the full story about why these various Z Force-related postal devices were ordered and why they were never placed in service in Iceland. Naturally some questions remain unanswered: Why were these favour covers created, and why did they bear Canadian postage stamps, especially since surface mail from Iceland to Canada at the time was free for troops, and mail over two ounces, mail destined to countries other than Canada, and registered mail required correct postage for Britain [1]? If these favour strikes were indeed proofs in the event of a potential evacuation from England, then why the use of Canadian postage stamps, and why weren't they simply struck on a plain envelope or on a piece of paper? If these devices did eventually arrive in England, why were they not transported to Iceland for use? Is it possible that the devices never left Canada? Many questions and few answers! If members have any thoughts, please contact the author.

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Billy Bishop's WWII air mail letter

Gordon McDermid

I was first attracted to the cover in Figure 1 by the autograph of the sender, famous WW1 pilot WA (Billy) Bishop. The letter was written during WWII, when he held the rank of Air Marshall with the Royal Canadian Air Force. I was told that Billy Bishop was a stamp collector, and that the 1942 cover originally came from a 1960s Toronto estate auction of some of his possessions.

Further research led to a number of interesting details about the cover. In April 1942, Canadian postal authorities had announced the establishment of the Military Air Letter Service, introduced to improve communication with Canadian and British armed forces or Allied forces anywhere in the world [1]. The postage rate was set at 10¢, the closest equivalent to the 6d rate set for the British Air Letter Card.

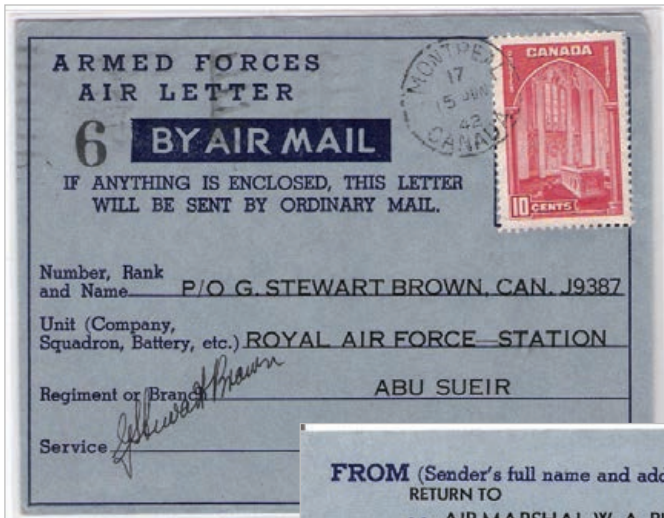
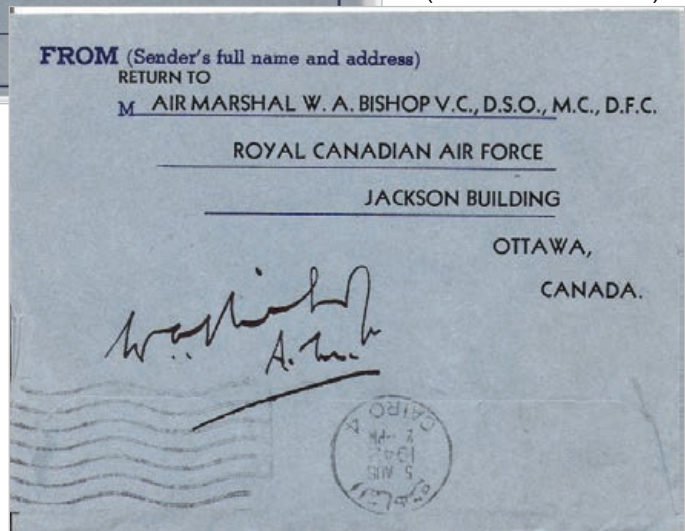


Figure 1. Front of First day of Air Letter Service to armed forces on 15 June 1942 (G McDermid collection).

Figure 2. Back of cover Figure 1, with the Cairo receiving back stamp of 5 August 1942.

AM Bishop's air letter was cancelled at Montreal on 15 June 1942, the first day the public was permitted to mail the new Armed



Keywords & phrases: Military, postal markings, AFAL. Billy Bishop, WWII

Forces Air Letter (AFAL) to service members. It was sent to Pilot Officer G Stewart Brown, Royal Air Force Station, Abu Sueir, Egypt. The AFAL received a Cairo back stamp on 5 August 1942.

As recorded by Bailey and Toop [2], discussing mail to the Mediterranean Theatre, 417 (Fighter) Squadron RCAF left its base at Tain, Scotland, in June 1942 and joined the Desert Air Force in Egypt near Abu Sueir. At Cairo, the RCAF installed a Canadian section within 4 British Army Post Office (BAPO) to serve 417 Squadron. From the mail movement descriptions by Bailey and Toop, it appears that the air letter would have travelled from Canada to England via civilian and military postal systems, and would then have been delivered to the British Forces Home Postal Depot for onward transmission to 4 BAPO/RCAF 417 SQN CAIRO. The receiving back stamp on the envelope which includes "CAIRO 4" appears to be a cancellation of 4 BAPO.



Figure 3. Real aerial photo post card of Guelph, Ontario, marked PUBLISHED BY BISHOP BARKER CO. LIMITED TORONTO taken about 1920 (G McDermid collection).

Another interesting detail is found upper left on the front of the air letter: the large ink stamped number "6."

I was eventually able to determine that it is the serial number for the AFAL. I have seen a few other AFALs like this one, each with a different number, stamped in that same front corner. The Curator of Collections for the Billy Bishop Home & Museum at Owen Sound advised that one of the same signed AFALs at the museum is stamped "142." She had no additional information on the cover and was not aware of the way the museum acquired it. Thus, I am guessing that AM Bishop prepared an even 150 of the covers, each one stamped and signed by himself and P/O G Stewart Brown.

Over the years after WWI, Billy Bishop proved to be quite an enterprising individual, involved in business and projects such as *The People's War Book*, published in 1919. The book includes a full-page, ink, autographed photograph of Billy Bishop. Bishop was also involved in the formation of the Bishop-Barker Company, also in 1919. Together with another famous WWI pilot, William Barker, Bishop set up an airline business, by acquiring a few surplus war planes to be used for flying passengers on short trips from Toronto and for taking aerial photos for towns and postcards. It was a short-lived venture as neither pilot seemed really versed in the ways of operating a company of their own [3]. AM Bishop also played a small role a wings presentation scene in the James Cagney film, *Captains of the Clouds*, filmed at Uplands RCAF Air Station, Ottawa in 1941 [4].



Figure 4. Original unused Aeroplane Flight ticket for THE BISHOP-BARKER COMPANY from the period 1919 - 1921 (G McDermid collection).

was a young man from Montreal who enlisted in the RCAF in 1941. He trained and advanced as a fighter pilot flying Spitfires during the war in the Middle East and Italy. He was awarded the Distinguished Flying Cross for his skill, determination, and courage on numerous fighter missions [5, 6].

I can only assume that AM Bishop was acquainted with P/O Brown as a family friend and/or neighbour in Montreal, and that he followed the young man's career progress from training to an overseas mission in the Middle East. Together, they developed the special signed Armed Forces Air Letter cover to commemorate the first day of what was to prove a significant improvement to mail service for those serving overseas during the war. With more and more Canadian servicemen arriving overseas early in 1942, the Canadian government faced agitation from families, friends, and those in the services about the length of time it was taking for mail to be delivered and the amount of mail being lost at sea [7]. The solution was the Armed Forces Air Letter Service, which proved to be very successful, moving large volumes of mail during the war.



Figure 5. Canadian Postal Corps memorial sampler. (Courtesy Firmin Wyndels).

Editor's Note: On receipt of Gordon's article, I remembered photographing a hand-embroidered memorial sampler honouring the Canadian Postal Corps unit that served in Egypt at the time the AFAL discussed in this article was mailed. It is shown in Figure 5.

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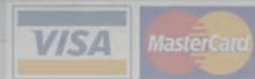
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Canada's "Stealth" MPOs—Part 3

Henk Burgers

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Military Post Office No. 303—Trenton, Ontario

RCAF Station Trenton was opened in August 1931 as a support base for RCAF Station Borden, the primary location of Canadian military aviation at the time. When the British Commonwealth Air Training Plan (BCATP) was initiated, the station became home to a Central Flying School (No. 1 CFS), a Flying Instructor School (1 FIS), and the Air Navigation School (1 ANS), which moved to Rivers, Manitoba, in May 1942 [15, 16]. There were also two Composite Training Schools (1 CTS and 2 CTS).



Figure 42. The administration building at RCAF Station Trenton during WW 2. This post card was mailed in November 1940 by an AC2 who identified himself and the station, but then so did the picture, of course!

The office opened on 25 April 1940, with Sgt RA Trotman as the postmaster. He was followed by S/Sgt AM Davies on 31 May 1940 [17].

Figure 43. Proof strike of the 25-mm CDS hammer, Sayles D380 (B&T M11-18).



Keywords & phrases: Military, Security MPOs, postal markings, World War II

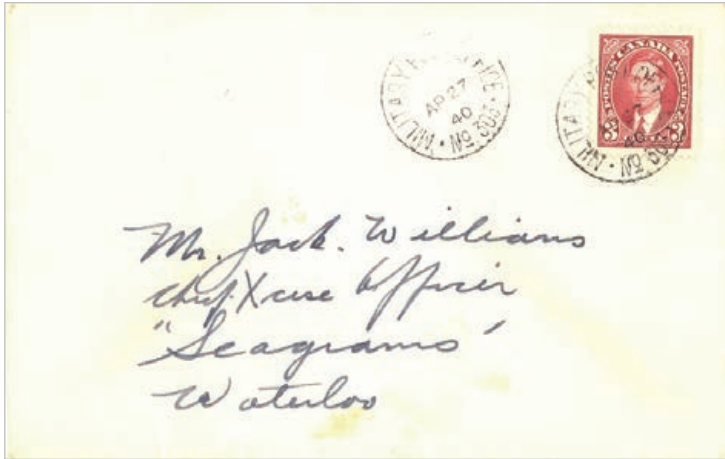


Figure 44. MPO 303 to Waterloo, franked with Sc 233. This is an early cover for D380, dated only two days after the office opened.



Figure 45. Trenton to Montreal, 1 November 1940, franked with a 3 cGeo VI Sc 233, paying the domestic rate.

The cover above (Fig. 45) illustrates perfectly how “security” precautions were often defeated. In fact, it is ironic to see a printed RCAF return address on the envelope! The office was, of course, also equipped with the usual other postal devices, such as registration and MOTO cancellers. These are illustrated below.

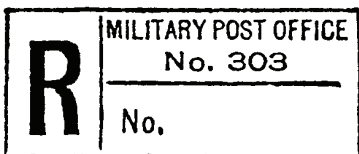


Figure 46. Sayles D383 (B&T M11-19), the 51 × 21 mm registration stamp; proofed in April 1940.



Figure 47. A registered letter to Hamilton (philatelic cover). The front has three strikes of D383. The reverse side carries two more, plus an RPO and Hamilton arrival CDS. The EN 53 plus the 10c Parliament Sc 241 pays the domestic rate and the registration fee. The enclosed receipt has a strike of D380.

The cover also has a strike of M13-522 on the reverse (see Figure 50).

MILITARY POST OFFICE No. 303, ONT.

Figure 48. Sayles D385 (B&T M13-113), 69 × 4 mm single-line marking.

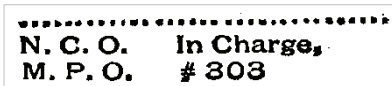


Figure 50. B&T M13-522, 51 × 10 mm. Proofed in May 1940.

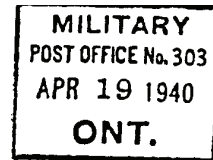
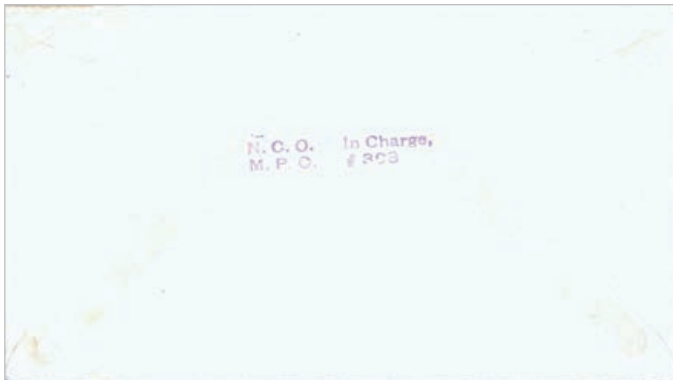


Figure 49 . Proof strike of MOTO D381 (B&T M11-20), 30 × 22 mm



This marking was previously unreported according to B&T, but one has now been found (Figure 51). It is not listed in the BNAPS catalogue.

Figure 51. B&T M13-522 on the reverse of the cover shown in Figure 50.

The proof book also shows two roller cancels for MPO 303. These are illustrated in Figures 52 and 53, below. Neither is listed in Sayles or B&T, but a roller cancel was illustrated in the BNAPS *Military Mail Newsletter* of 31 March 1982, item 409 by Dr Brian Plain.

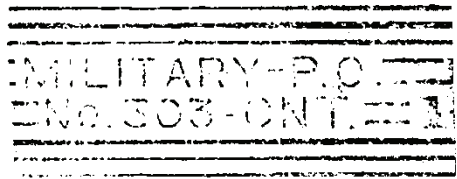
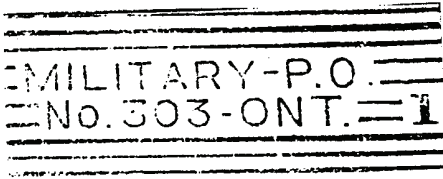


Figure 52 (left). Roller cancel 23 × 6 mm (continuous). Proofed in October 1940 and UNLISTED.

Figure 53 (right). Roller cancel 22.5 × 6mm (continuous). Proofed in October 1940 and UNLISTED.

The CDS hammer was only used between 25 April 1940 and 30 April 1941. The office was renamed Trenton MPO 303 on 1 May 1941, when the use of these security hammers was discontinued for the Canadian Army and the RCAF. The new devices were proofed and brought into use on 2 May 1941 as **TRENTON-M.P.O. 303 / ONT.** The office was closed again on 1 October 1948 [18].

Military Post Office No. 501—Valcartier, Quebec

Originally known as St. Gabriel de Valcartier, this village was so named because it is located in a valley formed by the Jacques Cartier River (val + cartier).

Valcartier lies 29 kms north of Quebec City. King Louis XIV of France granted it to Dr. Robert Gifford, a French Army surgeon, in April 1647. He, in turn, passed it on to the Jesuits. Abandoned after the death of the last Jesuit of the community in the early 1800s, the seigneurie passed to the Crown of Lower Canada (present-day Quebec) and became wilderness again [19]. By 1825, there were 306 people living in the area and, by 1851, this number had risen to 1,667, most of them British.

In 1914, at the outset of World War I, Canada made a commitment to send a division to Europe. However, the troops first had to be mobilized, kitted out, and trained.

The government expropriated many properties in Valcartier to establish a training camp there. With Sam Hughes in charge of the nation's military,

Figure 54. Valcartier Camp in 1914 (source: A A Chesterfield Fonds, Queen's University Archives)



the camp was constructed in less than a month and, before long, some 5,000 soldiers were living there. At the end of the war in 1918, the camp was quickly vacated and, except for short periods of army training during the summer months, it was left to the blueberry pickers, although it was later used as a relief camp during the Great Depression. Then, at the start of World War II, Valcartier was quickly converted to a permanent camp; it has been used as a military base ever since.

Figure 55. Proof strike of Hammer 1, Sayles D730 (B&T M11-21), 25-mm diameter.



The camp post office used the large “Militia” cancel last from 26 July to 6 August 1939. In 1940, the “Security” MPO cancels were introduced and the new Military Post Office opened on 18 March 1940. The postmaster, Ferdinand Pageau, was appointed on the same day. He was succeeded by R Lecavalier on 16 September 1940. Sgt JJ Larkin assumed the office on 3 September 1941 [20].



Figure 56. Post card to Woodstock from a soldier in camp. Sc 232 pays the 2¢ post card rate. The front shows a view of Quebec City from Lévis. This is a late use of this hammer, 28 April 1941.

This hammer has the MPO number between distinct dots (•No 501•). The device was used from 18 March 1940 to 30 April 1941; on 1 May 1941, when the office was renamed, it was replaced by the **Valcartier, MPO 501** hammer. This office was also issued a second hammer which has no dots enclosing the office number (Figure 57).



Figure 57. Proof strike of hammer 2, Sayles D731 (B&T M11-22), 25-mm diameter (no dots).



Figure 58. Sayles D731, used on the reverse of a registered cover.

Valcartier duplex hammer

MPO 501 was the only security office to use a duplex hammer. It was proofed on 14 November 1940 (see Figure 59).

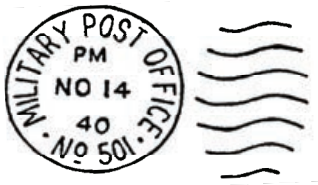


Figure 59. Proof strike of the Valcartier duplex hammer, 25-mm diameter hub plus duplex (42 mm overall), Sayles D733 (B&T M11-23).

Figure 60. Salvation Army cover to Tillsonburg, Ontario, with Sc 233 paying the 3¢ domestic letter rate.



The cover shown above uses an envelope supplied to soldiers by the Salvation Army. It illustrates a late usage, as the office was renamed on 30 April 1941.

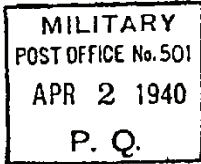


Figure 61. Proof strike of MOTO Sayles D734 (B&T M11-24), 29 × 23 mm.

Figure 62. Sayles D734 struck in red on a registration receipt.



The MOTO marking was used beyond the withdrawal of the security hammers and was likely intended to be, as it included the province abbreviation. Other devices issued to this office included a straight-line marking, a boxed registration marking and roller cancels.

Figure 63. Proof strike of straight-line marking, Sayles D6737 (B&T M11-25), 50 × 4 mm. Proofed in January 1941.

MILITARY POST OFFICE 501

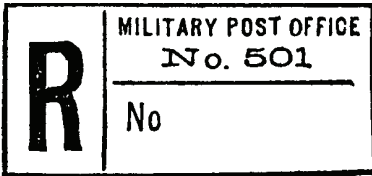


Figure 64. Proof strike of Sayles D736 (B&T M11-26) registration marking, 52 × 23 mm. Proofed in November 1939.



Figure 65. (Philatelic) registered cover dated 29 June 1940 to Montreal, with multiple strikes of D731, two on front and three on the reverse. D736 is struck in red on front.

The two Sc 72 8¢ Maple Leaves are used to pay the registration fee and the domestic postage, (overpaid by three cents).

The office was also issued with roller cancels and generally used these for parcels and the like. They are shown in the proof book [21], but are not listed in either Sayles' BNAPS catalogue or B&T [22].

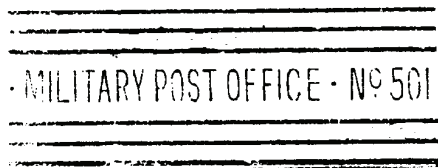


Figure 66 (left). Roller cancel, proofed in October 1940.
Figure 67 (right). Roller cancel, proofed in November 1940.

The opening dates for this post office were 18 March 1940 to 30 April 1941. It was renamed **Valcartier M.P.O. 501** on 1 May 1940. It closed again on 28 February 1946.

Military Post Office No. 601—Aldershot, Nova Scotia

There is a long history of military training at Camp Aldershot. In the later 1860s, the British Army, which was responsible for Canada's defence until 1906, established Military Camp Aldershot as a training area in the western part of Kings County, on the Aylesford plain, close to today's Canadian Forces Base Greenwood. Camp Aldershot was intended to train Canadian militia units from Nova Scotia and was served by the Cornwallis Valley Railway branch of the Dominion Atlantic Railway line. It was named after the town of Aldershot in Hampshire, England, the site of a major British Army training facility (many Canadian soldiers in World War I and II had "fond" memories of its mud!).



Figure 68. Camp Aldershot early in World War I.

In 1904, the camp was moved to its present site on 1,136 hectares northwest of Kentville, with its southern boundary along the Cornwallis River. It was ideally suited for infantry training. The Cornwallis Valley Railway, which operated north from Kentville to Kingsport, provided efficient transport of troops and supplies. In 1906, the Department of Militia and Defence took the facility over from the British Army [23].

Used almost exclusively as a militia facility from the start, various cavalry, infantry, and artillery militia units from across Nova Scotia received their training there. Not many permanent structures were constructed at Camp Aldershot in its early years: members of militia units were required to erect canvas tents during training and to stable their horses in the open.

Camp Aldershot saw extensive use during the First World War, with over 7,000 soldiers being trained for the infantry at any given time. Temporary buildings were constructed to house messes and cookhouses, as well as a camp hospital; however, most soldiers training at Camp Aldershot during this time were housed in tents. Temporary structures were removed following the armistice in 1918, and the camp reverted to its previous use as a militia training facility, seeing very limited use throughout the inter-war period when Canada's military underwent extensive downsizing.

The camp post office last used the large "Militia" cancel between 3–12 July 1939. In 1940, the "Security" MPO cancel was introduced when the MPO opened on 20 April. The first postmaster was Sgt JC Hill. He was replaced by Acting Sgt JA Inglis on 31 October 1940 [24].



Figure 69. The proof strike of Sayles D800 (B&T M11-27), the 25-mm diameter steel dater.



Figure 70. A philatelic cover to Springfield, Mass with a 3c Royal Visit Sc 248 paying the rate to the US. Clear strikes of D800 dated 25 November 1940.



Figure 71. Censored cover to Irvington, USA, dated 20 November 1940, including contents (see Figure 72).

Given its proximity to Halifax, which became a major troop shipment port, the camp underwent significant expansion during World War II. Many new buildings were constructed between 1939 and 1943. Only a

single building from World War I was retained, while water and sewer systems were installed in the camp's headquarters area (named "Aldershot" for postal purposes), firing ranges, and parade squares were established, as well as various support buildings and barracks.

Figure 72. Message from Canadian Postal Censorship about the missing contents of the cover in Figure 71 above.

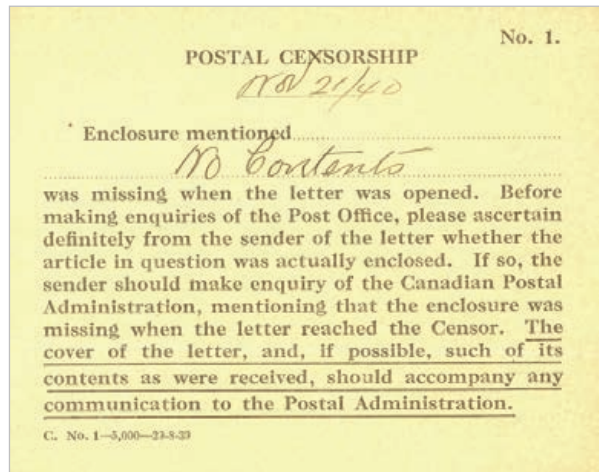
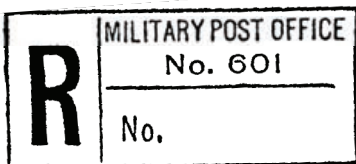


Figure 73. Registration marking Sayles D802 (B&T M11-28), 51 × 22 mm. Proofed in April 1940.



The camp was home to 14 Advanced Infantry (Rifle) Training Centre (14 AITC) throughout the war. 14 AITC included instructor schools, trade schools, and officer training schools.



Figure 74. D802 struck in purple on a registered (philatelic) cover to Hamilton. The EN53 stationery envelope and the 10c Parliament Sc 241 are cancelled on Dominion Day 1 July 1940. Note the inverted date slug.

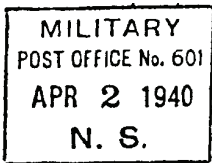
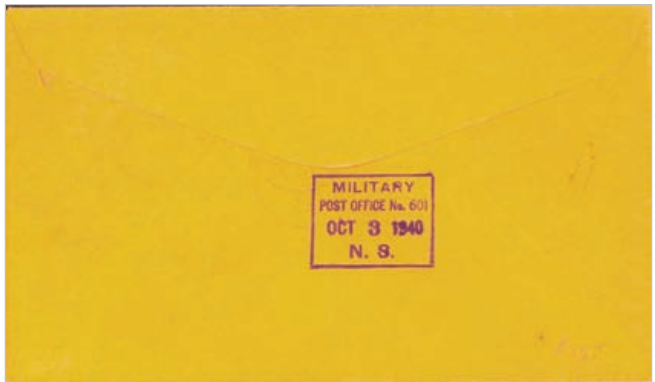


Figure 75. Proof strike of Sayles D801 (B&T M11-29), a 29 × 22 mm MOTO canceller.

Figure 76. D801 used as a backstamp on 3 October 1940.



MILITARY POST OFFICE No. 607, N. S.

Figure 77. Sayles D804 (B&T M11-30), a single-line marking, 69 × 3 mm. Proofed in June 1940.

Both Sayles and B&T erroneously state that D804/M11-30 was proofed in July, but the proof book clearly shows that it actually was June 1940.

MPO 601 did not have any roller cancels; at least, none are shown in the proof book or listed in the catalogues. The office closed on 4 May 1941, was renamed **Aldershot MPO 601** and reopened on 5 May 1941. It was closed again on 28 February 1946.

Conclusion

Despite the intended security precaution of using numbers only in these so-called security hammers, the unit or the location could often be ascertained from the return address or other markings on the envelope. This, of course, negated all security measures.

In early 1941, therefore, it was decided to replace the security hammers with new devices that included the location of the office, as part of the general MPO series of military post offices. Perhaps it was realized that it was impossible to prevent the locations being disclosed through return addresses and even printed corner cards. In any event, the locations were no great military secret.

By 4 May 1941, all of the security hammers had been withdrawn and replaced by a new set of devices showing the location and province. See Table 2 below for a summary of the dates.

Table 2. Summary of old and new numbers, opening and closing dates

Security MPO Number	Date opened	Date closed	Date renamed (reopened)	New MPO Numbers
101	15 Jun 1940	30 Apr 1941	1 May 1941	St. Thomas – MPO 101
201	10 Oct 1939	30 Apr 1941	1 May 1941 12 Jul 1941 2 Sep 1943	Toronto – MPO 201 Toronto – MPO 204 Deseronto – MPO 319
301	12 Oct 1939	21 Apr 1941	22 Apr 1941	Ottawa – MPO 301
302	8 Nov 1939	30 Apr 1941	1 May 1941 16 Apr 1943	Barriefield – MPO 302 Barriefield – MPO 312
303	25 Apr 1940	30 Apr 1941	1 May 1941	Trenton – MPO 303
501	18 Mar 1940	30 Apr 1941	1 May 1941	Valcartier – MPO 501
601	20 Apr 1940	4 May 1941	5 May 1941	Aldershot – MPO 601

Although some of the devices (e.g. roller cancels) continued to be used, a full range of new devices was prepared and the offices were changed over on 29 April 1941, most of them reopening under the new names the next day. The exceptions were Aldershot MPO 601, which did not reopen until 5 May and Ottawa MPO 301 which changed over on 22 April 1941.

The Royal Canadian Navy post offices, however, continued to use their similar Naval Post Office (NPO) "security" hammers for the duration of the war.

The next and final instalment of this series of articles will deal with several "imposters," cancels which look as if they might be security cancels, but are not.

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PHSC Journal

New issues

William J F Wilson

John Ware and Viola Desmond

THIS year's Black History stamps honour Alberta's John Ware and Nova Scotia's Viola Desmond. Reliable details of John Ware's early life are hard to come by. The accepted picture seems to be that he was born into slavery, about 1845, on a cotton plantation in South Carolina. Freed by the Civil War, he drifted to Texas and stopped by a farmhouse to ask if he could work in exchange for food. The result was several years of employment; he soon developed a love of horses and became known for his great strength and his friendly and helpful personality. After leaving that farm, he worked on several cattle drives, one of which took him to Idaho in 1882. There, he joined a North-West Cattle Company cattle drive, taking a herd of 3,000 cattle to the foothills of present-day Alberta. A job offer by the company, followed in 1884 by being placed in charge of the horse herd on the Quorn Ranch west of Millarville, kept him in the country. In 1885, he registered his own brand, the four-nines (9999) or walking-stick brand and, in 1888, he established his own ranch not far from the Quorn. However, increasing settlement of the foothills—after the Calgary-Macleod Railroad was completed in the early 1890s—made ranching more and more difficult, and in 1902 John moved his ranch to the Patricia area, not far from the present-day Dinosaur Provincial Park. A tragic riding accident in 1905 cost him his life. As he was cutting cattle, his horse tripped in a badger hole and rolled on him. His funeral in Calgary is reported to have been the best-attended in the city up to that time.

Viola Desmond was a Halifax beauty-salon owner whose car once broke down in New Glasgow. While waiting for repairs, she decided to take in a movie at the local theatre. She requested a ticket for the main floor (40¢, including 3¢ tax), but was denied it because of her colour. She was sold a ticket to the balcony (30¢, including 2¢ tax). She decided to sit on the main floor anyway and was arrested. Since there was nothing in the law to support racial segregation in theatres, she was charged with tax evasion for paying only 2¢ tax and then sitting in a seat for which the tax was 3¢, and was fined \$20 + \$6 court costs. She paid the fine but convinced the black community, including the Nova Scotia Association for the Advancement of Coloured People (NSAACP), to help fund an appeal. At the trial and subsequent appeals, the courts refused to consider racial discrimination and considered only the tax evasion charge. After she lost all court battles, her white lawyer donated her fees to the NSAACP, which used them to continue the struggle against racial discrimination. Although she didn't win her appeals, her actions were a significant step in the path to the dismantling of Nova Scotia's racial segregation laws in 1954.

The latest set in Canada Post's annual Art Canada series commemorates Saskatchewan artist Joe Fafard. Three of his sculptures are featured: *Smoothly She Shifted* (patinated bronze, 1986–1987) on the P stamp, *Dear Vincent* (clay painted, 1983) on the \$1.05 U.S. rate stamp, and *Capillery* (lasercut steel and bronze, 2007) on the \$1.80 international rate stamp. The \$1.05 stamp on the souvenir sheet (Figure 1a) is the latest addition to the list of stamps with bimodal perforations: the vertical perforations are 12.5 except for the bottom four teeth on each side of the stamp, which are 13.3 or 13.4 (the uncertainty arises from the short measurement distance). The two different perforation gauges are illustrated in Figure 1b,

where an image of the right-hand perforations is compared to the same image rotated 180°. The finer perforation gauge near the “5” causes a progressive misalignment of the perforations over these four teeth, with a constant misalignment over the rest of the stamp where the gauge is 12.5 on both images.



Figure 1a

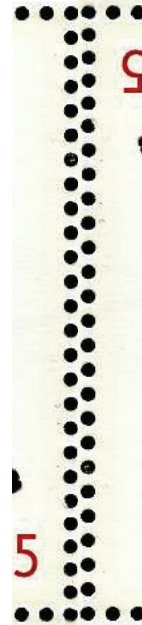


Figure 1b

The information in the accompanying table is from the Canada Post website, <http://www.canadapost.ca/cpo/mc/personal/collecting/stamps/2012/index.jsf> and from philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvedge differs from that published by Canada Post, the selvedge is taken as correct. Stamp size, perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) × (VERTICAL).

ABBREVIATIONS used in Table 1 are as follows: *numberCL* = (*number of colours*) colour lithography; Bk = booklet; CBN = Canadian Bank Note Company; L-M = Lowe-Martin; s-t = se-tenant; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; SS = souvenir sheet.

Table 1. 2012 Commemorative and Definitive Stamps

(all are on Tullis Russell coated paper and with general tagging (four sides))

Stamp	Year of the Dragon	Baby Wildlife	Canadian Pride	Queen Elizabeth	Joe Fafard	John Ware Viola Desmond	Daylilies
Value	P, \$1.75, \$1.80	P, \$1.05, \$1.29, \$1.80	5 × P (s-t on SS)	4 × P	P, \$1.05, \$1.80	P	P
Issued	10 Jan	16 Jan	16 Jan	Bk, A***: 16 Jan B: 06 Feb C: 06 Mar	23 Feb	01 Feb	01 Mar
Printer	L-M	L-M	CBN	Bk: L-M A,B,C: CBN	L-M	L-M	L-M
Pane	See note below*	A*: Coil 100 B,C,D: Bk 6, coil 50	Bk: 10, 30 SS: 5	Bk: 10 A,B,C: 4	P: Sh 16 \$1.05: Bk 10 \$1.80: Bk 10	Bk: 10	Bk: 10 SS: 2
Process	B: 6CL + varnish A,C,D: 6CL, 1 foil stamping, varnish, embossing	5CL	4CL	Bk: 5CL A: 8CL B: 9CL C: 8CL	P: 9CL \$1.05: 8CL \$1.80: 7CL	7CL	7CL
Qty (million)	A: 5.25 B: 1.8 C: 0.5 D: 0.2 sheets	Bk, coil: Continuous SS: 0.197 SS	Bk: Continuous SS: 0.197 SS	Bk: 6 A,B,C: 0.8	P: 1.6 \$1.05: 1.2 \$1.80: 1.2 SS: 0.2	Ware: 4 Desmond: 2.65	Bk: 3.75 SS: 0.165
Gum	B: P-S A,C,D: PVA	Bk, coil: P-S SS: PVA	Bk: P-S SS: PVA	Bk: P-S A,B,C: PVA	P, SS: PVA \$1.05, \$1.80: P-S	P-S	Bk: P-S SS: PVA
Size, mm	32 × 32	Bk: 23.25 × 20.25	Bk: 20.25 × 23.25 SS: 20 × 24	Bk: 32.25 × 39.75 A,B,C: 45 × 48	P: 32 × 32 \$1.05: 32 × 39.4 \$1.80: 64 × 32	32 × 40	Bk: 32 × 26 SS: 32 × 25.5
Perf	B: Simulated A,C,D: 12.5 × 12.5	Bk: Simulated SS: 13.3 × 13.0	Bk: Simulated SS: 13.0 × 13.5	Bk: Simulated A,B,C: 13.3 × 13.3	P: 12.5 × 12.5 \$1.05: 12.5 × 12.5/13.4 \$1.80: 12.5 × 12.5	Simulated	Bk: Simulated SS: 13.1 × 13.3
Teeth	B: Simulated A,C,D: 20 × 20	Bk: Simulated SS: 16 × 13	Bk: Simulated SS: 13 × 16	Bk: Simulated A,B,C: 30 × 32	P: 20 × 20 \$1.05: 20 × 25 \$1.80: 40 × 20	Simulated	Bk: Simulated SS: 21 × 17

* Dragon: A = Sheet of 25; B = Booklet of 6 \$1.80 stamps; C = SS of one \$1.80 stamp; D = SS of one \$1.75 and one \$1.80 stamp.

** Wildlife: A = P stamp; B = \$1.05 stamp; C = \$1.29 stamp; D = \$1.80 stamp.

*** Queen: A = The Young Queen, 1952—1962; B = A Centennial to Celebrate, 1963—1972; C = A Multitude of Milestones, 1973—1982.

Study group centreline

Derek Smith

CENTRELINE presents brief summaries of the specialized research contained in newsletters produced by BNAPS Study Groups—in this case those newsletters received in the two and one-half months prior to the end of February 2012.

Pence-Cents Era

Issue #1 of this new study group's newsletter was compiled by Ron Majors.

Jim Jung outlines the origin of stitch watermarks on nineteenth-century stamps. The watermarks resulted from pulp running over the sewing which joined the cloth covering the rollers during the paper-making process. Jim also showed re-entries on the 17¢ Cartier issue. Jim McCormick showed varieties on the 10¢ and 12½¢ stamps of the same issue. Victor Willson pictures a cover mailed in 1852 with two “MONEY LETTER” handstamps, one of which likely is an unrecorded strike, applied at Kemptville, UC, probably from a device made in North America.



Charles Black details the history of the Tecumseh House (hotel) in London, CW, and shows an envelope (pictured here at the left) with an hotel corner card, mailed in 1863 at the 1¢, unsealed printed matter rate.

Ron Majors describes the life and contribution of abolitionist William Still to the Underground Railroad, by which fleeing slaves were assisted in escaping from bondage. He shows a cover mailed to Still in Philadelphia in 1859.

British Columbia

Issue # 80: Editor Bill Topping looks at the history of internment camps for Canadians of Japanese descent, specifically one at Trites Ranch, located near Hope, BC. Initially, the camp's mailing address was “Box 3, Hope, B.C.”—until a post office, named Tashme, was opened inside the camp in 1943. A number of covers illustrating the postal history of the camp are reproduced.

Bill discusses the New Westminster eight-petalled cork hammer used as an obliterator from 1875 to 1877 without a date stamp on the obverse of covers, but with dated backstamps. It is likely that these letters were carried from Victoria by the captain of the vessel *Otter* and mailed in New Westminster.

Gray Scrimgeour wrote on the unusual routing of Monday mails between Vancouver and Victoria from early 1897 until 1900. There was a daily direct service on the other six days, but letters mailed on Monday were carried either via New Westminster or Nanaimo.

Dead Letter Office

Issue #8: Brian Plain provides details of various regulations for the Undeliverable Mail Office initiated in 1955. Brian shows a sheet with proof strikes of UMO handstamps available in 1976 at Maidstone, Saskatchewan (provided by Doug Watson). Brian also reproduces various Pritchard & Andrews strikes for “UNDELIVERABLE MAIL OFFICE/BUREAU DES REBUTS” hammers (from the J Paul Hughes book of proof strikes), and various examples of letters that passed through the UMO.

Gary Steele illustrates various 6 D. L. (a) type of OHMS Returned DLO Registered envelopes with imprinted city names. Gary also reports discovering an unproofed handstamp “Dead Letter Office/APR 28, 1936/Toronto, Canada.”

The series on instructions for the treatment of Dead Letters from the 1940 Postmasters Information Book is continued. In addition, Brian Plain reproduces parts of a circular dated 15 March 1915, notifying the public of the imposition of the War Tax on letters and post cards, and a required clarification circular issued on April 9. He shows an illegal use of a 1¢ Admiral cutout from a postcard, and the handstamp “RETURNED FOR POSTAGE” handled by the DLO.

Elizabethan II

Corgi Times Issue #117: Samuel Rock comprehensively tabulates 393 varieties of the 16 values of the Centennial Issue. His list covers papers, gums, form (*e.g.*, sheets, booklets, coils, mini panes, and precancels), and straight-edged stamps.

Robert Elias has discovered a new variety at position 41 of the 50¢ Textile Industry stamp of 1953. During a retouch to the left side of the stamp, the frame line was extended beyond the top of the stamp. Another retouch error, probably done at the same time, also appears on this version. The error evidently was quickly corrected, since very few copies are known.

Andrew Chung shows pre-printing creases on various stamps: the 3¢ value of the 1964 Christmas stamp; the 1¢ and 8¢ values of the Caricature 25¢ booklet pane; and the 46¢ Flag over Iceberg. Georg Gerlach illustrates a vertical gutter pair of the 59¢ stamp commemorating artist Daphne Odjig, with one stamp from a sheet and one from a souvenir sheet.

Issue #118: Editor Robin Harris discusses the planned issues commemorating the Diamond Jubilee of Queen Elizabeth’s reign. Robin notes changed security features for the new-rate definitive Baby Wildlife stamps issued in January. He also notes that reprints of the \$1 Wildlife stamps have both different colouring and paper thickness from the originals.

Robin also reviews the different die-cuts used on Lowe-Martin coils for printings of 5000 stamps (sold only to businesses) and those sold in rolls of 100. The former have rounded tips and a consistent 9.2 horizontal die-cut.

The latter have saw-tooth tips, and varying die cuttings. Robin illustrates two new sets of #10 postal stationery envelopes bearing impressions similar to those used on issued previously issued stamps. One set features flowers, and the other is based on the high-value wildlife stamps.

First Day Covers

First Impressions Issue #10: Editor Gary Dickinson produces a major study of the Art Craft cachets used on Canadian FDCs in the 1953–1971 period. He discusses the 10 basic designs and varieties of colour, and letters from A to K placed on some, but not all, types.

Doug Lingard supplied illustrations of nine more cachets done by Miss W R Smith of Toronto for Royal Train covers. Doug's scans include four paper colours in addition to various cachet colours.

Rob McGuinness expounds on the “history” of the cachet of Winnipeg's Old Fort Garry Gate on FDCs of the 20¢ Pictorial stamp of 1938 and its producer, William C Thorne. Rob also discussed “Reddy Kilowatt” cachets for the FDCs of the 16¢ War Issue Airmail/Special Delivery stamp. The cachet was made for Southern Canada Power, which owned and operated the powerhouse depicted on the stamp.

John van der Ven studied varieties of four cachets produced for FDCs of the 1953–1956 series of wildlife stamps—two by Herman Jacobi, one by an unknown Canadian and another by Grover, a US firm. Varieties of colour and wording have produced some very rare items.

George VI

Post & Mail Issue # 24: Donald LeBlanc presents Part VI of his important and lavishly illustrated study of the War Issue, this time concentrating on the imperforate plate blocks of each of the 19 value/design/use varieties. He outlines the reasons for the existence of the imperforate sheets, how they came into private hands and how they were broken up. He has compiled a listing of all recorded plate numbers and positions for each stamp.

Donald also shows a stunning right-corner block of 20 of the 3¢ War Issue with major perforation shifts.

Military Mail

Issue #201 features Christmas greetings from servicemen. Hal Kellett illustrates the Christmas card from the British Columbia Regiment, Duke of Connaught's Own Rifles from the Boer War period. Robert Henderson shows an Air Letter from India, sent to Saskatoon—the inside features a colourfully illustrated “Christmas Greetings from India, 1945.”

Colin Pomfret discusses more mail from the 1st Bridge Company, Canadian Railway Troops serving in Palestine during WWI. One is a letter to Phoenix, BC, and the other is a more unusual 1919 cover from Montreal to Sapper H Tyner, serving with the unit. Mike Street, Ken Ellison, Doug Sayles, and Dave Hanes put together details of a 1942 letter returned to sender with a “died in war service” sticker attached.

Issue #202: Colin Pomfret's major article presents a number of additions and revisions to recorded Royal Canadian Navy WWII censorship marks, with 15 illustrations. Classifications are based on the findings of Wilf Whitehouse, published in 1991.

Darcy Hickson discusses the “Camp Hughes Day” centenary celebration held in October, 2011. At the event, Darcy presented a display of operations of the WWI Canadian Postal Corps. Camp Hughes was a militia training camp located near Shilo, Manitoba, operating from 1911 until 1916. Jerry Jarnick and George Sawatzki discuss Canada Post's

special Canadian Forces Postal Service envelope with CFPO cancellations marking the centenary of the unit.

Newfoundland

Newfie Newsletter #146 shows three pages which Peter Motson added to his “Newfoundland Airmail Stamps and Flights: 1918-1949” exhibit which earned a Large Gold at the London 2010 FIP show.

Robin Moore has begun a series on Outport Postage Paid Markings, starting with a 1920 cover handstamped “Postage Paid/G.P.O./Bell Island Mines.” A second cover shows the same marking from St. John’s, undated but apparently recut for later use at Bell Island Mines—the details of the markings on the two covers are identical. A third cover with a different paid St. John’s marking was used in 1919.

Editor Norris (Bob) Dyer shows page 8 from his exhibit of the 1897 provisional, with details of the dates of identified use, from 19 October to 4 December when the 1¢ red Queen became available, as well as dates on which a PAID ALL handstamp was used.

Gary Dickinson illustrates three FDC designs by Barrett’s Print Shop located at Curling—two for the 450th anniversary stamp issued in 1947, and the other with the 1949 Canadian 4¢ stamp for Confederation.

Jean-Claude Vasseur exhibits possibly the only known cover from Fogo to St. John’s on the first successful local air mail flight on 28 March 1921. Ron McGuire has found the second known two-line strike “Come By Chance/APR 21 1913.” Barry Senior shows Ayre & Sons perfins on the 1941 Grenfell issue. Dean Mario has discovered an unlisted town ticket stamp for Reid Newfoundland Company/Donovan’s (St. John’s West) on a 1917 cover.

Perfins

Issue #134: Ken Copleston lists all stamps from the King George V era (104-201) recorded with Province of Saskatchewan (PS) perfins. Russell Sampson, in the first of a series, shows four pages from his one-frame exhibit of perfins used on stamps of the King Edward period. The pages include illustrations as well as notes on the companies. Allan Oleksyn illustrates Canadian railway perfins used on US stamps for their mailings from branches there as well as those used by US railroads on their Canadian mailings. He includes known periods of use.

Postal Stationery

Vol. 24, No. 6: Adri Veenstra sent pictures of illustrated postal stationery cards mailed in 2002 to Dutch collectors, advertising CPC’s attendance at the Dutch World Philatelic Exhibition.

This year, CPC will issue a set of six international rate post cards to celebrate the Queen’s Diamond Jubilee, each one showing a stamp bearing the Queen’s image used during each decade of her reign. These are available only as part of Keepsake Folders. Earle Covert reports on a new official envelope to be used by Canada Post for its VentureOne customers. Robert Lemire, with input from Pierre Gauthier and Earle, reports several new PCF cards, all die IIIc. Included in this list are six new Toronto views.

Earle and Bill Walton illustrate a private order envelope with paper pressed to create a “basket weave” impression, used in 1929 or 1930 by local Lowe Brothers dealers to send out

a “household helps” brochure. They also show the two known ornately illustrated large private order envelopes sent by Ryrie-Birks in the 1920s–1930s period. Earle also shows a number of private order envelopes with the 4¢ Karsh impression of the Queen and mailed between 1963 and 1965 by the Town Clerk and Public Utilities Commission of Chesley, Ont.

Railway post offices

Issue #217 is devoted to numerous reports of newly recorded earliest and latest-recorded dates, train numbers, and clerk handstamps by Ron Barrett, Jack Brandt, Bruce Copeland, Hugo Deshaye, Colin Lewis, Brian Stalker as well as Editor Ross Gray. Among the items is an exhibit piece from Brian Stalker with an ERD of “KINGSTON & TWEED R.P.O.” and a red clerk stamp which leads to a catalogue correction of the punctuation as “KINGSTON & TWEED/R.P.O./H. F. CORBETT, / R.M.C.”

Hugo Deshaye shows an unreported clerk handstamp for E(udore) I Bilodeau as part of a “QUEBEC & MONTREAL” RPO cancel. Brian Stalker provides his annual update of Newfoundland and Labrador RPO markings, with additional input from Murray Smith and Jack Brandt.

Squared Circles

The Round-Up Annex Issue #119: A number of revisions to ERD and LRD strikes, indicia and date errors, and three-letter months came from Editor Jack Gordon, Paul Chiles, Bill Longley, Bill Radcliffe, Dave Robinson, President Joe Smith and Jim Waddell.

Bill Pawluk sent along photocopies of Jubilee covers bearing strikes of Schreiber (unique), Queen St. East and Donald (two of each are known).



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The Canadian Philatelic Society
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Founded 70 years ago to promote and study all aspects of philately in British North America (Canada and its Provinces), the Society offers its members:-

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**Our 2012 convention will be held in Scotland
September 19th-22nd, Bridge of Allan, Stirling**

New book releases

FEATURED in this issue are four new volumes in the BNAPS Exhibit Series. With subject fields ranging from postal history through stamps and patriotic post cards to revenues, there may well be something of interest to most members.

Canada 1870–1897 Small Queen Issue, by J Edward Nixon. 148 pages, 8.5 x 11, spiral bound, 2012. BNAPS Exhibit Series #64. ISBN: 978-1-897391-97-6 (Colour), 978-1-897391-98-3 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.64.1 (Colour) - \$C64.00; B4h923.64 (Black & White)—\$C39.95

Ted Nixon's *Canada 1870-1897 Small Queen Issue*, the sixty-fourth volume in the BNAPS Exhibit Series, is the first to illustrate the wide variety of Small Queen material, probably the most collected area of nineteenth-century Canadian philately. The exhibit was developed in the 1980s and 1990s, with displays at national shows in Canada and several international shows, culminating in a gold medal at PHILEXFRANCE, Paris in 1999. It received Gold and the Reserve Grand Award at ROYAL-2001-ROYALE in Montreal, Large Gold and Grand Award Traditional at the Interamerican Exhibition in Bogota, Colombia in 2007. At the BNAPEX 2009 SEAWAYPEX convention in Kingston, Ontario, the exhibit received the BNAPEX Novice and Horace Harrison Grand Awards. This was followed by Gold at the Festival Internazionale della Filatelia, Rome, Italy in 2009 and Gold at ORAPEX 2011 in Ottawa. Ted then decided that it was time for the material to be shared with other collectors in the form of this volume in the BNAPS Exhibit Series. The collection is being auctioned on 10 March 2012 by Eastern Auctions Ltd.

Ted Nixon began collecting stamps at an early age under the watchful eye of his grandfather, a member and exhibitor at North Toronto Stamp Club shows in the 1950s. Ted's active collecting and buying began after he finished university when he was mentored by the late Jim Sissons. Having received his grandfather's collection of Canada and British Commonwealth, Ted began to focus on early Canada and Queen Victorian Bermuda. His emphasis on Canada's Small Queen issue began with a specialized collection of the Two Cent value which was exhibited first in 1978. This material was quickly acquired by Bill Simpson to add to the latter's first gold medal Small Queen exhibit. In November 1980, at the Stanley Gibbons sale of Bill Simpson's Small Queens, Ted decided to embrace the whole Small Queen issue. Purchases from that sale have remained with him and appear in this book.

The major research initiative on printing plates undertaken at the National Archives in 1991 encouraged Ted to again work with Bill Simpson, who was building a new Small Queen exhibit, and to develop a comprehensive article on the Small Queen printing plates for use by all specialized collectors, printed in *BNA Topics* in 1999. This exhibit serves to illustrate that article.





"Til Death Do Us Part"—*Usages of the Caribou Revenues in the Lives of Newfoundlanders*, by Peter de Groot. 92 pages, 8.5 x 11, Spiral bound, 2012. BNAPS Exhibit Series #65. ISBN: 978-1-897391-02-0 (Colour), 978-1-897391-03-7 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.65.1 (Colour) —\$C51.00; B4h923.65 (Black & White) —\$C35.95

The late Peter de Groot's *"Til Death Do Us Part"*—*Usages of the Caribou Revenues in the Lives of Newfoundlanders*, was first shown in Canada at BNAPEX-2009-SEAWAYPEX in Kingston, Ontario, where it received a Vermeil award with Felicitations of the Jury and the Wilmer Rockett Award for the best BNA Revenue exhibit. At ORAPEX 2010 in Ottawa, Ontario, it received a Vermeil

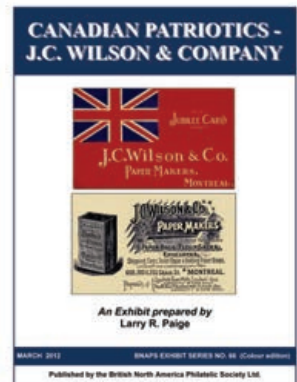
and the BNAPS BNA Research Award. Peter described the exhibit as "A fiscal history treatment showing Newfoundland's Caribou Revenues on documents and covers during their 49-year period of use from 1938 to 1986." Among the many uses of the three issues of the Caribous shown in the exhibit are mortgage-related documents, Birth and Death Certificates, Powers of Attorney, Letters of Probate, and even a Marine Master's Certificate.

Peter de Groot passed away at the age of 56 in Sault Ste. Marie, Ontario on 22 October 2010, following a lengthy cancer-related illness. An entomologist by profession, Peter specialized in the insect-pests of Canada's forests. Peter's professional skills were mirrored by his attention to detail in researching, planning, and exhibiting his philatelic collections. His exhibiting style told a story using various documents to illustrate the applications and rates of fees and taxes paid by revenue stamps. From 2006 through 2008, Peter also wrote a series of important articles in *Canadian Revenue Newsletter* that reviewed the history and rates of Newfoundland's Inland Revenue stamp taxes and fees.

Canadian Patriotics—*J.C. Wilson & Company*, 2012, by Larry R Paige. 82 pages, 8.5 x 11, Spiral bound, 2012. BNAPS Exhibit Series #66. ISBN: 978-1-897391-00-6 (Colour), 978-1-897391-01-3 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock# B4h923.66.1 (Colour) - \$C49.00; B4h923.66 (Black & White) - \$C34.95

The final years of the nineteenth century were marked in Canada by an outpouring of patriotism for the Golden Jubilee of Queen Victoria and the South African War, with some side interest in the Spanish-American War, which took place in the same period. One of the manifestations of this was the printing of beautifully designed multi-colour envelopes and post cards, the subject of the late Larry Paige's *Canadian Patriotics*—*J.C. Wilson & Company*.

Larry first showed his Wilson Patriotics at BNAPEX 1984 in San Francisco, CA, where he received a Silver award with Felicitations of the Jury. He was the first ever recipient of the Ed and Mickey Richardson Award. Given annually to the exhibit best representing one or



more of the following: research, originality, innovativeness and presentation, the Ed and Mickey Richardson Award is sponsored by the Prairie Beavers Regional Group of BNAPS. Larry showed the version of the Wilson Patriotics illustrated in this book at BNAPEX 1996 in Fort Worth and again received a Silver with Felicitations of the Jury.

A regular attendee at philatelic conventions, exhibitions, and bourses in both Canada and the United States, especially in the mid-Atlantic region, Larry was always looking for elusive rates and dates, the best postal markings, and undiscovered material. He was generous in his support of philatelic organizations and individuals and his knowledge, which he freely gave, was sought by both dealers and collectors. A Licensed Surveyor by profession, Larry worked in the United States, Puerto Rico, Bermuda, and the US base in Cuba.

Annapolis Royal, Nova Scotia: Communications of the 1700s and Postal Markings of the 1800s, by Hugh Rathbun. 78 pages, 8.5 x 11, Spiral bound, 2012. BNAPS Exhibit Series #67. ISBN: 978-1-897391-04-4 (Colour), 978-1-897391-05-1 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.67.1 (Colour) - \$C50.00; B4h923.67 (Black & White)—\$C35.95

Annapolis Royal, Canada's oldest settlement, offers over 400 years of communications and postal history. There are challenges for the collector, however. No letters from the French period, pre-1710, are known to exist outside museums and archives. Because the population has been fewer than 500 people for most of the town's history, some pre-Confederation, Annapolis postmarks are known by a single example, while others have only two, three, or four surviving strikes.

Assembled over a period of 35 years, Hugh Rathbun's *Annapolis Royal, Nova Scotia: Communications of the 1700s and Postal Markings of the 1800s*, was first shown at NOVAPEX 2005 in Halifax, Nova Scotia where it received a regional Gold award. The following year, at three frames, it received a national level Gold at the same show. At BNAPEX-2008-NOVAPEX, also in Halifax, it received a Gold award with Felicitations of the Jury. In 2011, at four frames, it received Gold and the American Philatelic Society Research Award at Philatelic Show in Boxborough, MA.

After graduating from Acadia University with a B.A. and a B.Ed., Hugh taught high school English in Annapolis Royal from 1967–1969, before going to the University of Maine to acquire a Master of Arts in English. Returning to Nova Scotia in 1971, he taught at Hants East Rural High School. In 1972, he moved to Dartmouth High School for the next 29 years of his career. Since retirement from teaching in 2001, Hugh has travelled frequently, visiting post offices in Nova Scotia and antique shops and shows in the Maritimes and New England. He has also formed an extensive collection of antique souvenir china showing Canadian post offices.

All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at <www.iankimmerly.com/books/>.

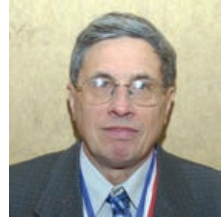


BNAPS business and reports

President's column

Robert Lemire

BY the time this issue of *BNA Topics* reaches your mailbox, BNAPEX 2012 CALTAPEX in Calgary will be just over three months away. Hotel, registration, and other material related to the convention is on the BNAPS website, and a copy of the registration form is enclosed, along with some ideas for extending your trip to southern Alberta. The organizing committee is arranging a great philatelic program and also has set up trips to see some of the spectacular scenery in the area (Banff, Johnston Canyon, and Lake Louise), local historical sites, and museums.



As this is being written, exhibit entries for Calgary are still being accepted. BNAPEX exhibitions are distinctive because display of highly specialized material is strongly encouraged. Over the last few years, we have seen some spectacular exhibits, and although not all collecting areas have the potential for a gold-level award, BNAPEX is a chance to show your special treasures—those that will be appreciated by other collectors of BNA material even if international shows will not provide suitable rewards. In particular, I believe that it is especially important that each year we present the Ed and Mickey Richardson Award for the exhibit best representing one or more of the following: research, originality, innovation, and/or presentation. I also am a great admirer of the Wilmer Rockett mode of exhibiting. Each year, he would come to BNAPEX with one, two, or three exhibits from his wonderful revenue collection. He usually received a silver or bronze, occasionally a vermeil, but it didn't matter to him. He enjoyed showing his material, and in the process he encouraged many others to collect revenues.

So, plan to come to Calgary, bring an exhibit (or two), enjoy the Study Group sessions, and get to meet other members of the Society. I hope to see you there.

From the Secretary—Report date: April 2012

David G Jones

(184 Larkin Dr, Nepean, ON K2J 1H9, e-mail: <shibumi.management@gmail.com>)

Membership fees

Annual membership fees are \$C35 or equivalent in US dollars, C\$40 for members from outside North America. Membership applications submitted during the second or third quarter of the year should be accompanied by 75 or 50 percent, respectively, of the annual fee. Applications submitted in the fourth quarter of the year should be accompanied by 25 percent of the annual fee plus the full fee for the coming year. Three-year memberships can be obtained at a 10 percent reduction in cost. Send application form and cheque or money order to the Secretary.

Applications for membership

After receipt of an application, the New Applicant's name and membership number are printed in the next issue of *BNA Topics*. If no objection from any other BNAPS member is

received within approximately 60 days, then the applicant is listed as a “New Member” in the next issue of *BNAP Topics*. Collecting interests of New Applicants follow the “C” at the end of the initial listing so that members can get in touch (through the Secretary) with collectors sharing similar interests.

- 6647 Daniel N. Kravitz, Redford, MI.
- 6648 Peter Noel, Kanata ON. C: Newfoundland, Canada, US, Penny Red, Small Queens
- 6649 David Spivack, Irvine, CA. C: Newfoundland, Admirals, Canada back-of-the-book
- 6650 G W Green, Orangeville, ON. C: jetliner airmail. AV Roe, postal history
- 6651 Joanne Johnston, Parksville, BC. C: Canada, Great Britain, Israel, WW II
- 6652 Richard Stewart, Fergus, ON. C: cinderellas, post cards
- 6653 Mike Moss, Calgary, AB. C: early Canada
- 6654 John C Miller, Hamilton, ON. C: Canada
- 6655 Leonidas Tampacopoulos, Milton, ON. C: Canadian monarchy, historical events
- 6656 Peter L Wood, Toronto, ON. C: actual postage—no stationery
- 6657 Martin Eichele, CH-4144, Arlesheim, SWITZERLAND. C: Nova Scotia
- 6658 John Cortan, Ripley, ON. C: Huron Twp., postal history, German Colonies
- 6659 David G Kidd, Winsloe, PEI. C: Canada, GB Machins
- 6660 Darlene Burt, DeBary, FL. C: Canada, BOB, picture postage, revenues
- 6661 David Paul Rueppel, Lancaster, PA. C: Victorian-Edwardian era, Canada, Great Britain

New members

All applicants 6640-6646 have been confirmed as full members of BNAPS.

Returning former members

- 6065 Greg D Barcroft, Sarnia ON
- 5834 Andrew . McFarlane, Bartonsville PA
- 6202 Alexander Forde, Nelson BC

Address changes/corrections (current town of residence is noted)

- 2310 J R Frank, London, UNITED KINGDOM
- 2664 Charles G Firby, Denver, CO
- 4090 Edward J Herder, Jackson, TN
- 4274 Brian H Peters, Cargill, ON
- 4278 Alice A Rosborough, Winnipeg, MB
- 4679 Dean W Mario, Saskatoon, SK
- 4838 Bruce A Wasserman, Fort Collins, CO
- 5373 Fred J Ostapchuk, Winnipeg, MB
- 5480 Fella Frank Livermore, Cape Coral, FL
- 5748 H Peter Jacobi, Surrey, BC
- 5911 James Davidson, North Vancouver, BC
- 6037 Jeremy Mierka, Gatineau, QC
- 6146 Ian Mowat, Victoria, BC
- 6150 Robert Pinet, Ottawa, ON
- 6377 (from Gloria Brantner) Gloria Neyhart, San Diego, CA
- 6639 Philip Wolf, Calgary, AB

Deceased

- | | | |
|----------------------|----------------------|------------------------|
| 1856 James LEHR | 4108 Robert J FROST | 5187 C Douglas SAYLES |
| 2162 Margaret TOMS | 4334 Bruce E HOLMES | 6241 Bro Bernard BARRY |
| 3334 Elwood S POORE | 4580 Steven M KONING | 6343 Dennis G HAVASI |
| 3495 Garvin F LOHMAN | 4605 John D ARN | 6415 Norbert MIERSCH |

Resigned

3390 Harold B Gordon
 3849 Robert C Smith
 5293 J Eirwyn Jones

5647 Stephen B Bullock
 5963 W Douglas Logan
 6414 Paul E Smith

6418 Terry Layman
 6524 Zenon Drapiewski
 6597 Gerald Baker

Dues for 2012 not yet received (to be dropped from the membership rolls)

2757 Donald R. Hunter
 2965 William F. Anderson
 3021 Robin Denman
 3163 Erick Middleton
 3176 M.E. Hewett
 3673 Joseph T. O'Bryan
 3904 Harry J. Voss
 3959 Lyall R. McCurdy
 3963 Liane G. C. Sismondo
 4072 Lewis E. Warren
 4108 Robert J. Frost
 4256 Robert W. Smith
 4516 Peter T. Laws
 4741 William R. Geijsbeek
 4991 Albert C. Lakusta
 4994 Kenneth G. Mitchell
 5055 Bruce M. Craw
 5214 Peter M. Howe
 5346 Travis G. Haugen
 5424 Bernie Kappius
 5503 Walter R. Hees
 5522 Graham M. Cooper
 5611 Robert G. Stanley
 5623 Jerome Kasper
 5624 Brian Limbourn
 5678 Clinton A. Many

5778 Wayne R. Brandon
 5802 Robert F. Denny
 5816 Robert J. Crutchley
 5916 Theodore Althaus
 5920 George Stephenson
 6047 Ivan G. Springer
 6073 David W. Pitel
 6089 Ralph D. Keir
 6112 M. F. Dorman
 6113 Allan Turner
 6209 Edward N. Onyon
 6227 Bruce R. Wilson
 6258 Arthur Orme
 6262 Dr. David A. Selby
 6275 Nick Altwerger
 6276 David A. Wilson
 6325 Ian Smilie
 6339 John R. Routledge
 6349 Neil Philip
 6361 Kenneth Bailey
 6363 Walt Krasowski
 6373 Robert Prentice
 6399 Jean Des Rivieres
 6423 Eugene Giudice
 6442 Robert Reid
 6445 Michel Robert

6450 John R. Gainor
 6460 Marc Vermeulen
 6463 Nancy Warrick
 6466 William J. Liaskas
 6475 John A. Nagy
 6487 Kenneth R. Masters
 6499 Richard A. Hills
 6502 John R. Tollan
 6512 Andre Guertin
 6517 Gregoire Teyssier
 6523 John Stathopoulos
 6542 John R. Kane
 6552 Roger R. Roussel
 6556 Mark S. Schwartz
 6558 Victor Tine
 6565 Ralph Blunk
 6574 John Brian Hobbs
 6593 Michael Smyth
 6594 Dennis G. Madden
 6599 Robert A. Cagna
 6606 Jason Paul Chiles
 6613 David E. Williams
 6622 Daniel Whiting
 6626 Thomas J. Inglis
 6629 Paul Chappel
 6630 Bev Hills

Total active membership, including new applications, as of 22 April: 1130

Classified advertisements

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OUR NEXT PUBLIC AUCTION CATALOGUE including your specific collecting interests mailed free in exchange for your name, address, and BNA membership number (all information must be provided). A consignors' brochure free upon request. Jacques C. Schiff, Jr., Inc., 195 Main Street, Ridgefield Park, NJ, 07660 USA. (1-13)

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WANTED

WWI NEWFOUNDLAND POSTAL HISTORY: (soldiers' mail, censored); WWI/WWII POW's in Germany; Dominion Police (Secret Service/WWI). Mario, Box 342, Station Main, Saskatoon, SK S7K 3L3. (4-12)

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<jciperfins@hotmail.com>

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<david.piercey@epsb.ca>

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<wylecotejs@earthlink.net>

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