

2019 first quarter

# BNA TOPICS



Whole number 558

Volume 76 Number 1



Letter from the parents of Wilfrid R “Wop” May, sent to England where he was training as a pilot in the Royal Flying Corps, p 31

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# BNA pics

Volume 76 Number 1 Whole Number 558

**The Official Journal of the British North America Philatelic Society Ltd**

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Prepared in Microsoft Word™ (text, images, and layout) and Adobe Acrobat™ (printing file)

Note: Illustrations may not be in original size.

Publication date	22 January 2019
Editors	Jeff Arndt, William J F Wilson
Contributing Editors	Robert Lemire, Mike Street
Production Assistant	Lorraine Street
Advertising Manager	Hank Narbonne, 136 Morphy St, Carleton Place, ON, K7C 2B4 (advertising copy to Jeff Arndt <arndt123@aol.com> or by mail to 4121 Marble Lane, Fairfax, VA 22033 USA
Published quarterly by	Philaprint Inc, 10 Summerhill Ave, Toronto ON M4T 1A8 © 2019 by Philaprint Inc
Printed by	St Joseph Printing, Ottawa, ON
ISSN 0045-3129	Canadian Publications Agreement 40069611

**Missing or damaged copies:** Contact the Circulation Manager, Ken Lemke, BNAPS Circulation Manager, c/o CFS, 3455 Harvester Road, Unit 20-22, Burlington, ON L7N 3P2 <kwlemke@sympatico.ca>.

# Editorial

*Jeffrey A Arndt*

## Out with the old ... and in with the new!

**A**S you all know, last quarter was Ron Major's last issue as a Co-Editor. I would like to thank him for his time and efforts in helping the editorial team as we tried to stay on schedule.

Some quarters were easier than others, but through it all Ron was a significant help. I would also like to extend my welcome to Bill Wilson, who has of course written the "New issues" column for the past twenty-eight years. Please welcome him as he continues to support the Society with his time and efforts, including taking on the role of Co-Editor of *Topics*.

Each New Year is a time to reflect on the past and consider the future. Last year was the Society's 75th Anniversary and Andy Ellwood's Editorial on the future of philately was certainly appropriate—and it continues to be relevant this year. 2018 was an election year for BNAPS. No doubt the new Board members will be as diligent as previous members have been and will maintain their high standards.

BNAPLEX 2018 marked the fortieth anniversary of our last visit to *La Belle Province*. The convention, as always, was phenomenal! There were many new and exciting exhibits, and the bourse was outstanding. Remember to thank a dealer next time you sit at a dealer's table!

As we move into this new year, please consider joining a Study Group. These groups are at the forefront of developing and sharing new information in their respective areas. Also, please consider submitting an article in your area of interest. Don't worry—the newsletter editors are happy to help first-timers!—especially if it results in another article for the Study Group's newsletter.

Remember that we are a volunteer organization. If you haven't yet offered to help, please consider doing so. More volunteers will make the work load lighter for the current group. There are lots of ways to help. It could be something as simple as helping another volunteer or taking on a small task for the President or Study Group Chairs.

Finally, to echo the words of our Past President—

Did you resolve to

- introduce a new member to BNAPS?
- join a Study Group to grow and share your philatelic knowledge?
- write an article for *BNA Topics* or a Study Group newsletter?
- attend a Regional Group meeting and share camaraderie with fellow BNAPSers?

Happy New Year and Happy Stamping.

*Jeff*

## Readers write

**Bryan Dunne** writes: I bought these Newfoundland Bogus Triangle Airmails years ago from a British auction house. The first reference I found to them was by Ed Werner asking for more information. Then I found a paragraph in the handy



*Field Guide to the Cinderella Stamps of Canada*, 2nd Edition, by RG Lafrenière. He notes them as a "... set of at least 4 different types produced possibly in the 1940s." With the design being "... an airplane flying over ... the paper mills in Corner Brook, Newfoundland." Mine have some different colour schemes than he lists, as well some of mine are on white paper and some on a yellowish. They are rouletted and gummed. Note the capital D at the end of Newfoundland. The one pictured in Ed Werner's 2012 booklet *Newfoundland Fakes and Forgeries* looks to have a red centre overprinted with a black centre, yet again another colour scheme?

These bogus stamps are rarely seen. Does anyone know more about them? If you have any information please contact me at <stampspecialist@gmail.com> or the editor.

**Mike Street** reports that the Canadian Aerophilatelic Society produced the post card shown here to commemorate the 100<sup>th</sup> anniversary of Canada's first airmail flight, flown by Captain Brian Peck from Montreal to Toronto on 24 June 1918. Franked with a commemorative "Personal Postage" stamp, the cards were carried by the pilots on the regular WestJet

Montreal-Toronto flight which left Montreal at noon on 24 June 1918. The transport was arranged by Dave Bartlet, an employee of WestJet. In Toronto the cards, signed by both WestJet pilots, were given to CAS Editor Chris Hargreaves, who took them to be cancelled at a sub Post Office in Leaside [a neighbourhood north of downtown Toronto], the location of Peck's landing one hundred years ago.



Post card commemorating the 100<sup>th</sup> anniversary of Canada's first airmail flight, from Montréal to Toronto on 24 June 1918.

A commemoration of the flight was held on Saturday, 30 June, at the Leaside Pub, situated on the site of the old Leaside Aerodrome. The ceremony/reception was attended by representatives from Canada Post, local and national government, the Royal Canadian Air Force, the Canadian Aviation Historical Society, and the Canadian Aerophilatelic Society and was followed by a flypast by a replica World War I bi-plane from the Great War Flying Museum.

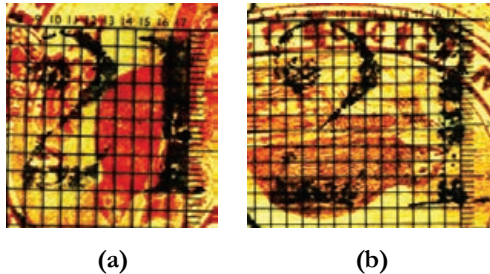
(Continued on p 75)

# Canada's Post Office in the 1850s, and its multiple 4-ring stamp obliterators featuring the same number

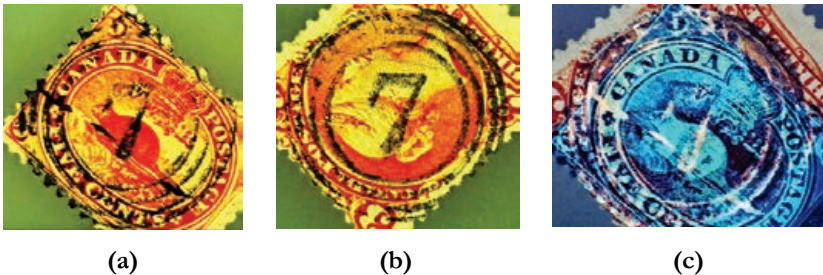
*Alexander Globe*

## Overview

**C**OLLECTORS usually put 4-ring (4R) cancels in albums, with little awareness of postal conditions that inspired them, the six years of discussion before their release, and the making of more than one hammer for some numbers. This article studies the complex history of those handstamps [1].



**Figure 1.** Strikes (a) and (b) show that Montreal's sixteen clerks needed more than one 4R 21 hammer. A grid of the Thirkell Philatelic Position Finder has been superimposed over each strike. (a) Flat foot; inside ball of "2" is 1.3 mm from the stem. (b) Concave foot; inside ball of "2" is 2 mm from the stem.



**Figure 2.** Images (a) and (b) show strikes by two different Collingwood 4R 7 hammers. Collingwood was a port on Lake Huron with trains to Toronto. (a) Top of "7" 4.5 mm wide. (b) Top of "7" 5.2 mm wide. (c) Image (b) overlaid on image (a), using the VSC 6000 system at Toronto's Vincent Graves Greene Foundation. In image (c), the foot of the "7" in image (b) (dark blue) is to the left of that in image (a) (white).

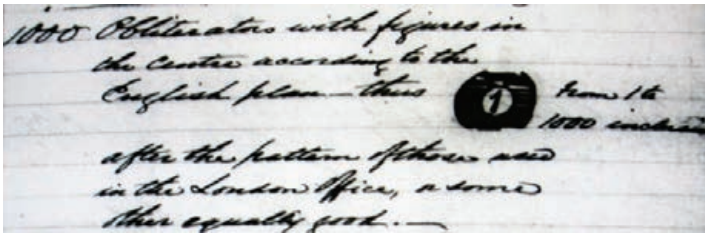
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Keywords & phrases: Cancels, 4-ring, obliterators, 1850s

The Canadian Post Office Department issued its first postage stamps in 1851 and debated how they should be cancelled to prevent re-use. Inexpensive circular target handstamps were issued immediately. At the time, the Department ambitiously planned to supply every post office with a differently numbered oblierator; Britain had done that since 1844. In 1852, English-made hammers numbered 1-1,000 were ordered and received in Canada. Five years later, in March 1857, only the 4Rs numbered 1 to 52 (minus 6 and 9) were distributed. Later, 4Rs 516, 627, 807, and 022 were sent out. Some offices with high mail volumes or that were important transportation hubs received more than one hammer with the same number. Those additional official hammers were made in England in 1857. A few offices even had additional 4R hammers made in Canada. Multiple hammers with the same number have been identified using rulers and the VSC 6000 digital imaging system at the Vincent Graves Greene Foundation in Toronto.

### The rationale, ordering, and delivery of one thousand 4R obliators, 1851–1852

The Imperial Post Office in London, England, administered the British North American mail until 6 April 1851. Control then passed to the four co-operating provinces of Nova Scotia, New Brunswick, Prince Edward Island, and Canada (now Ontario and Quebec) [2], and they moved aggressively to improve postal service. Within two years, the number of Canadian post offices almost doubled, from six hundred and one to one thousand and sixteen. In large cities, postmaster-owned post office buildings were replaced by expensive government-owned



**Figure 3.** The 5 March 1852 order for a thousand obliators. Library and Archives Canada, online microfilm T4548, Vol 833, p 33.

edifices imitating British architecture. The cost of sending a ½ ounce letter between Windsor and Halifax was slashed from four pence, plus a sur-charge for every hundred miles, to just three pence regardless of distance.

Not surprisingly, the number of letters sent soon doubled, from 2,132,000 under the Imperial post in 1850, to 4,258,592 under Canadian management in 1852 [3]. The changes did prove costly, turning Imperial profits (as high as 37.5 percent in 1850) into Canadian deficits (hitting -31.7 percent in 1854-5) [4]. However, the positive results justified government subsidies. As many had hoped, there was a noticeable “extending [of] civilization [through] social and commercial interests.” Economically, “the value of all kinds of labour” rose [5].

Each jurisdiction independently ordered its own adhesive postage stamps and cancellers. Since 1844, thousands of post offices in the UK and the British Empire had received obliators with a unique number [6]. Canada in 1852, New Brunswick in



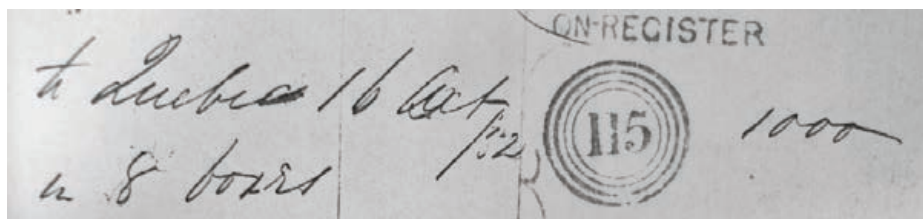
**Figure 4.** London suburban hammer 1 in British proof book, Vol 3, p 102. © The Postal Museum, London, England,



1853, and British Columbia in 1859 decided to follow that practice by ordering hammers for separately numbered post offices [7].

On 5 March 1852, Canadian Postmaster General James Morris wrote the British Post Office Secretary, Lieutenant Colonel William Leader Maberly. Morris ordered "... 1000 Obliterators with figures in the centre according to the English plan ... from 1 to 1000 inclusive after the pattern of those used in the London office, or some other equally good (Figures 1 and 2)" [8]. He clearly wanted every Canadian post office to have its own unique number. Earlier, on 1 February 1852, Morris explained that he could not "... get these articles cut in Canada so cheaply as they can be procured from ... the Contractor for the Gen[era]l Post Office" in England [9].

The order was forwarded to John H Francis in London, who made postal handstamps for the UK post office [10]. Francis was the chief manufacturer of Canadian handstamps ordered between 5 March 1852 (Figure 3) and 22 October 1854. He received a total of £1,168 for 5,469 hammers [11].



**Figure 5.** The proof of 4R 115 and note about sending 1,000 hammers to Quebec on 16 October 1852. British proof book, Vol 8, part 2, p 137. ©The Postal Museum, London, England, 2017.

After seven months, on 16 October 1852, the thousand obliterators were sent in eight wooden boxes to Quebec City, location of the offices of the Canadian Post Office Department (Figure 5). The British Post Office used a different design to distinguish each geographic area [12]. As a result, the proposed Canadian design, resembling a London hammer (Figure 4), was replaced by four thin rings. In the British proof book, 4R 115 was struck, picked at random from a shipping box. On 15 October 1852, Maberly explained that "... the numbers on the obliterating stamps have not been cut consecutively, as some of the figures when inverted would read for other numbers" [13]. As a result, 6 and 9, plus others like 66 and 99, were "omitted" from the Canadian series. Numbers above 999 followed British practice, which continued with three-digit 001-099, instead of 1,000-1,098 [14]. This explains oddball Canadian 4R 022, which stood for 1,021.

### The dispute over payment, 1852–1853

When Francis's bill of £495 arrived, Morris was shocked, because it was almost twice as much as his estimate. Morris dashed off a complaint to Maberly on 5 November 1852, vowing to "resist the payment," because a list of "prices was sent to me, and on that List I founded my requisition" [15]. On 26 November 1852, Maberly replied coolly that the British Postmaster General "cannot interfere in this matter" [16]. Morris felt betrayed by what he saw as a breach of contract. He announced in a letter of 23 December 1852 that, instead of the £495 billed by Francis, he would pay only the £288.68 he felt was justified [17]. On 18 January 1853, Maberly

countered that any prices sent to Quebec were “private” rather than official and that the Postmaster General had “no power to call upon Mr Francis to reduce his charges” [18]. Independence always leads to challenges, but what business can operate successfully with arbitrary, retroactive re-pricing? After this exchange, Morris carefully sought clarification on pricing before placing orders.

Morris at first withheld full payment but sent installments to Francis—£230 on 12 February 1853, then £200 more on 17 June 17 [19]. Perhaps he wanted to avoid alienating the official British hammer maker. A single order was placed with “Wm. Bokenham, P.O. London,” who was paid £41.11.3 in 1852 for cancelling “Stamps and Seals, furnished to the P.O.D., Canada” [20]. However, Bokenham was never used again; orders were once again placed with Francis. On 3 November 1853, Francis finally agreed “to deduct 2½ percent on the Sum of £495.” The discount was far less than Morris had hoped for, but on 24 January 1854 he forwarded £52.12.6, for a total of £482.12.6 [21].

### **The delay in distributing the 4R obliterators**

Why did five years pass from the ordering of the 4Rs in March 1852 until their distribution to post offices in March 1857? The thousand hammers ordered in 1852 would have covered all eight hundred and forty operating offices. However, new offices were opening so quickly that Morris decided to cover future expansion. On 22 June 1853, he wrote Francis for a further thousand 4R obliterators with numbers “upwards from a 1,000” at a price close to what “you receive from the Department in England.... Unless you make a considerable reduction on the cost, I must obtain them elsewhere” [22]. Francis refused, and no one else could be found to make them.

The situation on the ground was very different from the grandiose dreams of a fully numbered post office. By the end of 1856, only ten percent of the mail used adhesive stamps, mailed mostly at the one hundred and thirty-six post offices with annual revenues over £100. Commission-paid postmasters at lower income offices could not justify prepaying £6 for the bulk orders of stamps required by the Department [23]. They continued writing rates in pen and ink. In short, only a few hammers were actually needed, since only one hundred-or-so offices were using adhesive stamps.

### **The distribution of fifty 4R obliterators in March 1857 and, later, four others**

When Robert Spence became Canadian Postmaster General in 1855, the unresolved issue of the 4R hammers came into view [24]. A manageable compromise was to send 4R hammers to just the fifty largest offices, because they were using postage stamps and raised around 74.5 percent of the province’s postal revenue. In March 1857, 4R numbers 1 to 52 were finally distributed—without the ambiguous numbers 6 and 9, which had not been manufactured. Some examples are shown in Figure 6.

The hammers were assigned alphabetically, starting with 4R 1 to Barrie, number 2 to Belleville, and so on down to Windsor’s 50. Brockville (which should have had 6) was given 51, and Clifton (originally 9) became 52 [25]. That quirky distribution suggests that the boxes were opened and sorted out after the alphabetic allocation of numbers had become fixed. The

problematic identification of number 48, which belonged to Toronto alphabetically, will be treated elsewhere.



**Figure 6.** From left to right, 4R 2 of Belleville, 39 of St Johns (Canada East), 52 of Clifton, 516 for Montreal circulars, 627 of the Ottawa and Prescott Railway, unknown 807 (courtesy of Eastern Auctions, October 2011, lot 1600), and unknown 022 (same auction, lot 1586).

Later, four offices requested 4R numbers, shown in Figure 6. Two were used in the 1860s. The 4R 516 appeared on Montreal circulars and printed matter, a suitable complement for Montreal's 4R number 21, because  $5 + 16 = 21$  [26]. The Ottawa and Prescott Railway had 627, with the "27" referring to Ottawa's 4R number [27]. Two other very rare 4R hammers are found only on Small Queen stamps of 1870 and later: 807 (place unknown) [28] and 022 (standing for 1,021, on a cover from an unknown Ontario town) [29]. The latter two have been suspected to be fakes. However, the numbers 807 and 022 have the elongated forms of Francis's two-digit numbers, compressed so that three digits would fit inside the rings. What forger would chose SQs instead of the equally inexpensive 5¢ Beavers expected by collectors? And what faker would choose unpredictable 022 instead of a number below a thousand? Fakes should avoid calling attention to themselves.

**Table 1. Canada's ten largest Post Offices in 1857**

Place ☞ = ports ‡ = rail stations	4R number	Population in 1857 [30]	Revenue, third quarter 1850 (pounds, shillings, pence) and percentage of £24,023.8.3½ total [31]	Estimated mail sent in 1856-57 and percentage of 23,149,904 items [32]	Items Handled Daily [33]	No. of Clerks, 1856-57 [34]
Toronto☞‡	Not used	50,000	£4,124.13.2½ = 17.17 %	3,974,838	12,699	20
Montreal☞‡	21, 516	75,000	£2,498.12.4½ = 10.4 %	2,407,590	7,692	16
Quebec☞‡	37	60,000	£2,028.14.3 = 8.44 %	1,953,851	6,242	11
Hamilton☞‡	16	29,000	£ 894.6.2 = 2.72 %	861,176	2,751	10
Kingston☞‡	18	13,000	£ 864.14.10½ = 3.59 %	831,081	2,655	6
Peterborough☞‡	30	4,000	£ 752.8.9 = 3.13 %	724,591	2,315	-
Prescott☞‡	35	4,000	£ 703.7.0 = 2.93 %	678,292	2,167	-
London‡	19	16,000	£ 545.14.1½ = 2.27 %	525,502	1,679	8
Ottawa☞‡	27	10,000	£ 362.0.9 = 1.51 %	349,563	1,117	-
Cobourg☞‡	10	7,000	£ 313.5.3 = 1.3 %	300,948	961	-

## The English manufacture of multiple 4R Hammers with the same number, 1857

Several offices received two or more 4R hammers with the same number, as has been noted since 1929 [35] (Figure 7).



**Figure 7.** Ottawa received two 4-ring “27” obliterations. The left one has a “2” with a steeply curving right top, a less steep stem on the “2,” and a “7” with a flat foot and angled sides. The right one has a less steeply curving right top, a steeper stem on the “2,” and a “7” with a rounded foot. Scans courtesy of Mike Halhed.

Toronto, the provincial capital, needed the most clerks to process large amounts of government mail. Though small, Peter-borough and Prescott were major shipping towns. In 1852, just one Canadian 4R obliterator was made for each number. Who, then, made the multiple hammers sent out in 1857?

John Francis’s business had “broken up” before the end of October 1854. (Did Morris’s withholding of payment play a part in this? [36]. Even though Francis was still alive, his wife briefly took charge, assisted by London engraver David Garden Berri, who took over by 4 January 1855 [37]. A letter from London confirmed on 28 February 1855, that Berri alone was “the present contractor for supplying this [British] Department with Seals, [cancelling] Stamps, &c.” [38]. From May 1855 to May 1872, Berri made most of Canada’s postal hammers [39].

In 1855, Canada placed four large orders with Berri, enclosing sheets of details not copied into the Department letter book [40]. A three-page order, placed on 6 December 1856, included a request for “50 obliterations,” without specifics in the letter [41]. Details would have been provided in an enclosure to ensure that the right design was executed. Fifty hammers would cover the number of multiple 4Rs needed. The requisition appeared in time for them to be made, shipped, and distributed early in 1857. Berri owned all of Francis’s tools and designs for the hammers cut in 1852. It is possible that one or two of Francis’s men continued with Berri. As a result, the new multiple 4Rs resembled the original ones very closely.

### Clogged 4Rs or new hammers?

Canadian postmasters were directed several times to use oil-based ink and to clean their hammers regularly with soap and water [42]. Some clerks complied. Others did not care when built-up ink turned the four rings into three, two, or even one ring (Figure 9). Consistent number shapes and ring sizes overlap when superimposed on the VSC 6000 digital imaging system. All the examples I have studied are dirty 4Rs, not newly made hammers as some have supposed [43]. These include 4, 17, 19, and 47 with one ring, 18 with two rings, and 21 and 23 with three rings.

Offices with large mail volumes and several clerks needed more than one hammer. Important transport hubs had use for an extra transit canceller. Canada was again imitating Britain, where large offices had been sent multiple hammers since 1844 (Figure 8).



**Figure 8.** Starting in 1844, Manchester received several different “498” stamp obliterations.



**Figure 9.** All examined “one,” “two,” and “three” ringed hammers sit symmetrically under clean 4R impressions when superimposed on the VSC 6000. This shows that they are ink-clogged hammers, not newly manufactured ones.

### Canadian manufacture of additional hammers with 4R numbers after 1857

Not all offices remained content with just their official 4Rs (Figure 10). Montreal turned to local tradesmen for a 4R 21 with thin numbers unlike any of Berri's, as well as a roller with its 4-ring number, 21.



**Figure 10.** From upper left to lower right: Montreal 4-ring 21 with thin numbers (courtesy of Wayne Smith); Montreal 21 roller. Hamilton's weak 4-ring 16 on cover, 14 December 1857 (courtesy of Stéphane Cloutier). Two Hamilton 16 grids. Three Quebec 37s: (1) in a circle of bars, (2) in round wood or cork (3 lines above “3” and beside “7”), and (3) in square wood (4 lines above “3” and beside “7”).

Hamilton was large enough to receive more than one 4R 16 hammer, in use from 3 March 1857 to just 4 January 1858. However, Hamilton's 4R 16 hammer(s) produced unsatisfactory strikes by May, November, and December 1857. As a result, Hamilton replaced its 4Rs by two grids with more legible “16”s. They were in use mainly from 14 January 1858 to March 1861, then sporadically to 21 December 1863 [44]. From 1859 to 1868, busy Quebec supplemented its 4R 37s with three numbered hammers made locally [45].

### The legacy of the 4R stamp obliterators

The Canadian 4R scheme to imitate the British numbered post failed, because not every post office was using adhesive stamps and because not enough hammers were sent out. Even so, three precedents were established. First, just a few post offices received numbered stamp

obliterators. Second, the busiest offices and a few important transportation hubs were provided with more than one hammer with the same number. And third, several offices headed off in unofficial directions of their own. All three precedents were repeated when 2-ring stamp obliterators were created for the Dominion of Canada's Post Office Department in 1869. Those 2-rings are the subject of a future article.

## Acknowledgements

Kathy Hartley provided excellent reference assistance at The Harry Sutherland Philatelic Library of the Vincent Graves Greene Philatelic Research Foundation in Toronto. Useful comments were made by Stéphane Cloutier, Mike Halhed, Ian Kimmerly, Ken Pugh, Bill Radcliffe, Wayne Smith, and Charles Verge.

## References and endnotes

In the numbered references and endnotes listed below, the following ten sources are cited frequently and are listed first for ease of reference:

- (1) ALB: "American Letter Books" of correspondence sent from the General Post Office in London to North America. In the Postal Museum Archives, Phoenix Place, London, England.
- (2) Ferdinand Bélanger, "Manufacturers of Quebec and Ontario Datestamps," *PHSC Journal*, no. 160 (Winter 2014-5), pp 22-34.
- (3) Winthrop S Boggs, *The Postage Stamps and Postal History of Canada*, two volumes. Kalamazoo, MI: Chambers Publishing Co., 1945. Much of Volume 2 is omitted in the 1974 reprint.
- (4) DCBO. *Dictionary of Canadian Biography Online*.
- (5) LAC. Library and Archives Canada, Ottawa. Materials available only on site in Ottawa. Thanks to Cimon Morin, Ferdinand Bélanger, James Bone, and Shane Pacey for help.
- (6) LACOM. Library and Archives Canada, on line microfilms. Go to <<http://heritage.canadiana.ca/?usrlang-en>>. Select "Government Documents," then "browse," then in the "update" box type the microfilm number, such as T3851.
- (7) Covers: Exhibit of 23 January 1988." Gold Medal, CAPEX 1987. Photocopy at VGG.
- (8) *Report PMG 1853. Annual Report of the Postmaster General, Year Ending 31<sup>st</sup> March, 1853*. Quebec: John Lovell, 1854.
- (9) *Report PMG 1857. Report of the Postmaster General, for the Half Year Ended 30<sup>th</sup> September, 1856, and for the Year Ended 30<sup>th</sup> September, 1857*. Toronto: John Lovell, 1858.
- (10) Richard P Thompson, "The Four-Ring Numeral Cancels of Canada." National Gold Medal exhibit, Large Silver at CAPEX 96. Photocopy at LAC and VGG.

## References in text and tables

- [1] This article can be read without consulting the notes. They contain complex details, often from primary sources unfamiliar to most collectors.
- [2] In official and popular documents, pre-confederation Canada, New Brunswick, Nova Scotia, and Prince Edward Island were usually referred to as "Provinces" rather than "Colonies."
- [3] *Report PMG 1857*, second, unnumbered page of "Annual Report."
- [4] In 1840, receipts of £44,000 earned £16,500 for England, but during 1854-5 Canadian expenses were £24,592 more than the revenues of £77,505. See the printed questionnaire, *Particulars of Information Relative to Postal Improvements in Canada*, Dec. 30, 1856 (LAC Fonds RG3, series R169-49-1-E, Vol 1007, file 7), p 15.
- [5] *The Quebec Gazette*, March 8, 1848, p 1, column 4; also, *Particulars of Information* [4], p 15.

- [6] John Parmenter and Ken Smith, *Post Office Numbers: Numerals Used in Post Offices in England, Wales, and Used Abroad 1844 to 1969*, London, 2003; HC Westley, *The Postal Cancellations of London, 1840-1890*, London, 1950; Ken Chapman, *British Post Office Numbers by County* [Batley], England, 1985; HH Heins, *Numeral Cancellations of the British Empire*, London, 1959; and HM Campbell, *Australian Numeral Cancellations*, Melbourne, 1983.
- [7] Norman Brassler, "Numeral Cancels of New Brunswick," *PHSC Journal*, No 50 (10 June 1987), pp 86-93. John M Wallace, *British Columbia and Vancouver Island, an Exhibit: Supplement—The Numeral Cancellations*, BNAPS Exhibit Series #52—Supplement, 2011.
- [8] LACOM T4548, Vol 833, p 33. On James Morris, see *DCBO*.
- [9] LACOM T4548, Vol 833, p 29.
- [10] On Francis, see Bélanger, pp 24-5.
- [11] LACOM T4548, Vol 833, p 33 (3,920 hammers), LACOM T3851, Vol 367, pp 193-4, 202, 222, 244, 255, 468, 476 (795 hammers), and LACOM T3851, Vol 368, p 99 (754 hammers). Payments in *Report PMG 1853* (£63.16.3), *Report PMG 1854* (£591.3.0 and £137.5.1), and *Report PMG 1855* (£142.13.9, £142.5.2, and £91.17.4). For Francis's Canadian hammers, see Boggs, Vol 2, App. E-F.
- [12] England and Wales had oval grids, Scotland had squares, Ireland had diamonds, the London General Post Office had diamonds in ovals, and London suburban towns had circles in ovals.
- [13] ALB, Post48/131, microfilm reel 131, pp 630-1.
- [14] Parmenter, *Post Office Numbers*, numerical order, pp 49-54.
- [15] LACOM T4548, Vol 833, p 68.
- [16] ALB, Post48/131, microfilm reel 131, pp 728-9.
- [17] LACOM T4548, Vol 833, p 75.
- [18] ALB, Post 48/132, microfilm reel 132, pp 39-41.
- [19] LACOM T3851, Vol 367, pp 49, 193.
- [20] *Report PMG 1853*, unpagd, "B. in Report No. 4," "Quarter ended 5<sup>th</sup> July, 1852."
- [21] LACOM T3851, Vol 367, p 412
- [22] LACOM T3851, Vol 367, p 199. Printed in Boggs, Vol 2, p 2-E. No payment large enough for a second thousand 4-rings exists in Post Office Department records.
- [23] On only ten percent of the mail having stamps, see *Particulars of Information*, 1856 [4], p 9. The only pre-Confederation list of revenue for individual offices that I have found is seven years earlier than 1857: see *Charge. Canada Accounts. Account of Postage of Towns in the Province of Canada, as per Accompanying Abstracts of the Monthly Sheets, for the Quarter Ended the 5<sup>th</sup> of October, 1850*. In LAC Fonds RG3, Series R169-49-1-E, Vol 1007, file 6. The PO Department charges for adhesive stamps are in a letter of 7 December 1857—see Boggs, Vol 2, p 21-C.
- [24] On Spence, see *DCBO*.
- [25] The 2017 *Unitrade Specialized Catalogue of Canadian Stamps*, p 634, lists each 4R number's location and rarity factor for strikes on cents issues. Graham Locke, "Early Four-Ring Numeral Cancels," *PHSC Journal*, 65, March 1991, pp 4-5, lists use from March 1857.
- [26] Mike Halhed recognized that  $5 + 16 = 21$ . In hundreds of auction catalogues, I found 28 printed matter rate  $\frac{1}{2}\text{¢}$ , 1¢, and 2¢ stamps with 4R 516 cancels, and just three exceptions.
- [27] Wayne Smith, "The '627' Four-Ring Cancel," *BNA Topics*, Vol 64.(2), No 511, April-June 2007, pp 59-62. Smith mentioned the connection between 627 and Ottawa's number.
- [28] Very rare 807 is known on only two Small Queen stamps—a yellow 1¢ and a 3¢, both sold in the Hennok Sale, Eastern Auctions, October 2005, lots 160-1 (=Eastern Auctions, October 2011, lot 1586).
- [29] As noted earlier, English numbers after 999 ran from 001 to 099. Very rare 4-ring 022 is known on only three SQs—(1) an April 1873 3¢ cover to Quebec in the Hennok sale (Eastern,

October. 2005, lot 162) with only “ONT.” of the datestamp showing; (2) a 3¢ single (Eastern, October 2005, lot 161; = Hennok, May 1990, lot 717); and (3) a 6¢ single (Eastern, October. 2011, lot 1600).

- [30] Population figures from *The Canada Directory for 1857-58*, Montreal, John Lovell, 1857.
- [31] See *Charge. Canada Accounts*.
- [32] The total amount of mail sent in Canada is on the second page of the *Report PMG 1857*. No statistics survive for individual offices. The rough estimates in the Table use the percentage of revenue in column 4 as the percentage of mail sent in 1856-57. A control is in John Dewé, *Canadian Postal Guide*, Toronto, R. & A. Miller, 1863, p 14: “Of the 9,400,000 letters passing by post in 1861..., Quebec [sent] 1,000,000 [10.64%], Montreal 1,400,000 [14.89%], Kingston 210,000 [2.23%], Ottawa 160,000 [1.7%], Toronto 900,000 [9.57%], Hamilton 350,000 [3.72%], London 230,000 [2.45%].” I have added the percentages in square brackets. These rankings resemble the table in the text.
- [33] The estimate in column five is divided by 313, since Canadian postal employees worked Monday through Saturday with minimal night and Sunday staff. On 28 July 1854, there were two shifts at Montreal, one working from “opening to noon, the other from noon to closing.” That system was recommended for Toronto (LACOM T3852, Vol 368, p 185).
- [34] *Report PMG 1857*, unpagged “Report No. 3.”
- [35] Multiple 4R hammers with the same number are included in Fred Jarrett, *Stamps of British North America*, Toronto, Jarrett, 1929, pp 390-96; and Boggs, Vol 1, pp 593-4.
- [36] A research inquiry to the National Archives in Kew, England, provided no clarification.
- [37] The events are summarized in a letter to Francis by the Secretary of the Canadian Post Office, William Henry Griffin, 3 April 1855. LACOM T3852, Vol 368, p 492. On Griffin, see *DCBO*.
- [38] Rowland Hill, Secretary of the UK Post Office, to Griffin, 28 February 1855 (ALB, Post48/134, microfilm reel 135, p 114).
- [39] LACOM T3852, Vol 368, p 548 (first order to Berri on 5 May 1855) and T3859, Vol 382, p 196 (last order on 31 May 1872). On Berri, see Bélanger, pp 29-30; Boggs, Vol 2, App. E and F.
- [40] Additional sheets of instructions were enclosed on 5 May 1855 (“I... enclose... three lists...”); 25 June 1855 (“I... enclose... a list...”); 7 December 1855 (“Enclosed... an order...”); and 24 December 1855 (“I... enclose... a list...”): see LACOM T3852, Vol 368, p 548, and Vol 369, pp 36, 303, and 330.
- [41] LACOM T3853, Vol 370, pp 492-4.
- [42] Post Office Department orders of 1846, 1852, and 1859 (Boggs, Vol 2, pp 6-B, 15-B, and 20-B).
- [43] Jarrett (pp 396, 399, and 403) and Boggs (Vol 1, p 603) illustrate what they call 1-ring 17, 1-ring 19, 2-ring 18, 3-ring 15, and 3-ring 23.
- [44] Dates courtesy of Stéphane Cloutier and Wayne Smith. Mike Halhed owns a 4R 16 cover sent in May with the “16” of the 4R hammer printing poorly. In Cloutier’s Large Gold exhibit on “The Postmarks of Hamilton Ontario, 1828-1897” at the Postal History Society of Canada Symposium (Hamilton, July 2017), covers dated 23 November and 14 December 1857, have the number “16” printing even more poorly, even though the rings were clear. As a result, Cloutier finds the regularly repeated explanation that Hamilton “lost” its 4R 16 hammer unconvincing. More than once I have heard that the 4R 16 was destroyed in a fire, but that event occurred in 1879 according to Margaret Houghton, *Vanished Hamilton IV*, Burlington, ON, 2012, p 18.
- [45] Grégoire Teyssier, *Québec 1763-1867: One Century of Postal History and Postmarks, Un Siècle d’Histoire Postale et de Marcophilie*, BNAPS Exhibit Series #93, February 2017, p 141.

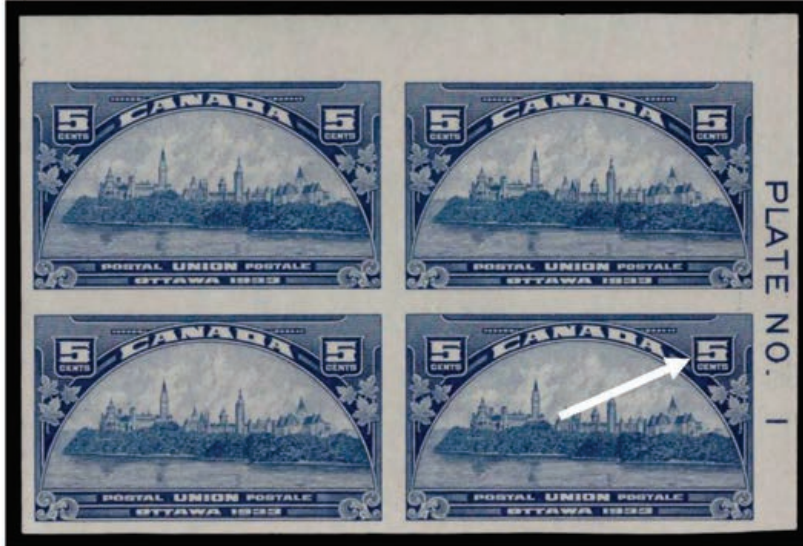




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# The mysterious postal stationery card Webb Catalogue #P18b: New discoveries and insights, Part 2

*Chris Ellis, Robert Lemire, Pierre Gauthier, and William Walton*

**T**HIS is the second of a two-part paper that compiles, and also updates with new finds, information concerning one of the rarest of all Canadian official issue postal stationery cards: the One Cent Red/Rose Carmine Victoria Leaf issue with a 75 mm long address space line (Webb P18b; Unitrade UX18a). Readers are referred to Part 1 for Tables 1 and 2 and for Figures 1 to 14. References from Part 1 that are cited again in Part 2 are listed in the References and endnotes, for the convenience of the reader.

## Dates of use of P18b

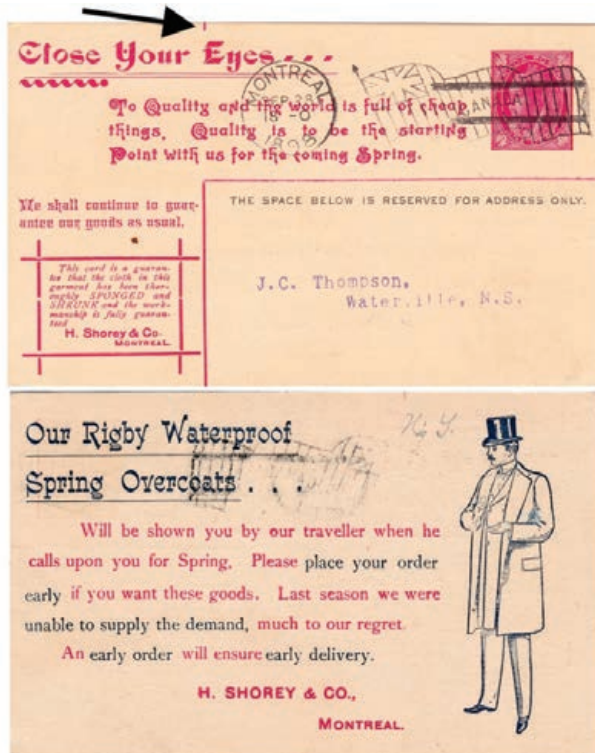
Table 2 shows the dates of use of P18b cards. Three were used within two-to-three weeks of the first delivery of the Red Victoria cards to the post office on 19 January 1898 (Table 1), and the rest were used over about a thirteen-month period extending into February of 1899. Unfortunately, the two earliest usages are the cards for which we have limited information, and these are so early they probably did not have any added front advertising. As noted above, the earliest-documented card with added private front advertising is a Lucas, Steele and Bristol card used on 3 March 1898 (Table 2; Figure 5). Notably, sixty-six percent of the total card sample was used over the first six months of use until July 1898, and only the remaining third over the last seven months. Such data suggest that the cards were issued very early and that the later usages were primarily leftovers of cards that took time to work their way through the system. An early release is also consistent with records of the first usages of P18 cards, which is 10 February 1898 [20]. At least three P18b cards of the small number recorded were used on or before that date, providing some statistical evidence that these cards were released before P18. It is not surprising that Harrison [16, p 3] referred to the P18b as representing the “first setting” of the Red Victoria cards. In addition, the illustration of a card on the NOTICE of December 1897 (Figure 2) has a quite short address line more in keeping with the shorter 75 mm heading, suggesting it may have been the original intention. However, proportionally, the line in the NOTICE illustration would have been shorter than even 75 mm.

A view of later usages as leftovers of the first and only early deliveries of P18b cards from ABN to the post office seems a logical conclusion, but we are of the mind that one cannot have enough supporting data for an inference. So one can test the idea for consistency by examining the P18b cards used later. To begin with, the latest-known use on 27 February 1899 was a non-commercial use and, in particular, a use by a stamp collector/dealer (Table 2). As we are all well aware, collectors continue to use philatelic items for postal purposes long after they were issued, and the fact this card has a later usage is easily explained.

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Keywords & phrases: Postal stationery, post card, advertising card, one-cent Victoria

Indeed, for two of the three months after May 1898 where more than one card is reported, the second card is one of the non-commercial usages, indicating the cards were probably “leftovers” that had escaped the business system (Table 2). However, there is also evidence that even later commercial usages, including the other, much later month when two cards are recorded (January 1899), represent remnants of cards delivered to users and printed much earlier. This evidence is provided by the multiple examples of the H Shorey cards.



**Figure 15.** Front and reverse of a P18 H. Shorey and Co card, with seasonal ad for overcoats, used on 28 September 1898. Arrow emphasizes that the private advertisement on the front has a remnant of tip of an added vertical address space divider line from the ad card that was printed above this card on an unsevered multiple.

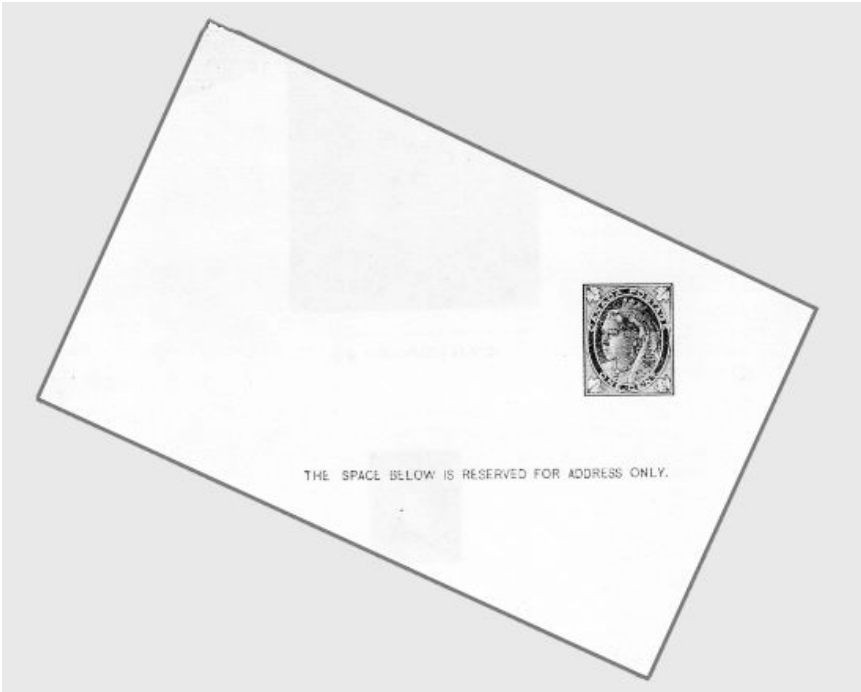
These five reported Shorey cards are postmarked from 30 April 1898 to 1 February 1899, or over a period of roughly nine months. They dominate the post-September 1898 usages, and include the two recorded January 1899 used cards (Table 2). H Shorey is what we will call here a “larger scale” user of stationery cards for business purposes, although they were certainly not at the “major scale” of a company like Dominion Express. In our experience, cards from the Shorey company are relatively common, and the company did do business coast-to-coast with clothing sellers from the Maritimes to BC, based on the addresses on used cards. In fact, in 1893, the company was said to be the largest clothier in Canada [25]. This evidence suggests that they printed and used many cards in their business dealings. They also seem to have printed a fair number of different cards, as Ellis knows of fourteen different front ads used by

this company on the Red Victoria issues alone. These were not all salesmen's calling cards, as they were used for a range of purposes; notably, however, most cards were designed for short-term use such as flogging seasonal clothing (*e.g.*, Figure 15). The one exception that suggests long-term use consists of the only H Shorey cards on P18b, as discussed in the following.

These 18b cards all have a Shorey-printed front that is exactly the same (Figures 9 and 10). Given the variety of fronts and reverses on cards printed by this company, this usage has to indicate the P18b cards were printed at the same time and prior to April of 1898. It makes little sense that they reserved their supply of P18b cards for use only in printing this advertising card among the many they produced, so later usages into 1899 are leftovers. Consistent with that idea, the reverse printing on P18b examples, unlike that on almost all other Shorey cards, indicates these cards were not designed for short-term use. The reverse on the four we have examined is the same standardized form that was sent to local businesses who had ordered clothing from Shorey's travelling salesmen. These specific cards were sent out to acknowledge every order from this cross-Canada business, so one could anticipate in advance that many cards were needed. Design for long-term use is also indicated by the fact the address space lacks a pre-printed year, so it needed to be filled in when the card was used (Figure 11) [26]. Therefore, Shorey's initially printed a relatively large number of this ad/standardized form on these cards, as they knew a large number would be needed. The cards then took a long time to work their way through the system. Indeed, the slightly altered, reverse-Shorey form paired with a different Shorey's front advertisement for the same purpose, is not known until into April of 1899. This indicates that, by that time, the initial supply of cards to the company for this usage printed on P18b was exhausted.

### **Multiples or singles?**

As noted in Part 1, we are aware of three miscut unused examples of P18b cards that have no added printing but do feature parts of more than one card (Figures 16, 17, and 18). This evidence has been used to suggest that the P18b cards were made available by the post office to users in unsevered multiples as well as, one presumes, severed singles [16, p 3; 4]. Ellis raised the possibility that these miscut examples may not indicate multiple usage but rather could be waste from the ABN company's initial production of these cards. What appears to be printer's waste, such as cards with multiple printed impressions, are known from some earlier card issues that had somehow reached the public [*e.g.*, 14, p 66]. However, this interpretation seems unlikely. Walton notes that one sees slight unevenness/irregularity in the cuts from the known P18b miscut examples (*e.g.*, Figure 18): they are not the clean cuts expected by printers. Also, one is cut at such an angle (*e.g.*, Figure 16) that it seems very unlikely it was a miscut during production. Walton suggests that miscut cards were likely done by a collector who had access to an uncut 16-on or 8-on multiple. This was the first card made available to the public in multiples via the post office, so at the time this availability must have been a novelty to some philatelists, and some early collectors were individuals known to delight in creating various miscuts of stationery cards. It is very plausible that all the known miscuts of P18b originated from one 16-on or 8-on unsevered multiple obtained and produced early in the Red Victoria use period, by someone who did not realize it was a variety.

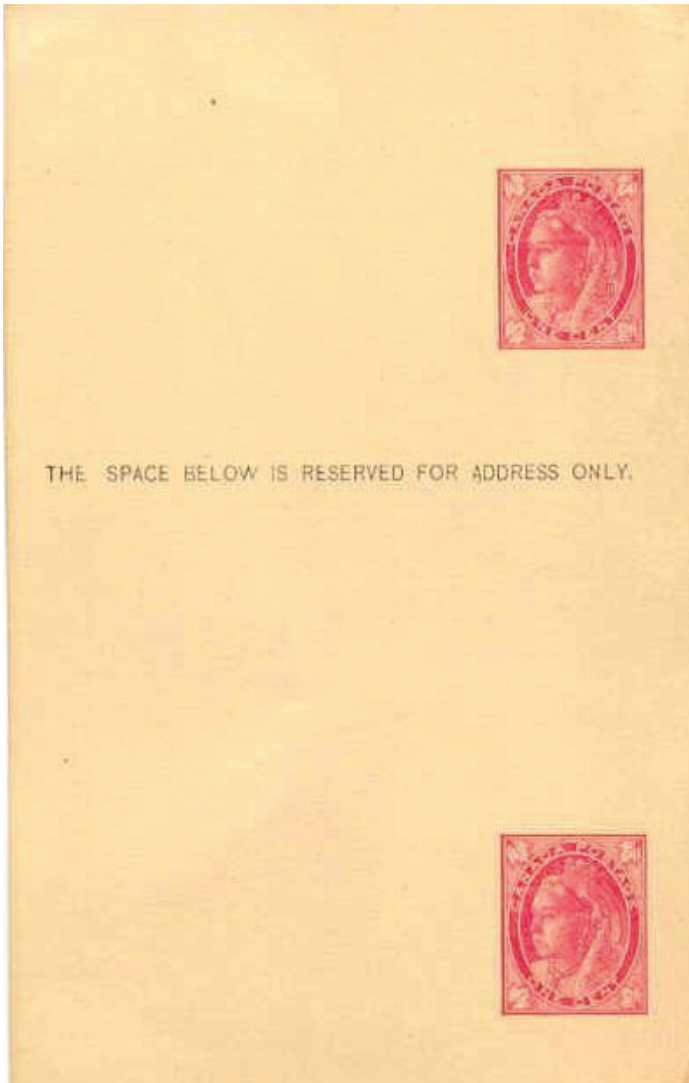


**Figure 16.** Miscut P18b card. From Harrison [9, p 3].

Besides the miscuts, there is other evidence that these cards were made available to businesses as unsevered card multiples. One line of evidence is the usage of such cards by a major coast-to-coast firm such as Dominion Express. They had a huge card demand, which required large orders. Multiples would have been much preferred and probably, as one of the biggest card users in the country, they would have wanted the largest multiples available; *i.e.*, the ones with sixteen cards.

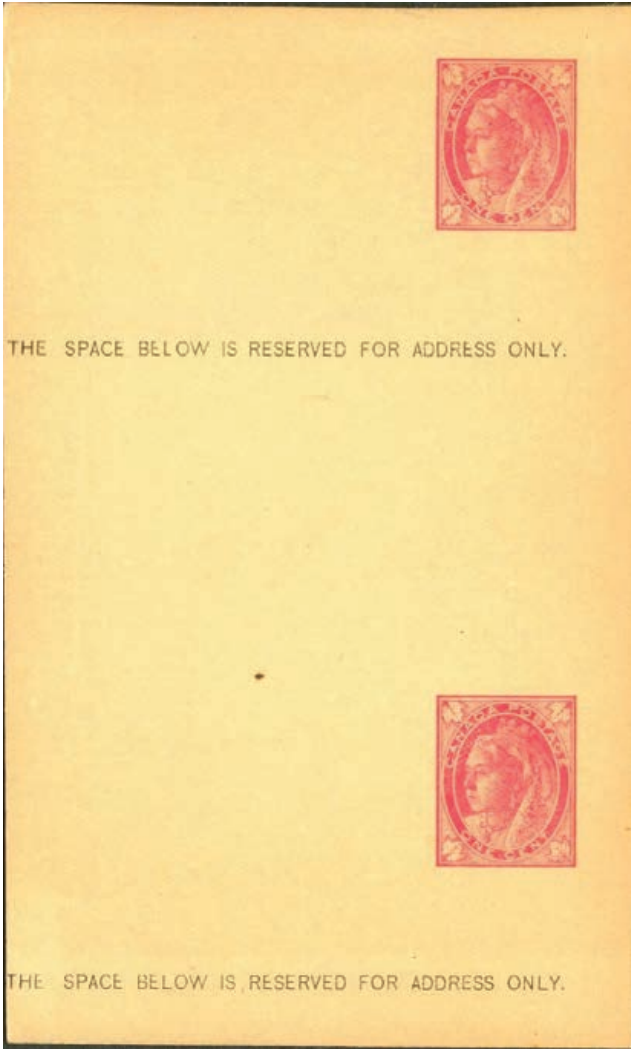
In fact, while not on P18b, used P18 cards with the money order advertisements employed by Dominion Express are known, with misprints or miscuts resulting in parts of two ads being printed on a single card (*e.g.*, [16, p 14]), clearly indicating multiple unsevered cards were used. Even a less major user, such as Shorey's, is known to have produced P18 cards with slight miscuts/misprints, where a portion of the advertising design of the card above is present at the top of a card (Ellis has two in his collection; *e.g.*, Figure 15). Again, the use of unsevered multiples is indicated.

As discussed above, the specific Shorey's cards on P18b seem to have been printed in larger quantity for extended use, unlike their other cards we know of on P18. If they printed other cards that were not designed for extended use using unsevered multiples (Figure 15), then they more than likely also did so for the larger order printed on P18b that was intended for long-term use.



**Figure 17.** Miscut P18b segment with two stamp impressions and one address line.

It seems logical that P18b cards were also issued in singles, although that is a difficult idea to substantiate. Nonetheless, the presence of at least one unused, well-cut example with no added printing is suggestive, as are the non-commercial usages without printing. In addition, it seems to be indicated by the evidence provided by some users of these cards. While



**Figure 18.** Miscut P18b segment with two stamp impressions and two address lines.

before gradually doling out remaining examples to their printers as needed. These stocks were used to print the two different later front tea ads, used until about April 1898.

In printing what appears to be their last ad on P18b, the one for Circle Tea, the stock of cards was exhausted, so part of the printing was done on the regular P18. A more complicated explanation, in which they would have given sheets to their printer, had them cut, and then taken cards back as singles without any printing as on the 10 February used example, seems much less likely.

H Shorey was a larger-scale user and is known to have used unsevered multiples, the Lucas, Steele, and Bristol usages are more suggestive of a reliance on single cards.

As noted in Part 1, this Hamilton company was a more limited user of such cards. The cards are hard to find overall, and certainly with particular advertisements. In many cases, we know of only single examples. They also printed new salesmen's calling cards in rapid succession, to take advantage of the opportunity to flog particular products. They probably did not print many cards, suggesting single-card printing was used.

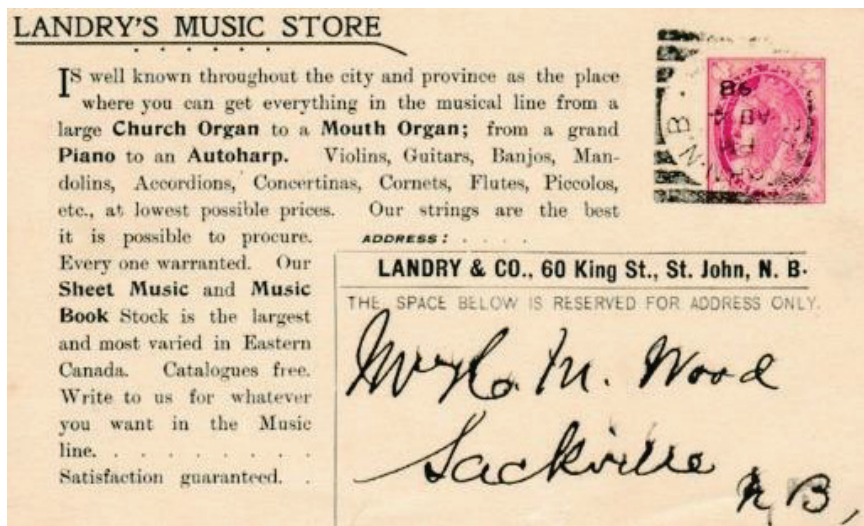
Such an idea is also consistent with the fact that the earliest-documented usage by this firm, on 10 February 1898, is of a blank P18b card with a script message that has professional edge cuts. It seems that this firm got the order for the new cards very early, probably in or before late January; that they were sent P18b cards, and then began using them as is (already cut with no added printing)



## When and why was P18b replaced?

It appears very evident that the P18b cards represent the first setting of the address line on the Red Victoria cards and, given their use dates, had to come from the first order of 250,000 cards from ABN, delivered prior to 3 February 1898 (see Table 1). However, P18 cards also were in that same order, as the second post office order for another 250,000 cards, while placed on 4 February 1898, was not delivered to the post office until 14 February 1898. It would have taken even longer for cards from the second order to be delivered to local postmasters and then to companies. Hence, as a P18 card is known used on 10 February, 1898, it also had to come from the first order [4].

Since the P18b represents the first setting, one question is: why was it abandoned? As Harrison [16, p 1] suggested, one strongly suspects it was because the text simply did not register well or consistently from card to card. The top right corners of “E”’s in particular are often missing (e.g., Figure 19) and can even vary in register from card to card on those items printed on the same sheet (Figure 18). Also, as Lemire and Gauthier [4] stressed, often the period at the end of the address line is missing entirely, and in other cases it is present, but so poorly registered it is hard to see without using magnification. One presumes this problem became apparent as the cards were printed and delivered to the post office, and so P18b was quickly replaced.



**Figure 19.** P18b card used by Landry and Co Music Store, St John, NB, 4 August 1898.

As to the first order of cards, one can also ask why a 75 mm address line was originally chosen, especially since this size is longer than the length suggested by the illustration on the 1897 NOTICE (Figure 2). Generally, a better ability to read a slightly larger text may have guided this decision, but it is noteworthy that the length of the 75 mm address line, plus the space to the right of the line combined, more or less [27] measures  $3\frac{1}{4}$  inches long, or the length of the blank address space in which advertising was prohibited. Hence, printed in this way it could have provided a nice easy way for postal employees to recognize violations of the

printing rules. Of course, by extending the address space on P18 to 83 mm, or exceeding 75 mm, advertising could actually overlap the text line and not prohibit delivery through the mails. In fact, a slight overlap of ads on the left end of the address line is common on P18 cards allowed to pass through the mails. Even if less precise, the amount of overlap allows for an easy way to quickly visually assess potential violations of the rules.

## **How many were printed?**

A major question is, how many of the 250,000 first order cards were on P18b and not P18? We know that P18b occurred in multiples of 16-on or 8-on and have good reason to believe that they were also made available as singles. Assuming each day's deliveries included exclusively P18b or P18 cards and, using the delivery dates of sheet and single formats, a minimum of 40,000 P18b cards would have been printed for the first two deliveries (Table 1). Also, as some came from panes of multiples, and as these multiples were only delivered up until 25 January, it is possible that as many as 214,000 were printed. However, some might have been single cards that were delivered after that date (Table 1).

It is obviously difficult to determine exact numbers, but we note that there are patterns in the delivery dates of the first order that do provide a basis for some speculation. Over the time of these deliveries, there are some days on which none occurred. The reason in some cases is obvious: they were weekends (Table 1). However, three other days are notable for the fact that no deliveries occurred: Wednesday, 26 January; Monday, 31 January; and Wednesday, 2 February. The first date is followed by a delivery of 15,000 on the Thursday and then only 1,000 cards on the Friday, the lowest daily delivery of single cards in the whole order. Then there is a three-day hiatus over the weekend and the following Monday, after which deliveries resumed with a substantial delivery of 10,000 cards. There are many possible explanations for these hiatuses. Yet, it could be that the abnormally low delivery of 1,000 cards on the Friday indicates that the registration problems were noted, and printing was halted on that day while the problem was discussed. At that point, a decision could have been made to cut and release to the post office the backlog of 15,000 other cards delivered on 27 January but to change the font/spacing, leading to the lack of deliveries on 31 January. Then the new card, with the longer font, started to be printed and delivered beginning with the 1 February delivery of a substantial 10,000 cards.

Of course, this interpretation does not explain why there were no deliveries on 2 February before the final delivery on 3 February, but one can think of several possible reasons for that delay, such as examination and approval by the post office of the newly designed and delivered cards, as well as or alternatively, the time needed to print from scratch and cut a large number of single cards (this could also explain why there is a gap on 31 January prior to the 10,000 delivered next day). Obviously, this scenario is largely speculation but if the last 20,000 cards were P18 then as many as about 230,000 P18b cards could have been released.

So we are left with scenarios in which from 40,000 to 230,000 P18b cards may have been printed by ABN. If fewer than twenty used cards are known, is it reasonable to assume that a total much lower than the maximum estimate was printed? Unfortunately, it is hard to make such estimates. One means might be to compare survival rates of cards where printing totals are known. For example, some users have a printer's notation indicating the number of cards produced in that print run, although none occur on P18b examples. Unfortunately, no one has tried to systematically collect data on the frequency of certain cards where print run totals

are known. Ellis (see [28]) has compiled data over many years on the number of copies of cards with many different front advertisements employed by William Briggs Publisher, Toronto, cards which often list the print dates and runs. In this Briggs database, about 0.35 cards on average are recorded per thousand printed. We do not know how typical that survival rate is, but using the maximum estimate of 230,000 for the P18b cards, one would expect to find about eighty cards. This estimate might suggest that many fewer than 230,000 were printed and, in fact, a total closer to or exceeding the minimal estimates above. However, there are clearly some real biases here.

For example, as most P18b cards probably go unnoticed by the uninitiated, such cards may be significantly under-reported in contrast to the total of Briggs cards. That the numbers of the reported rare P18b cards have almost doubled in the last ten years alone would support that idea. Also, as noted, only one major user of P18b has been documented, namely, the Dominion Express Company. Cards sent to their customers were normally turned in to the company to redeem their shipments. Hence, the cards ended up with the company rather than being widely disseminated amongst the general public, and so most were probably destroyed. In fact, it is notable that the most common Dominion Express money order facsimile card ad, if not the most common of all issued express company cards, is the Webb #DMX1 on P18. It is very unusual to find that card used anywhere but New Westminster, BC, obviously because some member of the general public rescued a huge cache of such cards that accumulated at that outlet before they could be disposed of. These usages by the company probably partially explain why it took so long to document one of these cards on P18b. In addition, however, as Dominion Express was a major user, its cards were more likely to be printed on unsevered multiples of sixteen, so their rarity is enhanced by the fact that few of the 16-on cards were delivered or made available in the first order (32,000 cards total; see Table 1).

## Places of use

A final point of interest concerning P18b is where the cards were used and/or the ads printed. As of 1987, only usages by Hamilton- or Montreal-based businesses were known [2], and by 2004 the only reported cards were still from those centres [4, 17], which was, at least in the case of Hamilton, somewhat puzzling. Since 2004, examples that originated in NS/PEI (Figure 7) and New Brunswick (Figure 19) have been reported. However, further cards originating from Montreal businesses have also been discovered. The Dominion Express Co headquarters were in Toronto, but the company was owned by the CPR. Research by Alex Price [29] indicates the CPR printed the ads/forms for the express company, as well as the CPR railway view cards that were issued slightly later. These were printed in-house at the CPR head office in Montreal and then distributed by them via their railway network to stations/express company offices across Canada. Regardless, with more recent evidence, Montreal-originating added advertisements still dominate (sixty-one percent) and Hamilton examples are still common (twenty-eight percent).

There is a bias however, in that multiple cards have been reported for three users, all based in Hamilton or Montreal. As discussed above, the P18b cards delivered to those companies probably represent, in each case, single orders the company had placed with the post office very early, perhaps even prior to the actual printing of the cards by ABN. Taking those multiple usages into account, and still assuming that Montreal or Hamilton usages for

which the user is not known were used by different firms, the overall sample is still dominated by Montreal (fifty percent) or Hamilton (thirty percent) users.

If one assumes that the cards for which users are not known were also employed by the same firms definitively known to employ the cards, frequency stays the same for Montreal (fifty percent;  $n=4$ ) but drops to twenty-five percent ( $n=2$ ) for Hamilton. Actually, only Montreal is common in this last scenario, as one of the two documented Hamilton users is a non-commercial one. Hence, only a single Hamilton commercial user, Lucas, Steele and Bristol, is firmly documented. Montreal's dominance is perhaps not surprising, as it was the major commercial centre, and firms centred there—such as the CPR (and derivatively, Dominion Express)—undoubtedly had more political clout, and perhaps preference in receiving orders. It is also possible that engravers or printers in the Montreal area were more actively promoting use of the new cards. Indeed, advertising card examples are known from a Montreal designer/engraver (Standard Photo Engraving Co), with an added ad hyping the cards that were sent as samples to prospective clients [16, p 6] (albeit beyond Montreal itself) that note: “we make the design and engraving, your own printer can print them.” Certainly, Montreal users are extremely common amongst the subsequent P18 advertising cards compared to many, if not all, other centres.

## Conclusions

The number of known examples of P18b cards has doubled in the last ten years, suggesting the cards are not quite as rare as some had believed. We expect the numbers will increase, simply because more people are looking for and are aware of such cards. Finds may even double again over the next ten years or so. While they may not be as rare as some other officially issued cards, such as Webb P27d or P27l, of which three-to-four or fewer of each are known. Nonetheless, they are rare. The information that has been accumulated substantiates the notion that these cards were not only an officially issued card printed by ABN, but that they represent the first setting of the Victoria cards and made up part of the first order of such cards delivered to the post office in January to early February of 1898. These cards were delivered and made available as unsevered multiples and, undoubtedly, singles, as evidenced by the specific companies that used them, the presence of blank single cards lacking printing, as well as an increasing number of miscut cards of sheet origin, probably deliberately miscut by collectors. Multiple examples of these cards used by a small number of specific companies are becoming well-documented (collectors should examine closely their H Shorey, Meakins, and Lucas, Steele and Bristol advert cards for other examples, as these were apparently among the companies that first received their blank card orders from the post office!).

The exact number of P18b cards printed is unknown, with estimates ranging from 40,000 to 200,000+. However, a maximum of 32,000 cards were made available of the P18b in the unsevered multiples of sixteen cards. These 16-on issues were most likely to have been ordered for use by the largest of the major consumers, such as Dominion Express. Other potential major users of advertising cards, such as the CPR *per se*, do not seem to have employed front advertisements on their well-known railway view card series forms/announcements until after the P18b stocks would have been exhausted in mid-March 1898. As most of the Dominion Express cards did not eventually reach the public, but were instead discarded in-house by the company, it is no wonder P18b usage is rare to non-existent (a single card!) among the cards

known to have been used by any of those major and widely collected firms. Most cards were used by Montreal businesses, which is not surprising given Montreal's status as a major commercial centre, but cards from other centres like Hamilton are actually rarer than previously thought, and we can now document usage originating at some centres in the Maritimes.

## Acknowledgments

We thank a number of individuals who have provided information on P18b cards over the years; notably Hank Narbonne, Arthur Klass and, of course, Horace Harrison. Alex Price provided information on the printing of Dominion Express cards. Ellis would also like to thank Mike Millar, who encouraged him in his philatelic pursuits; Dick Staecker and Bryan Snow, who encouraged him in postal stationery card pursuits; and Derrick Smith who suggested Ellis' decipherment of the split ring cancel place name on the PEI used P18b might be wrong (it was!).

## References and endnotes

Note: For the convenience of the reader, we repeat those references from Part 1 to which reference is again made in Part 2.

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- [25] William Cochrane (editor), "Hollis Shorey," in *Canadian Album. Men of Canada or Success by Example, in Religion, Patriotism, Business, Law, Medicine, Education and Agriculture, Volume II*, Bradley, Garretson & Co., Brantford, ON, 1893.
- [26] One could make the same argument for the two Meakins cards on P18b with printed reverses, used five months apart in May and September 1898 (Table 2). The message on the reverse of each (Figure 12) lacks a preprinted year, indicating design for long-term use and any other known cards with front ads from this company employed for the same purpose are different and date to 1899. Also, the exact same typeset reverses, except for the name of the salesman, also suggests printing at the same time.
- [27] The blank space to the right of the address line can vary, usually very slightly, depending upon exact card cut and exact address line text placement versus the stamp.
- [28] Chris Ellis and Horace Harrison, "William Briggs (Methodist Book and Publishing House)," *BNA Topics*, Vol 54, No. 1, 1997, pp 18-29.
- [29] Personal communication to William Walton.



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# Story of a letter mailed to “Wop” May

*Denny May*

THE letter in Figure 1, from the parents of Wilfrid R “Wop” May, was mailed from Canada to England during the time “Wop” was moving from the 202<sup>nd</sup> Edmonton Sportsmens’ Battalion of the Canadian Expeditionary Force to take training as a pilot in the Royal Flying Corps. After completing flying training “Wop” was posted to the 209<sup>th</sup> (9<sup>th</sup> Naval) Squadron of the Royal Flying Corps at Bertangles, France. On his first flight in combat on 21 April 1918, he gained fame as the person who outran Baron von Richthofen on the same day the Red Baron was shot down by ground fire, landed his aircraft, and died. “Wop” continued as a pilot with 209 Squadron until the end of the war. He was credited with destroying thirteen enemy aircraft and possibly five others. After the war, he returned to Canada, becoming a famed Bush Pilot and founder of the Para-Rescue Service (now RCAF Search & Rescue).



**Figure 1.** Reverse of cover with the many cancels.

From what I can determine, the letter travelled as follows:

- 24 September 1917: Mailed from Edmonton to the Reserve Battalion stationed at Bramshott Common, Hampshire, a major Canadian army camp southwest of London;
- 25 September 1917 Postmarked in Winnipeg, Manitoba
- 3 October 1917 Registered at Brampton, Ontario;
- 12 November 1917 Registered at Paddington, London, England;
- 12 November 1917 Postmarked at Denham, Buckinghamshire, England;
- 12 November 1917 Registered at Uxbridge, Buckinghamshire, England;
- 13 November 1917 Registered at The Hyde, Middlesex, England;
- 13 November 1917 forwarded to RFC Base, Hendon, Middlesex, England;
- 14 November 1917 reached “Wop” May at the London Aviation Ground, Acton, England.

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Keywords & phrases: WWI, Canadian military mail to Canada, bush pilot, airmail






**Figure 2.** Front of cover with registration marking.

There are other postmarks I can't read, and a Doncaster (Yorkshire, England) registration label (Figure 2). [Ed note: the Doncaster registration label was likely added when the letter arrived in that post office outside the Registered Mail bag, to make sure it continued in the Registered Mail stream. Given the heavy fading of part of the blue pencil “Registration cross,” this is not surprising.]

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# Free home delivery in Montreal— Getting the mail home

*Laurent Bélisle*

A few years ago, while continuing to research and complete my collection of Quebec Squared Circles on cover, I needed another challenge as new and interesting material was difficult to find, and a long time passed between opportunities to acquire new covers. I was looking for something related to the postal history of the province of Quebec. Through discussions with a friend, I found a new subject to investigate, the “So-Called Carrier Marks” as they are named [1]. A little research led me to find out that not much has been written specifically on that subject and that nothing has been published recently. The subject seemed simple enough and a good pastime. **Well, be advised, there is no such thing as a simple thing!**

I limited my research to the city of Montreal as this was the only city in the province of Quebec that used the “So-called Carrier Marks,” but I could not find definitive answers about or patterns of these cancels with the covers I had. Finally, I got the chance to acquire a large group of Montreal covers put together by previous collectors (Pyke, Steinhart, Rixon, Deshayé) who had added to it continuously, including covers coming from the Burrus and de Volpi collections. I was also able to consult an unpublished text, *Les marques des bureaux de réception et de facteurs de Montréal: 1874-1904* [2]. Having access to this many covers helped me identify structures and patterns that had eluded me and the previous authors. I offered to do a presentation to the members of my local group, the Lakeshore Stamp Club. They accepted, and I ended up with a PowerPoint presentation of more than a hundred slides. After the meeting a fellow member suggested I prepare an article on the subject: here is the result.

This article, “Free home delivery in Montreal—Getting the mail home,” will be a four-part series: (1) An historic look; (2) The SORTING carrier marks cancels; (3) The DISTRICT carrier marks cancels and, last, (4) The RECEIVING HOUSE cancels.

This article will present a few hypotheses that may need corroboration, and as the primary goal of a philatelic society like BNAPS is to support the exchange of information, I hope other students of Montreal postal history will comment on this article and offer additional information.

## Part (1) An historic look

### The beginning of mail delivery

The appearance of the carrier marks is linked to the beginning of free home delivery, the emphasis being on FREE. We all take it for granted now that, once you put the proper postage

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Keywords & phrases: Postal History, Quebec, postal markings, Montreal

on a letter, it will be delivered to the home of the party to whom it is addressed. That was not always the case.

A proper postal system was established in 1763. The following description is from the *Quebec Gazette* issue dated 2 August 1764:

*The post returns from Montreal every Saturday at 11:00 o'clock at which hour the letters will be delivered out, and attendance given until 2:00 when those remaining will be delivered to the penny post.* [3]



**Figure 1.** Stamp commemorating the 200<sup>th</sup> anniversary of the postal system.

## The accounting

The accounting necessary for the delivery of mail evolved with time as, at first, some mail charges were paid by the recipient. In the next extract from the *Quebec Gazette*, dated 14 March 1782, and reproduced below, we note that:

*Jacob Kuhn, Letter Carrier to this Office, begs leave to acquaint the Publick, that he is obliged to pay for all letters delivered to him the Day after he receives them; he therefore is under the necessity of requesting that all persons in future will pay for their letters on delivery, otherwise he must return them to the Office, and as change is difficult to be procured thereon Bonsor Notes will be taken in payment.* [4]

In 1862, according to the document *An Inquiry into the Affairs of the Montreal Post Office*:  
*...the letter carriers pay for the letters when they receive them and are reimbursed for the returned ones which increases the accounting difficulties:(...), each letter carrier pays the amount of postage on the letters given him for delivery, which is entered in a book kept for that purpose. On their return, the postage on such undelivered letters as are handed back to the office are refunded them. The two cents rate on letters, and the one cent rate on papers, is charged with the postage, and the letter-carriers pay it on receiving their daily complement of letters, &c; of course the rate on the undelivered letters is also refunded to the carriers.* [5]

This implies that each day upon the completion of his route, the carrier had to account for the letters returned in order to be reimbursed and receive the money.

From 1867, to alleviate the complexity of the accounting, a uniform system was put in place:

*3. Each of such Carriers shall give bond, with sureties to be approved by the Postmaster general, for the safe custody and delivery of all letters, and for the due account and payment of all monies received by him.* [6]

With the bonding of the carriers, there was no more need for them to pay for the letters at the beginning of every run and be reimbursed at the end.

## The charges for home delivery

From a report by T A Stayner in 1846, we know that:

*... there is at present no uniform mode of dealing with letters or packets deposited in a Post Office addressed to persons within delivery of such offices, at the four principal offices in the Country. At Montreal all letters pay 1d to the general revenue, and if taken out by the letter carrier he receives*

*another penny as a gratuity to himself. At Toronto it appears the Post Master charges a penny each on such letters, as a perquisite of his own—for the last year this produced a sum of 46/12/7 currency—and should the letter be taken out by the Letter Carrier he gets a penny gratuity. The Post Master however says that this gratuity is not executed by the Carrier, but that he is not directed to refuse it if offered. At Kingston the Post Master delivers such letters at his office free of charge, and if sent out by the Carrier a penny is received by the carrier, which is his fee for service. At the other offices where the post masters are not provided with letter carriers, post masters receive on such letters a penny fee for delivering them when called for, the same as at Toronto. I certainly think that a uniform plan should be laid down for the above class of letters. My idea is that at offices provided with letter carriers a packet under 4 oz. should be delivered at the windows for a penny, if carried by the runner 2d. If over 4 oz. double the above charge. No packet over 1 lb. weight to be posted. The whole to go to the benefit of the revenue. [7]*

In 1867, a single fee structure was put in place:

*2. And for the delivery by a Carrier of each letter received from the Post Office, the person to whom the same is delivered shall pay not exceeding two cents, and for the delivery of each newspaper and pamphlet one cent; —all of which receipts, by the Carriers in any city or town, shall be accounted for to the Postmaster General. [8]*

## **The possibility of organizing home delivery**

In the Act of 28 July 1849 enabling Colonial Legislatures to establish Inland Posts, we find the principles for the organization of such a delivery system:

*And subject to the foregoing provisions of this section and to the other express provisions of this act, the Governor in Council shall have full power and authority ... for the delivery of letters and packets in the larger and more populous Cities and Towns, at the residences of parties to whom they are addressed, and fixing the limits within which such delivery shall take place, and the rates to be paid by the parties who shall prefer to have their letters and packets so delivered rather than apply for them at the Post Office. [9]*

In 1851, the Carrier system was established by the Provincial Legislature as follows:

*XV. And be it enacted, That the Post Master General shall be authorized, whenever the same shall be proper for the accommodation of the public in any city, to employ Letter Carriers for the delivery of letters received at the Post Office in any such city, excepting such as persons to whom they are addressed may have requested, in writing addressed to the Postmaster, to be retained in the Post Office, and for the receipt of letters at such places in the said city as the Postmaster General may direct, ... [10]*

Finally, we get a very similar text in the *Post Office Act* of 1867:

*35. The Postmaster General may, whenever the same may be proper for the accommodation of the public in any city or town, employ Letter Carriers for the delivery of letters received at the Post Office in such city or town, (except such as the persons to whom they are addressed may have requested, in writing addressed to the Postmaster, to be retained in the Post Office,) and for the receipt of letters at such places in such city or town as the Postmaster General may direct, and for the deposit of same in the Post Office. [11]*

As can be seen from the three previous documents, home delivery could be organized—but it was not free home delivery. Based on the organization put forward by the legislature in Montreal as early as 1862:

... there are six letter carriers; two of whom have two deliveries daily in the city proper, at 9 A.M. and 1 P.M.; and four, one delivery in the suburbs; these generally go out about 9:30 A.M. When an English mail is expected to arrive, the suburb carriers are detained until it is sorted for delivery. [12].

## The beginning of free home delivery in cities



**Figure 2.** Montreal post office.

attendance at certain fixed times to receive them. [14]

It is interesting to note that a similar East, West, and North branch system was established in Toronto.

In the major cities, free delivery commenced at Montreal, 1st October, 1874; Toronto, 1st March, 1875; Quebec, 1st April, 1875; Ottawa and Hamilton, 1st May 1875; St. John, N.B., 1st June, 1875 and at Halifax, under like arrangements, 1st July, 1875. The new arrangements have provided for a prompt delivery of letters and of papers received by mail, within the corporate limits of the several cities, the relative frequency of daily delivery in the business and other portions of each city being regulated in accordance with the apparent requirements of the service in each section. [13]

At Montreal, in consequence of the limited accommodation available for the purpose at the Post Office (Figure 2), the large number of Carriers necessarily employed, and the extent of the city, it was found necessary, in order to insure a more prompt delivery, establish three branch offices. (Table 1) Letters and papers for delivery are conveyed to these branch offices by wagons four times daily, and distributed from thence by the Letter Carriers, who are in

**Table 1: List of branch offices in Montreal in 1874, with address and distribution schedule**

<i>The Receiving Houses</i>		
BRANCH OFFICES	LOCATION	DISTRIBUTION
EAST RECEIVING HOUSE	358, Ste-Catherine-Est	
NORTH RECEIVING HOUSE	311 1/2 St-Laurent	8h30, 11h30, 13h30, 16h
WEST RECEIVING HOUSE	466 St-Joseph	
HEAD OFFICE	St-Jacques street (in central office)	8h, 11h, 12h, 13h, 14h, 16h

The three Receiving Houses served as a rallying point for the carriers, sold stamps, and received some mail such as registered letters or oversize mail that could not be put in mail boxes. The letter carriers also returned with undeliverable mail, and mail handed to them on their route. This was to be encouraged as expressed by AT Drummond in his postal reform report: *all letter carriers should be instructed... to receive letters, when asked, and to deliver them promptly at the post office at the return from each round.* [15]

The city's thirty-three mail boxes were emptied four times daily (10h, 16h, 18h, and 20h30) by the same wagons. Readers can find a more complete description of this system in G Teyssier's article "Montreal, 1er Octobre 1874: La distribution gratuite du courrier" [16] The map in

**Figure 3. Map of Montreal and suburbs, circa 1874**

Figure 3 shows the limits of the city proper, circa 1874, and identifies the various suburbs.

### **Problems solved; new problems appear**

Free home delivery attempted to address the following problems: Since Montreal had only one post office, there was overcrowding from people coming to pick up their letters. Sorting by name for distribution caused some errors due to identical names; unclaimed letters were numerous and resulted in the need for advertisement (Figure 4); and there was not enough space to keep the volume of letters coming through the post office.

Furthermore, in the sorting process it was necessary to distinguish between citizens who wanted to pay for home delivery and those who would pick up their mail at the post office.



**Figure 4.** Advertisement markings on cover, courtesy Hugo Deshayé.

Canada, which was not implemented until 1 October 1875 [17]. It implied the need to change from name-based sorting to a street or street section with a numbered address sorting system; a *pigeonnier* with nine hundred and sixty slots was used [18].



**Figure 6.** Postman's uniform.

incomplete addresses (no street address at all, street name only, descriptive address, etc.). Some authors have also commented that going to the post office was a popular social gathering that was important to many people. The lack of postal boxes at each address was another concern, so much so that in 1893, almost twenty years after the implementation of the free delivery system in his report on postal reform, AT Drummond wrote ... *the people should be encouraged to provide letter slits in their door in order that the postman may not be delayed at so very many houses waiting the answer to his knock.* [20]

The carriers had the tedious job of collecting the money for home delivery. Some-times they also collected the basic mailing fee if a letter had not been prepaid, reported it, and had the responsibility for the ensuing accounting.

The initiation of free home delivery came with the obligation for the prepayment (Figure 5) of all letters mailed in



**Figure 5.** 1875 Public Notice about prepaid mail.

New carriers had to be found (Table 2) and *each carrier is required to provide himself with certain articles of uniform (Figure 6), to be always worn on duty, for the purchase of which a special allowance is made to him at the rate of \$50 per annum.* [19]

Free home delivery did solve these problems, but others appeared. First of all, as the need for a complete address was only necessary in the large cities like Montreal, and people were not used to writing it on letters, this resulted in many

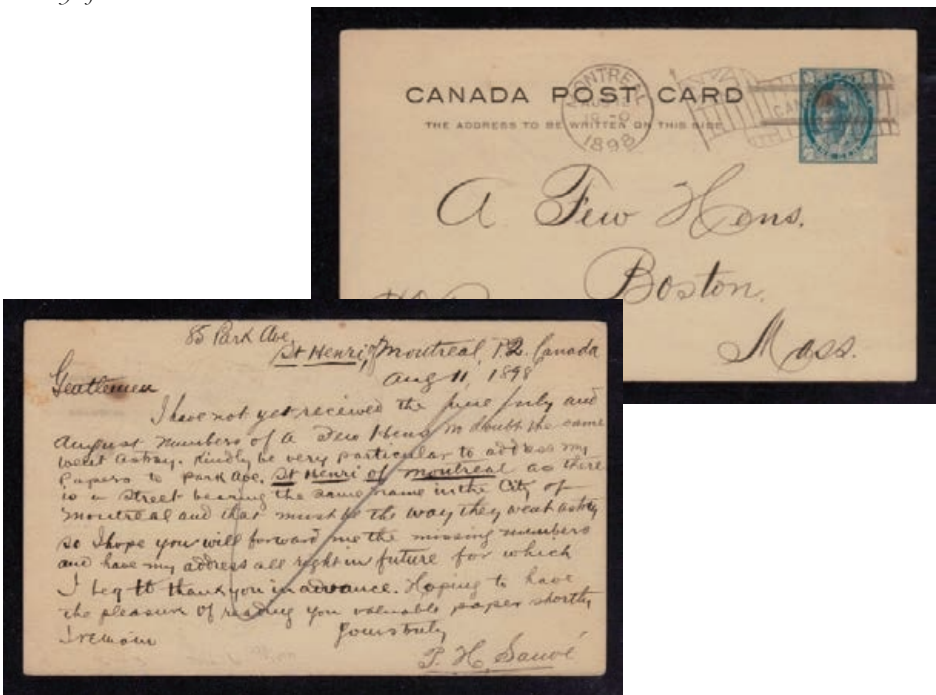
**Table 2: Summary of letter carriers' salaries – from Confederation to the Introduction of free service for Montreal (October 1874).**

Fiscal Year ending	No Of Carriers**	Total Salaries
30 June 1868	13	\$4,964.32
30 June 1869	9	\$3,731.67
30 June 1870	13	\$4,073.94
30 June 1871	14	\$4,250.95
30 June 1872	21	\$5,215.85
30 June 1873	26	\$9,115.93
30 June 1874	27	\$9,777.80
30 June 1875	58	\$14,336.24

(\*\*Includes temporary and part-time carriers)

### Montreal, a changing city

Montreal was in those years a growing city, but not a unified city. In the 1898 postcard illustrated in Figure 7, a customer is asking his correspondent in Boston to *kindly be very particular to address my papers to Park Ave. St-Henri de Montreal as there is a street bearing the same name in the City of Montreal.*



**Figure 7. Post card requesting use of a more precise address.**



As seen in Table 3, the volume of mail distributed increased yearly.

**Table 3. Volume of mail delivery in Montreal [21]**

Weekly Averages	November, 1875	December, 1876	November, 1879	November, 1886	November, 1887	November, 1889
	Montreal		Montreal (including Point St Charles)	Montreal (including Hochelaga and Point St Charles)		Montreal (including Hochelaga, Point St Charles, St Jean Baptiste and St Gabriel)
Letters	10387	13591	13947	45000	45798	42582
Registered	566	819	1153	2456	2618	2327
Other Letters	19544	23208	25591	60643	52625	60958
Total Letters	30497	37618	40691	108099	101041	105867
Papers	7054	11398	13004	34657	32636	39214
Total Letters and Papers	37551	49016	53695	142756	133677	145081
No of Carriers employed	45	45	48	65	65	61

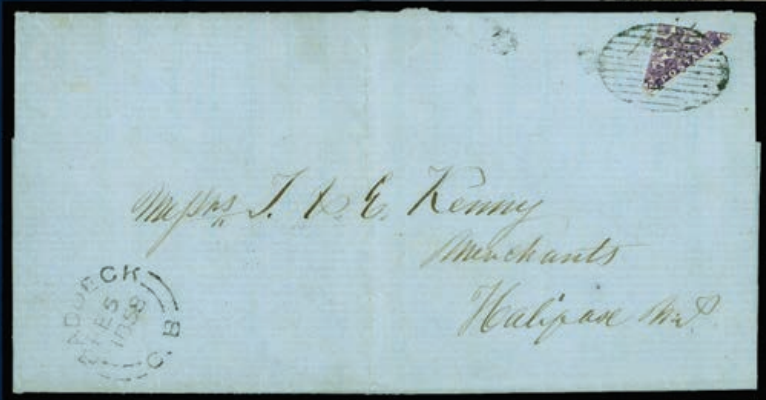
**Table 4. Evolution of Montreal's population [22]**

Year	Population
1861	90 323
1871	130 022
1881	176 263
1891	254 278
1901	325 653
1911	490 504

**Table 5. Annexation of suburbs to Montreal [23]**

Suburb	Date of merger
Hochelaga	23 December 1883
Saint-Jean-Baptiste	15 January 1886
Saint-Gabriel	25 May 1887
Cote Saint-Louis	4 December 1893
Villeray	11 September 1905
Sainte-Cunégonde	4 December 1905
Saint-Henri	27 December 1905

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The city is changing. Montreal is the largest city in Canada: Between 1871 and 1901 its population would grow from 130,022 to 325,653 (Table 4), due primarily to the fact that, in the period, the City of Montreal annexed many small suburban towns. (Table 5)

The postal system sees many changes as we see the appearance of named “Street” sub-offices, named district sub-offices, and new letter carrier depots (LCDs). It is difficult to follow some of the sub-offices as sometimes: The same post office’s name changes from French to English; the address number changes without the post office moving because of the annexing of a suburb; or because houses are renumbered. Graham Searle’s articles [24] on the subject of street-named sub-offices provide the basis for the data shown in Table 6.

**Table 6: Opening dates of Montreal “Street” sub-post offices**

OPENING DATE OF STREET NAMED SUB-OFFICE IN THE PERIOD 1888-1905		
1888 Ontario Street 1896 Ontario Street East (NC))	1896 Peel Street	1901 Fairmount Avenue
1889 St. Catherine Street 1892 Ste. Catherine Street Centre (NC)	1896 St. Denis Street	1900 Fullum Street
1892 St. Catherine Street West	1896 St. Lawrence Street Centre	1901 McGill Street
1892 Dorchester Street	1898 Victoria Avenue	1901 Ontario Street Centre
1895 St. Lawrence Street 1896 Prince Arthur Street (NC)	1898 Visitation Street	1900 Rachel Street
1895 Notre Dame Street West	1899 City Councillor Street	1900 Roy Street
1899 Boulevard St. Denis	1900 Amherst Street	1900 Ste. Catherine Street East
1896 Chaboillez Square	1903 Bleury Street	1900 Wellington Street
1896 Cherrier Street 1902 St. Louis Square (NC)	1902 Boulevard St. Paul	1905 Beaudoin Street
1896 Mount Royal Avenue	1901 Commissioners Street	(NC) = name change

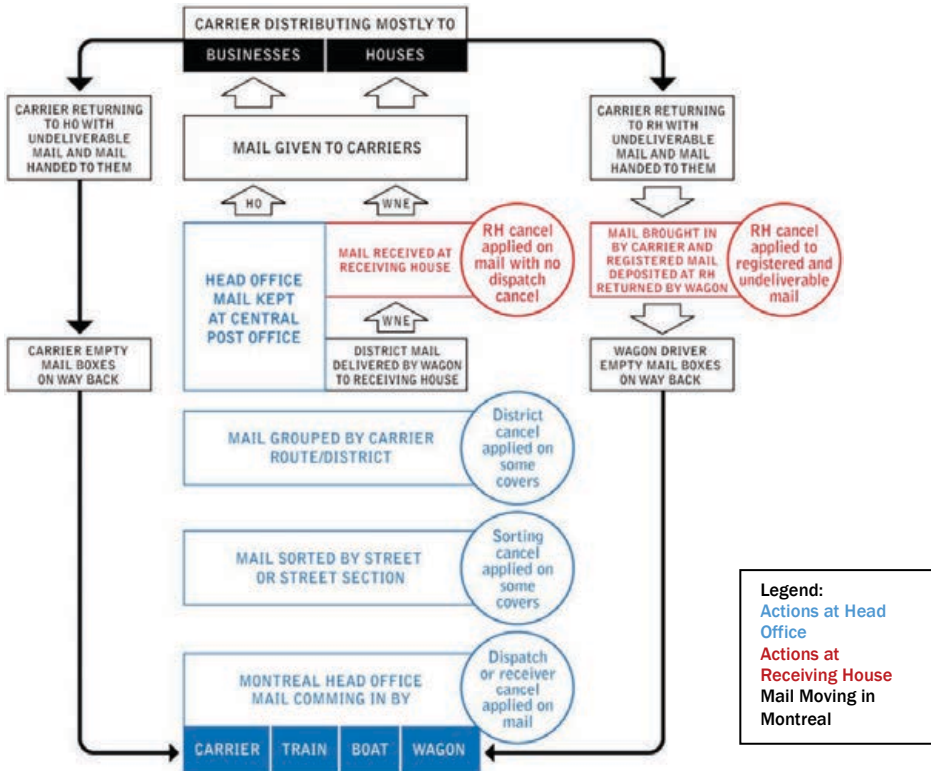
In his article, Mr Searle also adds:

*Montreal had a large number of other sub offices in this period which did not have ‘Street’ names. Amongst these are: Bellerive, Mile End, Cote St. Louis, De Lorimer, Notre Dame de Grace, St. Henri-de Montreal, St. Gabriel de Montreal, St. Cunegonde, Hochelaga Branch, St. Jean-Baptiste de Montreal, St. Jean de la Croix, St. Paul, Verdun, Parc Lafontaine and Pointe St. Charles. There are also a couple of interesting sub-offices which were named after their postmasters; Drysdale and Leduc. [25]*

At least two LCDs are known in 1896: NOTRE-DAME ST. W. MONTREAL/L.C.D. and ST-CATH. ST. W. MONTREAL/L.C.D. For a thorough history of the Montreal post office, one should refer to Jacques Nolet’s impressive and very complete book: *Historique du*

*bureau postal de Montreal 1763-2012*, which was reviewed in *BNA Topics*, Volume 70, Number 1, pp 60-61.

Diagram showing my hypothesis  
about how mail was delivered in Montreal



## Acknowledgements

Thanks to Mike Rixon for the Letter Carrier Data in his unpublished *Montreal Letter Carriers—A Working Document*; to Hugo Deshayé for suggesting this subject, sharing his knowledge, and giving me access to great material; and to the writers who have published articles and opened up this interesting field: Grégoire Teyssier, Jacques Houser, and Charles P De Volpi.

## References and endnotes

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- [2] Grégoire Teyssier, *Les marques des bureaux de réception et de facteurs de Montréal 1874-1904*, copy in personal collection, undated, unpublished.
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- [4] *Quebec Gazette*, 14 March 1782.
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- [22] [http://ville.montreal.qc.ca/portal/page?\\_pageid=5977,86481579&\\_dad=portale&\\_schema=PORTAL](http://ville.montreal.qc.ca/portal/page?_pageid=5977,86481579&_dad=portale&_schema=PORTAL)
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## New discovery: Oneglia Canada 12d black forgery in green!

*Bryan Dunne*

**R**ECENTLY, I obtained an engraved Oneglia forgery of the Canada famous 12d black stamp, but in green! It came from a stamp dealer in Torino, Erasmio, Italy, Oneglia's birthplace and place of business from around 1892 to about 1919. This stamp may have been hiding in Torino for more than one hundred years!



**Figure 1.** Black 12d forgery on left and the newly discovered green forgery on right.

The normal forgery at left in Figure 1 was bought years ago, also from Italy. Comparison to a genuine proof with a faked cancel in Figure 2 shows how crude the forgery is. Oneglia's has the background in the corners all wrong, with a cross-hatched background rather than the sheaf design, and the earrings and necklace appear to be joined as one.

Oneglia listed this forgery in his 1906-7 catalogue (Figure 3). He priced it at 25 French francs, one of the highest prices for a single stamp in his catalogue. He notes it as being "copper engraved on laid paper." The Oneglia 12d black above is actually on diagonal laid paper, while the green forgery is on wove paper. The symbol to the right of the word "Canada" refers to an "imitation more perfect than others and more recommended than others."



**Figure 2.** 12d black proof.

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Keywords & phrases: Forgeries, Oneglia, 12d black

**Figure 3.** Portion of Oneglia catalogue offering the 12d forgery.

		Canada. :	
	1851 -	Papier vergé, gravure on cuivre.	
1	3 p.	rouge . . . . .	Fr. 1 —
2	6 »	violet-noir . . . . .	» 1 50
3	12 »	noir . . . . .	» 25 —

The Oneglia 12d black forgeries are very rare, I only know of a handful. I am working on a census of Oneglia 12d black forgeries or in any other colour! If you have any please submit a scan and any known provenance. I will publish the results here.

So why is this forgery in green? It must be a mistake. It is unlikely any collectors back then would want to fill a space in their albums with a green copy. There are proofs in green, but they would not be postmarked. I have a number of Oneglia forgeries that exhibit poor quality control, and I expect that is the case here. As Oneglia also made engraved imitations of the Canada green 7½d and 12½ cent stamps, which had a very similar design, it is likely one of his workers picked up the wrong copper plate by accident. Are there any more out there? Well it took more than one hundred years for this one to be discovered—but just to keep things exciting, I must note that this stamp has an ink offset on the back that looks like another 12d in green. So keep looking!

**References and endnotes**

- [1] Robson Lowe and Carl Walske, *The Oneglia Engraved Forgeries Commonly Attributed to Angelo Panelli*, 1996, published by James Bendon Ltd, Cyprus 1996.
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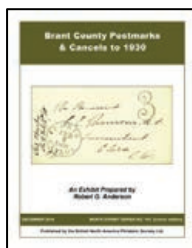
**B**NAPS is pleased to announce the release of four new books—the 102<sup>nd</sup> and 103<sup>rd</sup> volumes in the BNAPS Exhibit Series—as well as two new handbooks. All BNAPS books are available through our agent, Sparks Auctions. A new BNAPS electronic book and two, new, non-BNAPS books are also mentioned below.

*Newfoundland's Last Definitives: The Perkins Bacon and Sprague Printings*, CA Stillions. The first of two exhibits on Newfoundland's long running "Industries" issue, which was produced by three different printers. 2018, Spiral bound, 126 pages, 8.5 × 11, colour. ISBN: 978-1-927119-96-9. BNAPS Exhibit Series No 102. Stock # B4h923-102-1. C\$55.



Newfoundland's "Industries" Definitive issue was released to the public on 2 January 1932. Consisting of twelve denominations, the stamps were created and printed by Perkins Bacon Company of London, England. When Perkins Bacon went bankrupt in 1935, WW Sprague and Company acquired its equipment and continued printing Newfoundland's stamps using the original dies, plates, inks, and paper. Sprague's products cannot be distinguished from those of Perkins Bacon until 1938, when the successor company produced new stamp designs. These differences are detailed in CA Stillions' *Newfoundland's Last Definitives: The Perkins Bacon and Sprague Printings*.

CA, as he is known to most philatelists, has collected stamps since childhood. What started as a Boy Scout project became a lifelong refuge from the demands and stresses of everyday life. He has collected Newfoundland stamps for just about as long. His displays of Newfoundland stamps have won numerous Gold medals. In 1985, he and several other Newfoundland collectors began the Newfoundland Study Group of BNAPS. CA served as its first chairman and newsletter editor. He was elected a member of BNAPS Order of the Beaver in 1989 and is a Fellow of the Royal Philatelic Society London. Closer to home, he has served as President, Secretary, and newsletter editor for the Washington (DC) Philatelic Society and is currently President of the Washington Stamp Collectors Club. He served as Corporation Secretary for the international stamp show held in Washington, DC, in 2006.



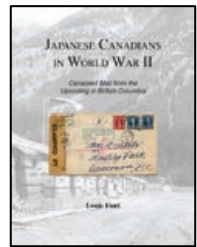
*Brant County Postmarks and Cancellations to 1930*, Robert G Anderson. The postmarks of Brant County organized by type of postmark. 2018, Spiral bound, 136 pages, 8.5 × 11, colour. ISBN: 978-1-927119-97-6. BNAPS Exhibit Series No 103. Stock # B4h923-103-1. C\$56.

Straddling a long stretch of the Grand River, which runs from Lake Erie northwestward toward Lake Huron, Ontario's Brant County lies between Caledonia and Hamilton on the east and Woodstock and London on the southwest. The Village, Town, and then City of Brantford began to develop in 1788 with the establishment of a Mohawk Village on the

Grand River. Growth of the region continued with the building of roads from Dundas to Paris and Hamilton to London, and with the subsequent arrival of the Grand Trunk Railway in 1854. Bob Anderson's *Brant County Postmarks and Cancellations to 1930* uses postmarks and covers to illustrate the postal history of the many towns and villages that grew up in, and occasionally disappeared from, the county.

Bob Anderson started collecting stamps when he was about nine years old, stopped shortly after entering high school, and reconnected with stamp collecting later in life. After graduating from McMaster University in 1970, he started work in the Information Systems field. He retired in 2012 after a forty-two-year career, the last twenty-six years with the City of Hamilton. Bob's collecting interests include Brant County postal history, Canadian stamps, Canada's Queen Elizabeth II postal rates, and Scottish postal history, particularly the northern islands of Orkney and Shetland. He is a member of the Brantford Stamp Club, having held a number of positions on the Club executive, including three terms as President. In addition to BNAPS, he is a member of the Royal Philatelic Society of Canada, the Postal History Society of Canada, the Canadian Philatelic Society of Great Britain, and the Philatelic Specialists Society of Canada. He has been judging at the regional level since 2004 and at the national level since 2006.

*Japanese Canadians in World War II: Censored Mail from the Uprooting in British Columbia*, Louis Fiset. Canadian postal history used in a unique way to illustrate the sad story of the internment of Canadians of Japanese origin. 2018, Spiral bound, 154 pages, 8.5 × 11, colour. ISBN: 978-1-927119-95-2. Stock # B4h097-1. C\$59.



Louis Fiset's *Japanese Canadians in World War II: Censored Mail from the Uprooting in British Columbia* is the latest BNAPS handbook. Having been at war with Germany since September 1939 and Italy since June 1940, by the time Canada entered the Pacific War in December 1941, internment operations and postal censorship activities were well established. The physical uprooting of Japanese Canadians from British Columbia began on 14 March 1942, and civil censorship of both their domestic and international correspondence followed two days later. In this newest BNAPS handbook, author Louis Fiset tells in great detail the story of the Japanese Canadians who were displaced into the interior of British Columbia and across the country using more than one hundred and thirty postal history covers and additional archival photographs to beautifully illustrate the story.

Seattle, Washington native, Louis Fiset, is a retired research dentist. He has published six books and many essays for the historical and philatelic literature on the World War II experience of non-combatant civilians in the US and Canada. In addition to collecting and exhibiting World War II United States, Canada, Great Britain, and Australia internment camp mail, he collects and exhibits postal history relating to the impact of the war on transmission of the mails. He edits *The Prexie Era* newsletter. He has received many large gold, gold, and specialty awards for his exhibits and philatelic writings. He lives in Seattle with his wife, Joan.

*Three Brands of First Day Covers from Regina*, Gary Dickinson. The story of a First Day Cover "mystery" solved through the cooperation of members of the BNAPS First Day Cover Study Group. 2018, Spiral bound, 50 pages, 8.5 × 11, colour. ISBN: 978-1-927119-94-5. Stock # B4h096-1. C\$28.



*Three Brands of First Day Covers from Regina* is Gary Dickinson's fifteenth BNAPS book about different aspects of Canadian First Day Covers. Early studies of Canadian FDCs were often hampered by lack of information about who actually produced some of them. Such was the

case with FDCs carrying the brand names Litho-Art, Philatelic Supply Company, and Phila Coin. A systematic study showed stylistic similarities among them; quite a few were postmarked or addressed to Regina; and there was no overlap or separation in time among the three brands. In addition, in a few instances, tiny logos of the brand name on the back flaps of the FDC envelopes indicated Regina as the source location. An inquiry in *First Impressions*, the newsletter of the BNAPS FDC Study Group, resulted in a response from a member acquainted with the son of the maker of all three cachet brands. The mystery of the Regina covers began to unravel once the maker was identified, and the result of that investigation is reported here.

Dr Gary Dickinson worked in British Columbia secondary schools, colleges, and universities for thirty-five years before retiring in 2001. His last twenty years as an educator were at Okanagan College and Okanagan University College, where he served as South Okanagan Regional Director for five years, and Dean of the Faculty of Adult and Continuing Education for fifteen years. He was also Acting Vice-President, Academic, for eighteen months prior to retirement. Gary has continued his association with Okanagan College, chairing its Central Okanagan Advisory Committee and serving on the Research Ethics Board. Co-founder of the BNAPS FDC Study Group, he is editor of its newsletter, *First Impressions*. Gary and his wife Barbara have six grown children and were foster parents for twenty years.

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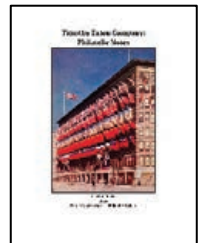
## Other new books on BNA subjects

*Timothy Eaton Company: Philatelic Notes*, Clayton Rubec. A survey of the myriad ways the T Eaton Company used the Canadian postal system in the conduct of its operations over its one hundred and thirty eight-year history. Published *electronically* by The British North America Philatelic Society Ltd., 123 pages, 8.5 × 11, colour. ISBN: 978-1-927119-89-1. Stock # B4h096-1. Free. Retrieve from:

[www.bnaps.org/ore/Rubec-Eatons/Rubec-Eatons.pdf](http://www.bnaps.org/ore/Rubec-Eatons/Rubec-Eatons.pdf)

The Timothy Eaton Company operated for operation for one hundred and thirty eight years, from 1861 to 1999. During its heyday, Eaton's had department stores in over one hundred cities and towns in Canada, along with a highly developed mail order business. This monograph explores the company's use of postage stamps, perfins, precancels, postal stationery, postage meter machines, mailing permits, bulk mail, and revenue stamps.

Clayton Rubec retired from Environment Canada in 2008 after thirty-four years of public service. He has since undertaken a series of consultancies, usually involving conservation



projects, in Canada and Iraq. His professional career includes national program implementation and inter-governmental missions to many nations, missions related to wildlife habitat conservation treaties, science, and policy. He graduated with a BSc degree from Queen's University and an MSc degree from McMaster University, and completed additional post-graduate studies. He has lectured at over forty-five universities, has been a keynote speaker at many national and international conferences, and has led professional courses, conflict resolution forums, and workshops. He has authored or co-authored over two hundred and ten scientific journal papers, books, proceedings, and reports, and forty articles and books on philatelic topics (including eighteen articles in the BNAPS *Canadian Revenue Group Newsletter* or *BNA Topics*). He is the lead author of a 2016 book entitled *Guide to Postal Stationery of Iraq* published by the Royal Philatelic Society London. This is his sixth online or hard copy book contribution to BNAPS. He is a member of the British North America Philatelic Society and the Postal History Society of Canada. He and his wife Leslie live in Kanata, Ontario.



*Money Order Office Number (MOON) Cancellations—Newfoundland, Yukon, Northwest Territories, and the Military (1950-73)*, Michael Sagar. Self-published. Released June 2018. 78 pages, 8.5 × 11, stapled. Black and white. C\$15.95 from Michael Sagar, 3920 Royalmore Avenue, Richmond, BC V7C 1P6 or by email: [gailandmike@shaw.ca](mailto:gailandmike@shaw.ca)

This publication is the seventh in what will be an eight-volume series documenting the MOON cancellations of Canada. Manufactured by Pritchard and Andrews, and later by Sterling Marking Products, these rubber hammers include the four- or five-digit accounting numbers assigned to each specific post office. Although originally intended for accounting paperwork only, these hammers often found use on everyday mail. As proof dates are only known for a small percentage of the hammers used, there are many unreported hammers awaiting discovery. This list of over one thousand reported hammers builds on the research of Doug Sayles and Kevin O'Reilly, and it includes completely new research on the MOON cancels of Newfoundland.

Michael Sagar is an occupational health and safety professional, working for a large community organization in Vancouver. He is the Secretary of the BNAPS Postal Stationery Study Group. He has also produced online publications documenting cachets produced by the Conestoga Press on modern Canadian postal stationery and, with his father, has released research about Angus McMillan, who produced the “Fifth Anniversary Series” of WWII Patriotic Cachets on Canadian Postal Stationery. These covers were released on the fifth anniversary of major events of the Second World War, such as the landing of the First Canadian Division in Scotland in December 1939, and the Dunkirk Evacuation in June 1940, at the beginning of the .BC towards the end of the Second World War.

*The Ron Brigham Pence and Cents of Canada* exhibit handbook, Ronald Brigham, 2018, Postal History Society of Canada, 175+pp. C\$125. No further details available. Add postage (Canada \$10, USA \$20, Overseas \$30), make cheque payable to “PHSC” and send to PHSC, c/o PO Box 69100, St Clair Post Office, Toronto, ON M4T 3A1.

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## Shipping

A few of the BNAPS books when shipped individually will qualify for “other lettermail” postal rates which are reasonable; similarly U.S. and overseas “small packet” rates can sometimes apply. Many other packages have to be sent Parcel Post (starting at about \$8.50), or, sometimes, Xpresspost can be less expensive. We will find the most cost-efficient mailing system and charge exact postal charges plus \$2 per order (regardless of the number of books) for packaging and handling. Please e-mail us giving your address with Postal Code or Zip Code and we will give you the exact postage and handling charge. If you do not have e-mail, please telephone. We will do the calculation and return your call.

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# BNAPS business and reports

## President's column

*Ken Lemke*

**I**N the last column, I provided preliminary information about the BNAPEX 2018 Quebec City convention. As you may have heard, the convention was an outstanding success. In addition to the tour of historic Quebec City, the Convention included some other notable events:

- One hundred and sixty frames of outstanding exhibits, many of which have never been seen before.
- Ron Majors was elected First Vice-President, creating an opening on the Board of Directors, which was filled by Brian Stalker of the United Kingdom.
- Unfortunately, Peter MacDonald resigned as Director for personal reasons. The Board and members of BNAPS thank Peter for his service to the Society.
- The study group session arranged by Kathy Hartley of the Vincent Graves Greene Philatelic Research Foundation (Toronto) featured librarians including James Bone of Library and Archives Canada (Ottawa), Scott Tiffney of the American Philatelic Research Library (Bellafonte, PA), and Kathy Hartley herself. The panel members discussed the information available to philatelic researchers at their respective libraries. Of particular note—there were so many attendees that it was “standing room only.”
- Hugo Deshayé (Philatelist) and Longley Auctions sponsored a hospitality room where attendees could gather in the evening for a libation, and to discuss their latest finds at the dealers’ tables. Thank you, Bill and Hugo!
- The organisation of the Event was exceptional! Thanks are extended to *La Société d’histoire postale du Québec* (SHPQ) and *La Fédération québécoise de philatélie* (FQP).
- The following organizations provided sponsorships to the Convention or donations to the dinner at Huron-Wendat Nation Hotel: Eastern Auctions, Belisle-solution-nutrition, Longley Auctions Inc., Canada Stamp Finder, Canadian Stamp News and Trajan Publishing, Chris Green Stamps, Golden Horseshoe Regional Group, Hugo Deshayé (Philatelist) Inc., Joël Lightbound, MP, La Fédération québécoise de Philatélie, Canada Post, and Sparks Auctions. On behalf of all attendees: Thank You!
- Charles Livermore was elected BNAPS Secretary.



- Barry Cassanova was elected Chairman of the Board.
- We welcome newly elected Directos, Hugo Deshaye (Quebec City), David McCloughlin (Pickering, Ontario), and Chris Greene (Ottawa).

A complete list of palmares and awards can be found on our website at [www.bnaps.org](http://www.bnaps.org).

The Board of Directors discussed at great length the matter of stipends and newsletters but did not make any changes to the policies. Following are the current policies. Hopefully, this will clear up any confusion which has prevailed.

Newsletters are to be sent to

- Co-Editors of *BNA Topics* (Jeff Arndt and William JF Wilson)
- President
- BNAPS Historian (Charles Livermore)
- Study Group Reporter (Peter McCarthy)
- Vice President Study Groups ( Bill Radcliffe)
- Library and Archives Canada
- American Philatelic Research Library
- Vincent Graves Greene Philatelic Research Foundation.

Stipends are as follows:

- A subsidy toward the cost of postal mailing of newsletters to the BNAPS officers and philatelic organizations listed above. The request, including a report of newsletters for this subsidy, should be sent to the Vice-President, Study Groups and the Treasurer. The Treasurer asks that these requests be made only once or twice a year.
- A Study Group will receive a voucher when a new BNAPS member elects to join it. These vouchers can be sent to the Treasurer for reimbursement. Again, the Treasurer requests that these submissions be limited to once or twice per year.
- If a Study Group wishes to undertake a special project that needs financial support, a report detailing the project and a budget outlining the financial need is to be submitted to the Vice-President, Study Groups.

Please note that the total amount of stipends is limited to the annual budget for Study Groups. Therefore, if a Study Group is planning a special project which will require funding assistance, the request should be submitted to the Vice President Study Groups, so that it can be properly considered included in the budget, if approved.

The Vice-President, Regional Groups is authorized to approve stipends for existing Regional Groups and a grant of up to \$200 for newly formed groups. This authority is discretionary, but the total of all expenditures cannot exceed the budgeted amount for Regional Groups.

Under special circumstances the President may authorize an expenditure, again within the constraints of the President's budget. If such a situation should arise, the request should be sent to the President.



In conclusion, I am pleased to announce that a new Study Group (Lower Canada) has been formed. The contacts are Hugo Deshaye and Dr Mark Berner. Their email addresses can be found in the list of Directors in issues of *BNA Topics* or on the BNAPS website. In addition, the BNA Illustrated Mail Study Group is in the process of being reactivated. If you wish to be added to the distribution list, please advise Ken Lemke (kwlemke@sympatico.ca). The Editor is Victor Willson (lloydwill@aol.com). The success of any Study Group is dependent on the contributions of articles (large and small), so please support the SG(s) of your choice.

Happy New Year! And may you find those stamps and covers you are seeking.

## **From the Secretary—Report date: 3 October–14 December 2018**

*P Charles Livermore, OTB*

(100-08 Ascan Avenue, Forest Hill, NY 11375 USA, <secretary@bnaps.org>)

### **Membership fees**

Membership fees for 2019 are C\$35 for Canadian members, \$30 US for US members, £26 for UK members, and C\$40 for members from any other country. The membership fee schedule was confirmed (with no change) by the AGM. Membership fees for applications submitted during the second and third quarter of the year are 75 and 50 percent of the annual fee, respectively, while those submitted in the fourth quarter are 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. Fees can be paid through PayPal, using an online application available on BNAPS' website ([www.BNAPS.org](http://www.BNAPS.org)), or by sending a cheque to the Treasurer or to the Secretary.

### **Applications for membership**

After the receipt of an application for membership, the applicant is classified as a new member. The person's name and membership number are printed in the next issue of *BNA TOPICS*. If no objection from any other member is received within approximately 60 days, the applicant is confirmed as a Regular Member.

### **New members—applied**

All applicants assigned membership numbers from **7002** and **7020** have been confirmed as Active Regular members of BNAPS with full membership privileges. Their names were published in the previous issue of *BNA Topics*, Volume 75, Number 4, 2018.

R-7021 Gerald Fisher, Whitby, ON  
 R-7022 Henny Uyl, Ingersoll, ON  
 R-7023 Stuart Reddington, Caledon, ON  
 R-7024 Joseph Coulbourne, Locust  
 Grove, VA

R-7025 Louis Fiset, Seattle, WA  
 R-7026 K Peter Lepold, Kelowna, BC  
 R-7027 Frog Wensley, Catskill, NY  
 R-7028 Don Macdonald, Lindsay, ON

### **Deceased**

E-2647 TE Gieruszcak  
 E-3130 John W. Porter

### **Member reinstated**

R-6623 Joel Peterson

**Member dropped**

Z-99126 Herb Colling, Editor, TCP

**Members resigned**

R-5739 Barry C Danard  
 R-6592 Iain Hallam  
 R-6995 Terry Klassen  
 R-6801 Craig Marshall  
 R-6146 Ian Mowat

R-6788 Gerald R Phillips  
 R-5456 Thomas S Pollard  
 R-6067 Thomas G Rehkop  
 R-4537 Brian A Triplett

**Postal address changes**

R-6938 Darin Cherniwchan, Chilliwack, BC  
 R-4548 Richard W Creighton, Salmon Arm, BC  
 R-5175 Christopher J Ellis, London, ON  
 R-7021 Gerald Fisher, Whitby, ON  
 R-6188 Beverly Fox, Victoria, BC

X-7019 Cheryl Grantham, Lunenburg County, NS  
 R-6731 Maxime S Herold, Brampton, ON  
 R-6761 Ed Kroft, Vancouver, BC  
 R-6037 Jeremy Mierka, Gatineau, QC  
 R-7022 Henny Uyl, Ingersoll, ON

**Email address changes**

R-908 Paul H Ambrose, Oakville, ON  
 R-6998 David Biltek, Victoria, BC  
 R-6938 Darin Cherniwchan, Chilliwack, BC  
 R-4548 Richard W Creighton, Salmon Arm, BC  
 R-6686 Brainard D Fitzgerald, Port Williams, NS  
 R-6691 Doreen Fitzgerald, Port Williams, NS

R-6310 Rick Hordern, Regina, SK  
 R-6761 Ed Kroft, Vancouver, BC  
 R-6833 Dennis Marek, Wallaceburg, ON  
 R-6274 Patrick G Moore, Bonn  
 R-5976 Timothy P O'Connor, Boston, MA  
 R-4418 Michael V Redwood, Burlington, ON  
 R-4461 Joseph M Smith, Hinton, AB  
 R-7015 Jean Wang, Toronto, ON

**Members with unknown addresses**

L-5217 P Donald E. Abel, Westbank, BC

**ACTIVE member and non-member count by membership type**

Total active members: 994

Note: Exchange/non-member subscriptions (21) are not counted as active members.

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#91 Mint NH  
Realized \$3,220



#MR2C Mint NH  
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# Study group centreline

*Peter McCarthy*

**C**ENTRELINE presents brief summaries of the specialized research done by BNAPS members as published in the newsletters of BNAPS's many Study Groups. This column reviews those received between 15 September 2018 and 15 December 2018.

## British Columbia

The *British Columbia Postal History Newsletter* is edited by Andrew Scott. The favourite cover of the December issue comes from Jim White. It shows what appears to be a straight line C + V cancel that could very well be an RPO marking. The article tells the story of John Kirkup, the recipient of the post card. Illustrated is a Weeda Stamps Ltd private postmark. Tracy Cooper offers a story of the California Black community writing to BC Governor James Douglas about the prospect of immigrating to Vancouver Island in 1858. They were hoping to settle on Salt Spring Island—the Salt Spring Island mail tells a good story. Glenna Metchette, a regular contributor to the newsletter, writes about Mary Josephine Cromwell, Ashcroft Manor, the Ashcroft post office, and how it all came to be. Andrew Scott writes of a new discovery, a Holmwood BC marking on a 1914 post card. He goes on to offer historical facts about Selma Park post office and the steamer Selma, illustrating Selma RPO markings and Selma Park cancels. Tim Woodland offers a Pitney-Bowes metered postage and illustrated post card that tells of the routing of a CP carload of Capilano Cardinal Brand shingles. The newsletter closes with illustrations of recent BC post office markings.

## Elizabeth II

Robin Harris is the editor of *Corgi Times*, the newsletter of the Elizabethan II Study Group. The September–October issue tells of expected rises in postal rates in January of 2019. You are reminded that the ORAPEX 2019 theme will be Elizabethan-era philately. The BNAPEX 2018 Elizabeth II annual show-and-tell was well attended with a number of different participants. The group was also well represented in so much as exhibits are concerned, and the newsletter was awarded the John Siverts award.

Jonathan of Weeda Stamps has found what is believed to be a constant variety on the 1972 Figure Skating issue. Ingo Nessel submitted the final installment (part 4) of the usages of the 1985 Parliament booklet, along with an illustration of all four booklets. Not easy to find but fun to collect. Ending the newsletter is an article by Andrew Chung, listing the overprinted stamps that were included in the joint Canada Post–Royal Canadian Mint stamp and coin sets, with a table giving details. Scans of all the stamps are shown.

The November–December issue of *Corgi Times* begins with a Mirko Zatka discovery of inverted die cuts in the Far and Wide definitive issue. Robin writes about what he believes will be a seldom-used stamp from the Far and Wide issue—and a very helpful Shoppers Drug Mart postal clerk. With the \$2.50 Baby Wildlife coil stamp still being sold, and the almost certain rise in postal rates next month, there will be fewer sales of the \$2.50 Arctic Bay stamp before withdrawal. Robin was fortunate enough to be able to acquire a starter strip, end strip, wrapper, and a coil box through the generosity of a Shoppers Drug Mart clerk. The \$4 Mountain Sheep stamp released in October comes in panes of four, with perforations running through the selvage, while only the stamps in the uncut press sheet are perforated. The

newsletter noted a correction of the name of the designer of the 1970 15¢ Christmas stamp: it is Tanis Dojcek and not Janis Dojcek. Tony Shaman forwarded an image of the 2018 Santa envelope, showing Santa on skates. Jeff Arndt wrote an illustrated article on parcel post tags during the Wilding era, explaining the rates. And, finally, a new collecting field: Cannabis Excise Stamps. Shown are examples of the stamps from each province and a rundown of the particulars. This should be fun!

## Fakes and Forgeries

Fakes and forgeries is a new Study Group; the October issue is its second newsletter. Ken Pugh is the chairman, Andy Ellwood is the secretary/treasurer, and Jeffrey Arndt is the editor. Bryan Dunne brought attention to the fact that the Falcon Stamp Company of Falconer, NY, at the time offered, in a ten-cent packet, a 3¢ Small Queen that was obviously a fake, from their match booklet advertising. By the way, Falcon is still in business, now in Jamestown. Michael Smith wrote an article about the \$3 Bill Stamp proofs that he purchased on eBay as genuine. However, when they arrived, he realized they were anything but. He illustrates the differences between the real and the fake in a seventeen-page article as only Michael Smith can. A very good article!! (By the way, he was refunded.) Bringing the newsletter to a close is a listing of prices realized at various auctions for Varro E Tyler's BNA fakes and forgeries.

## Fancy Cancels

In the August issue of *BNAPS Fancy Cancels & Miscellaneous Markings Newsletter*, Dave Lacelle, the editor, announces that the third edition of the fancy cancels book was at press and would be available for signing at BNAPEX 2018 in Quebec City. Mike Street reported receiving a cover mailed in Ottawa with an unusual cancel, "PC" within a circle. Dave also has an example. Dave confirmed that this was an official cancel. Proof strikes of the Victoria crown hammer come next, followed by a cover sent by Ron Smith—a cover bearing an unrecorded Alexandria strike with what appears to be the EEXAT example. Mike Street also submitted an illustration of a late use of a cork cancel dated 1952, and Mike Halhed sent in notes on the study of Ottawa geometrics. Mike also sent in an example of a cork insert within a St John's, Newfoundland, cancel. Paul Varty submitted a scan of a Ladies cover with a new "PM" cancel. It is dated 19 March 1872, from Trafalgar, CW, where J Applebee was the postmaster. Brian Hargreaves submitted an example of a door handle cancel. Ron Leith illustrates an alternate way to classify geometric cancels, and Dave ends the newsletter with Fakes, Bogus, and Spurious Items.

## First Impressions

*First Impressions*, edited by Gary Dickinson, is the newsletter of the First Day Cover Study Group. The October–December issue begins with a Dickinson article about FDCs produced by Oregon residents Al and Arlene Dahl. This five-page article gives a background of the artists and shows many of their designs. Greg Joughim tells members how he stores his FDCs, in answer to inquiries in previous newsletters. Michael Pierce offers an illustrated story about the Fleetwood, Kingswood, and Westerwood companies. Michael tells us that Fleetwood and Kingswood were products of Uncover of Cheyenne, Wyoming, and that Westerwood only produced FDCs of the 1970 Christmas stamps. BNAPS released two new books: *First Day Covers of the H&E Company* by Gary Dickinson, and *The Caneco Connection – A Study of the First Day Covers of the Canada Envelope Company* by Robert D Vogel. The newsletter ends with Michael

Pierce's submission of four FDCs prepared by a dentist, Dr RA MacRae. One is of the Four Seasons of the Maple Leaf stamps; the other three are of the bird stamps of 1969.

## **Military Mail**

The cover page of the *Canadian Military Mail* newsletter, November edition, edited by Dean Mario, shows a Christmas card from Christmas of 1918, from the 49th Edmonton Regiment in commemoration of the 100th anniversary of the Armistice. The 49th was in France from 1915 to February of 1919. Jon Johnson has been studying Merchant navy mail and writes about his theory that the CANADIAN/MARITIME/MAIL cachet was exclusively used by and for the Canadian merchant navy. His article includes illustrations of covers. This is a new military mail study area. Robert Toombs sent in scans of UNMOGIP and UNEF United Nations Christmas cards from 1956–1967 and 1973–1979. More WWI Christmas greeting cards from the Fourth Battery, Canadian Field Artillery, Germany, and Lord Strathcona's Horse, likely submitted by Editor Dean Mario. Also shown is another Christmas card from the RCAF in Holland. Congratulations were extended to those from the group who exhibited at BNAPEX 2018 and VICPEX. Dean and Mike wish everyone all the best for the New Year.

## **Newfoundland**

The October–December issue of the *Newfoundland Newsletter*, edited by Malcolm Back, begins with a quiz based on five examples of the Caribou stamps from the 1932–1949 definitive series. In the previous issue of the newsletter, a Flowers Cove cover was questioned. J-Claude Michaud offers suggestions, and John Walsh concurs. Anthony Thompson has prepared an extensive and illustrated article on Newfoundland's aniline stamps (first explaining what aniline is). Bruce Robertson has written an interesting story on St John's own castle. No, not the Cabot Tower but Professor Danielle's "Octagon Castle." Anthony Thompson has written about the comments and notations found on the Waterlow archival sheets, with photocopies of the lower two rows of the imperforates and the upper two rows of the perforates. Ending the newsletter are interesting covers from the Cherrystone auction sent in by George Dresser.

## **Pence–Cents**

The Pence–Cents Study Group is involved with the study of stamps and postal history from the earliest issues, 1851 to the end of 1867. The newsletter, simply called *Pence–Cents Era*, is edited by James Jung. The November issue begins with a lovely cover franked with five lovely Queen Victoria stamps with excellent cancels and receiver markings, telling quite a story of origin of the stamps.

Wayne Smith has seen his list of Large Queen covers by rates published in *Canadian Stamp News*, and also on the BNAPS website. Richard Thompson sent in a scan of a cover bearing a 2¢ circular rate that demands an explanation. Luc Frève submitted an article on the California gold rush letters to Canada via Nicaragua, and what led to the routing. A very interesting article with two good illustrations. James tells a fantastic story of BNAPEX 2018 with photos of the event. An article by Michael Smith titled "Canada's 1½d plate varieties" completes the newsletter. The plate position chart is illustrated along with flaws and re-entries, and this fifteen-page article includes some marvelous images.

## Perfins

The *BNA Perforator* is the newsletter of the Perfin Study Group, edited by Jim Graham. In the Editor's Post of the October issue, Jim requests input from the members, first with regard to group members who are not BNAPS members and who are never heard from. Second is the question of a donation to the APS. You are also asked to contribute to the sixth edition of the handbook. Following is a very interesting story of the use of stationery and CPR perfins addressed to GC Brooks, who was the auditor of Freight and Station Accounts from various areas of England. The article, entitled "The Case of the Wayward Perfins," is a philatelic crime study well presented. A must read! Jim Graham solves another mystery. It was known that the "L L" perfin was used by Lamontagne Ltd. It has now been discovered that the "B B" perfin stood for Balmoral Block. A presentation by Jon Johnson and Gary Tomasson on the Growth of the five-hole OHMS at BNAPEX in Quebec was very informative, and a related table completes the newsletter.

## Postal Stationery

Robert Lemire is still "interim" editor of *Postal Stationery Notes*. In the October issue, Chris Ellis introduces a newly discovered Railway view card, that of the Pontiac Pacific Junction Railway. Bill Walton prepared an article on the Canada Veiling Co padposts. He illustrates fifteen of them—they are quite attractive. Bill asks for scans of other Canada Veiling padposts to be sent to the editor. Robert Lemire continues with part 5 of his article on the printings of the railway advice flimsy forms featuring the 4¢ Karsh issue printings. A lot of research has gone into the article. Next is shown a variety of new, attractive, postage paid cards featuring birds. Jean Wang submitted an article on the unlisted varieties of the Hospital for Sick Children postal cards from the Edward VII era; and the newsletter ends with an entry from the PCF corner, new PCF varieties are listed for borderless cards featuring grizzly bears.

## Railway Post Office (RPO)

Ross Gray, the editor of the *Canadian RPO Study Group newsletter*, began the July–September edition by congratulating Brian Stalker for his gold medal, awarded for his exhibit "By Grand Trunk Railway 1853–1867." Brian also earned the William G Robinson award and one of two reserve grand awards. The editor shows two examples of a CPR WEST OF WINNIPEG marking dated a year earlier than proof date, with N explanation. Jack Brandt, Murray Smith, and Ross Gray submitted many updates of new early dates and new late dates for various runs across the country. Ross also prepared five hammer studies on Maritime cancels, the last a possible repaired hammer. Members are advised that Sean Weatherup will replace Chris Anstead as Secretary/Treasurer effective 1 January 2019.

## Revenues

Christopher Ryan is the editor of the *Canadian Revenue Newsletter*, which is approaching quite a milestone. Take note that this, the December issue, is number 99—that's quite a feat. The front page features Dave Hannay, writing of the damaged frames on the 5¢ Manitoba vacation pay stamp. The damage is illustrated, making it easier for members to check their holdings. Steve Moreland writes about the papers and gum on the 1968 Saskatchewan law stamp. One set on dull paper with PVA gum has been put together; there are still two types of paper and four types of gum to complete. We have Ken Prescott and his study to thank for what has been found so far. Fritz Angst reports a late usage of a second issue provisional War Tax

stamp. It is a dated cheque with a nice block of ten 20¢ stamps. The next article, by James Bone, Archivist, Library and Archives Canada, is reproduced with permission. It is about the “Unemployment Insurance Revenue Stamps and the Danny Leong Collection.” It can be found at this link, <[thediscoverblog.com/2018/10/04/unemployment-insurance-revenue-stamps-and-the-danny-leong-collection/](http://thediscoverblog.com/2018/10/04/unemployment-insurance-revenue-stamps-and-the-danny-leong-collection/)>. Chris Ryan writes about the Ontario Liquor Control Board Seals and illustrates the various seals that were used for wine and kegs of beer, and their design changes. Chris continues with two more articles: “The Post Office and the Provisional War Tax Revenue Stamps”, which is an expansion of a previous work that appeared in CRN No. 61, and “Motley’s History of the United States/International Playing Card Company.” Good story.

## Squared Circles

Gary Arnold is the editor of *The Roundup Annex*, the newsletter of the Squared Circle Study Group. The October issue, No 5 of Volume 39, features many early and late updates and first reports of strikes used on various stamps. Also provided are reports and updates seen on lots, from the Sparks spring auction. Bill Pawluk sent in a postal stationery card with a fantastic



Winnipeg 4th hammer squared circle cancel (Bill Pawluk).

strike of the Winnipeg 4th hammer. Only three strikes on cover have previously been reported.

At the study group meeting at BNAPEX 2018 in Quebec City, Rick Friesen was appointed Vice-Chairman of the group; He will also lead the production of a new handbook and database. Congratulations to the group.

## Postscript

Thank you to all the editors who have put so much effort into the production of these newsletters. We encourage the study group members to assist by sharing your knowledge, thereby making the editors’ work a little easier. May you all have a happy, healthy, and prosperous New Year.

## BNAPS Book Department announcements available by e-mail

To receive occasional e-mails from the BNAPS Book Department announcing new releases, additions to the list, and special offers, go to the BNAPS webpage (<http://www.bnaps.org/books/books.php>), and look for “Click here to subscribe to BNAPS Books” at the bottom of the page.



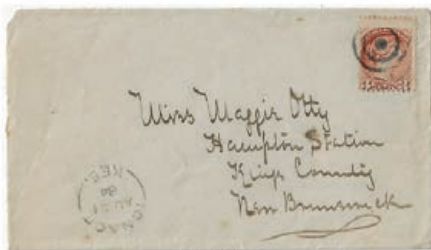
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Wolf Creek NWT



Ignace Kee



Fort Edmonton NWT

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 LAKESHORE MONTREAL - April 5-6, 2019  
 POSTALIA 2019 QUEBEC - April 13-14, 2019  
 ORAPEX 2019 - May 4, 5 2019  
 MONTREAL POSTCARD & POSTAL HISTORY - June 1  
 ROYAL 2019 ROYALE - June 21-23, 2019  
 PHSC SYMPOSIUM - July 18-21, 2019

BNAPEX 2019 - August 30-31, September 1, 2019  
 NATIONAL POSTAGE STAMP SHOW - Sept 7-8, 2019  
 EASTERN ONT POSTCARD & POSTAL HISTORY - Sept 14, 2019  
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# Regional group rant

*David Bartlet*

## Overview

FOR many of us, the fall philatelic season started with a wonderful weekend at BNAPEX in Quebec City. Any who attended no doubt met many acquaintances and enjoyed the many study group meetings, the bourse, and the social evenings out. In the two months that have followed, many of our Regional Groups have met; you can read a summary of these meetings below. Some reorganization of Regional Groups was agreed to at BNAPEX. Florida is now grouped with the Dixie Beavers, and Delaware moved into the Mid-Atlantic group.

I can be contacted by email at any time at [regionalgroups@bnaps.org](mailto:regionalgroups@bnaps.org). Please send all your meeting notices and reports to me there, and we will post them on the website and Facebook pages. Upcoming meetings in early 2019 include the following: Calgary, second Wednesday of the month; Dixie Beavers, 26 January; Golden Horseshoe, 26 January and 30 March; Prairie Beavers, 9 March; and Seaway, 4 May.

Reports below are from the Atlantic, Calgary, Edmonton, Golden Horseshoe, Manitoba-NW Ontario, Midwest, Pacific Northwest, Prairie Beavers and Seaway Regional Groups. Please visit the Regional Groups webpages to see when things are happening in the various groups and what transpires at their meetings.

## Around the region reports

Excerpts of the reports of various regional meetings are provided here. The full reports can be seen on the BNAPS website, on the webpage for each regional group.

## Atlantic

Sixteen BNAPS members attended the annual meeting of the Atlantic Provinces Regional Group, held during NOVAPEX 2018 at the East Dartmouth Recreational Centre on 22 September 2018. Among the attendees was Ingo Nessel, current President of the Philatelic Specialists Society of Canada (PSSC). Representatives from the Fredericton, New Brunswick area as well as from various parts of Nova Scotia attended the meeting.

The Halifax/Dartmouth area will be the location for BNAPEX 2020—the annual Convention, Exhibition, and Bourse of the British North America Philatelic Society. Gary Steele opened the meeting with an outline of the planning process to date. Rob Lunn showed a New South Wales cover to PEI, which had a partial red Customs Label, seeking information as to where the label might have been applied. Guy Jeffery displayed a wide variety of interesting foreign cancels on Canadian Small Queen stamps.

Ron Smith brought photocopies of some spectacular New Brunswick Pence issue covers. Included were one shilling items and various period markings. Jack Forbes spoke about the just-released handbook detailing Nova Scotia Pictorial Cancellations, produced by our member, Hugh Rathbun. This publication deals with the period 1975 to 2018, and it is a fascinating review of this collecting field. It outlines the subtle changes in lookalike impressions for the same post office and provides insights into the huge variety of these cancellers being used throughout the province.

Members of the Atlantic Regional group in Nova Scotia met for lunch three times since BNAPEX 2018, on 3 October, 26 November, and 12 December, with between eight and twelve people attending at the Inn on the Lake. Those who BNAPEX 2018 shared their experiences, and the discussion extended to the matter of volunteers for BNAPEX 2020.

Material is usually brought for show-and-tell, and the discussion included questions about additional relevant research and information. Subjects ranged from Royal Train rarities, Admiral rates, usages, and varieties for Small Queen material, International Reply Coupons, RPOs of Nova Scotia, Squared Circles, Dead Letter Office, and many other areas, including more recent modern material.

Hugh Rathbun discussed the production of his new book on Nova Scotia Pictorial Postmarks 1975 – 2018. The layout makes it very easy to understand the minor differences between towns (listed alphabetically).

## Calgary



**December monthly meeting of the Calgary Regional Group.**  
**Left to right: Raymond Villeneuve, Dave Freeman, Bill Wilson, Kathleen Booth, Dale Speirs (standing), Gordon Hill, Eldon Godfrey, Jon Johnson, Cecil Coutts, and Dave Bartlet.**

The Calgary group has met three times over the Fall. Ten members met on 10 October and were entertained by Hugh Delaney's informative presentation on famous people involved in the confederation of Canada, with covers addressed to and from these politicians. At the 14 November meeting, twelve members viewed some fantastic post cards from the Yukon and Alberta Sarcee Camp and older Banff cards, courtesy of Graham O'Connor. The final meeting of the year, with

eleven members present, was held on 12 December with—wait for it!—a Christmas theme. Eldon Godfrey presented a display of Christmas post cards and slogan cancels, and members brought related items such as the Children's Santa letter program, Hospital Ship Christmas cards, and Christmas Seal promotional letters. The Christmas dinner on 21 December saw twenty members and spouses gather at the Silver Springs Gold and Country Club. Great food and conversation was enjoyed by all. In business news, the group hopes to work with the Edmonton Group to run a daylong seminar at the end of May in conjunction with a daylong event planned by the Calgary Philatelic Society and Edmonton Stamp Club.

## Dixie Beavers

The Dixie Beavers' next meeting will be held on 26 January at the Atlanta Southeastern Stamp Expo. All members living in the southeastern USA are encouraged to come to the Atlanta meeting as the show hotel has granted excellent rates (less than \$100/night) and a free full English breakfast for each day stayed.

## Edmonton

The Edmonton Regional Group has continued to meet at different venues monthly since the last report, and members have seen much scarce Cents and Large Queens material from the collection of Jim Watt. Barend Wissink continues to show his Alberta post cards, particularly his collection of bridges, including writing about them in a local stamp club publication each month. David Piercey continues to show and discuss scarcer Alberta and BC postal history covers. The new marijuana excise stamps have also been shown and discussed. A very pleasant Christmas/Hanukkah December meeting was held in a local restaurant.

## Golden Horseshoe

The Golden Horseshoe group meets five times a year at the Rousseau House from 10 am to 4 pm with a pre-meeting time of discussion and visiting local dealers. After lunch, the meeting includes discussion of business matters and a presentation.

Due to a late BNAPEX and other shows, the first meeting occurred on 27 October. Twenty-one members attended, listening to Brian Peters' presentation on Canadian Revenue Stamps, preceded by a lively auction for philatelic literature and a special Halloween visit by a Bnapsorex, who passed some goodies to those in attendance. The final meeting of the year was held on 1 December with thirty members in attendance. The regular dealers' display and lunch started the day. Tony Shaman gave a very interesting presentation on the colourful and beautifully rendered the T Eaton Company Santa Claus Letters. They certainly brought back wonderful childhood memories for many members.

## Lower Canada

The Lower Canada group hopes to meet again at the Montreal Lakeshore stamp show on 6 or 7 April 2019.

## Manitoba & NW Ontario

Six members of the Manitoba & NW Ontario group met at Dakota House on 6 October. Along with a show-and-tell, members discussed the effort that will be required to hold BNAPEX in this region in 2022. All members are encouraged to contact Don Fraser about helping out to make this a great show.

## Midwest

The Midwest Regional Group met at CHICAGOPEX on 17 November. The meeting's ninety minutes included a brisk discussion of collecting interests among members. The primary discussion focused on the question of how one expands a collection when only excessively priced material is available. Some interesting, non-traditional approaches were suggested, such as looking for booklet varieties not listed in standard catalogues.

The excellent computer support by the CHICAGOPEX meetings' committee allowed for some visually appealing presentations. The group will be meeting again next November at the same venue.

## Pacific Northwest

The Pacific Northwest Regional Group held its annual meeting in conjunction with VICPEX in Victoria BC, at the Comfort Inn, over the weekend of 4-5 October. A complete report is to

be found on the website. The meeting started on Thursday afternoon with a visit to Weeda's stamp shop, followed by a meet-and-greet at the hotel. The main philatelic parts of the meeting began on Friday morning with a series of presentations.

The first speaker was Neil Donen, who gave an interesting presentation on the 1935 voyage of the icebreaker *Nascopie* in the Arctic, complete with details of the things they encountered. Then came Gray Scrimgeour and his history of James Bay, which played a large part in the development of our country. Third up was Hal Kellett with the history of Saskatchewan mail from 1846 to 1905—again, offering an exciting part of our history, adding many details to our knowledge of this era.

After lunch came Bill Pekonen and the beginnings of OHMS. Next up was Tom Watkins with the Postal History of Canada's semi-official Airmail, including many examples of commercial usage of these stamps. Larry Margetish made the last presentation, a well-presented talk about the untold story of the Canada 12¢ Parliament Stamp. The final event was the Banquet at the hotel. The banquet speaker was Ian Kimmerly, who spoke about buying and selling at auction.

## **Prairie Beavers**

The Prairie Beavers met in College Station, TX, on 20 October, with twelve members present. The day started with doughnuts and coffee, and a discussion of some new catalogues and BNAPS publications. After a trading session, Vic Willson presented a talk on "Uses of the Leaf Issue Stamps," including a discussion about whether covers used out of period should be included in exhibits: Opinions were voiced on both sides of the debate.

A members' clothesline followed, with a variety of material, such as a soldier's letter sent from Quebec to Glasgow in 1849, some new Squared Circles, and some 8¢ first flights, Edward post cards to Ivory Coast, Tahiti, and Southern Nigeria, along with a 74¢ Mammal cover to Truk in the Caroline Islands, a 3¢ Centennial precanceled newspaper and a registered small cloth bag paid sixty cents, and also a 12¢ Christmas imperforate pair, and 42¢ with the hologram omitted. After lunch, the business meeting included a discussion of BNAPEX Quebec City. Two presentations followed, the first illustrating how a modern stamp might be developed, using the example of the US 4¢ Winter Games stamp of 1960, the next on the Canada \$8 Grizzly Bear, including announcements by Canada Post, presentation packs, official FDC and presentation item to customers, the \$8 silver coin-stamp wooden box set with 2012 cancel, the framed display given to CP retirees, and usages across the fourteen rate changes from 1997 to the present for which the stamp is still in use. The meeting concluded with a stamp quiz, then the group went for their favourite BBQ dinner. The next meeting will be held in March.

## **St Lawrence Seaway**

The St Lawrence Seaway Regional Group met in Perth on Saturday 13 October. Along with some trading and sales between members, some interesting military items were brought to the show-and-tell, many of them acquired at BNAPEX. Presentations included the first Canadian military involvement in Africa, 1884 voyageur expedition to rescue besieged Gordon in Khartoum, Sudan; single usage of the 10¢ War Issue showing many scarce rates; and scarce WWI government documents to male conscripts aged 18 to 65.

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## New issues

*William JF Wilson*

### The path to Armistice

**C**ANADA Post released a stamp on 24 October to commemorate the one hundredth anniversary of Armistice on 11 November 1918. The stamp (Figure 1) shows a white dove settling onto a strand of barbed wire in a desolate, war-torn landscape.



**Figure 1.** 100<sup>th</sup> Anniversary of Armistice.

Allied troop strength would then increase markedly. Germany evidently hoped that the time needed to recruit and train an American army might give Germany a chance to win the war, or at least force a favourable peace treaty, before American troops arrived in large numbers.

As part of this effort, General Erich Ludendorff, the German Chief of Staff, launched a major Spring Offensive against the Western Front on 21 March 1918 [1, p 364ff]. The northern part of the front was occupied by British forces to just south of the Oise, northeast of Paris. Ludendorff's goal was to break through this line on a fifty-mile front extending both north and south of Péronne, south of Arras and Vimy Ridge, to reach the Somme. The right wing would then roll northwards up the British flank, protected by the troops to their south. Building on the success of this assault, the German Sixth Army would deal the British a second blow further north, near Armentières, in France, adjacent to the Belgian border.

The German Eighteenth Army formed the left wing of the attack and faced the weakest part of the British front. In three days, they not only reached the Somme but pushed beyond it. The Second Army in the centre and the Seventeenth on the right, however, encountered much stronger resistance and could not roll up the British flank. In response, Ludendorff changed the plan of attack. The Second Army was now to advance westward toward Amiens, 115 km north of Paris, to separate the British forces from the French to their south. They and the Eighteenth Army would then swing south against the French. The Seventeenth Army was to swing north into the region west of Arras, and the Sixth and Fourth Armies would attack near Armentières and in Flanders. With French reinforcements cut off from helping the British, Ludendorff hoped to drive the British into the sea.

Strong defence by the Allies thwarted these plans, and French units were able to travel north to reinforce the British north of Arras. Ludendorff tried to force the French to recall these units by attacking the French west of Reims, threatening Paris by reaching the Marne



east-northeast of the city. Troops already available in the area, however, were enough to stop the Germans at the Marne, and the Allied forces in the north remained strong.

Still hoping to weaken the British front in the north, Ludendorff launched a new offensive east and west of Reims on 15 July. His aim was to intensify the threat to Paris by establishing a bridgehead across the Marne, thus again hoping to force the French to draw their reserves south. He would then quickly transfer his heavy artillery and trench mortars north for a major offensive in Flanders. Initially, the operation was partially successful, with the bridgehead across the Marne established; however, strong counter-attacks by French, American, British, and Italian forces drove them back. The campaign turned into a major disaster, and Ludendorff cancelled the Flanders offensive [1, pp 377f, 386].

By 24 July, for the first time since March 1918, the Allies had overall superiority on the Western Front [1, p 386]. The German Army had suffered a million casualties since 21 March, with no adequate means of replacement [1, p 378], and each month a quarter of a million more American troops were arriving in Europe [1, p 386]. The time had come for a strong Allied offensive, of which the first major battle was launched near Amiens on 8 August. At its closest, the front passed about thirteen km east of Amiens, with the British Fourth Army stretching northwards from approximately this point, and the French First Army southwards. The Canadian and Australian Corps had been attached to the British Fourth Army, and in order from north to south, the assaulting troops consisted of three British divisions, two Australian divisions, three Canadian divisions, and seven French divisions. Two Australian, one Canadian and three French divisions were held in reserve, to be deployed during the battle. These twenty-one divisions were opposed by only fourteen divisions of the German Second Army, and the German divisions were more depleted than those of the Allies. The Allies were also stronger in field guns and heavy artillery, as well as bombers, fighters, and reconnaissance aircraft. (Reinforcement aircraft brought in by Germany beginning the next day, however, partially offset Allied air superiority.)

The Allies successfully kept their preparations secret. As a result, while the Germans were expecting strong local attacks, the magnitude and timing of the assault were a complete surprise. The British sector had three hundred and twenty-four fighting tanks to deal with barbed wire and machine gun nests during the battle, so they did not need a preliminary bombardment that would alert the enemy. The first that the Germans knew an assault was coming was at 4:20 am on 8 August, when the British artillery suddenly began the creeping and standing barrages, and the infantry went over the top. The French, lacking such tanks, avoided giving away the British surprise by beginning their barrage to clear the barbed wire and machine gun nests also at 4:20 am, and then went over the top at 5:05. By the end of the day, the Canadians had advanced as much as eight miles, the Australians seven, the French five, and the British two [1, p 407]. It was the biggest defeat for Germany since the beginning of the war [1, p 407], and it deprived Ludendorff of any hope of again returning to the offensive [1, p 408].

German resistance began to stiffen the next day as reinforcements arrived, and after 11 August, there were no further large-scale actions [1, p 418]. Even so, from 8 to 13 August, the Canadian Corps in particular had met and defeated elements of fifteen German divisions, completely routing four and, by 20 August, had penetrated up to fourteen miles on a frontage that had expanded from 7,500 to 10,000 yards – an area of 67 square miles [1, p 419]. They had also liberated twenty-seven villages, taken more than 9,000 prisoners, and captured over

a thousand machine-guns and trench mortars, as well as nearly two hundred other guns of various calibres.

The Battle of Amiens completely changed the Allied approach to the war. When the British Minister of Munitions, Mr Winston Churchill, visited Field Marshall Sir Douglas Haig, Commander-in-Chief of the British Expeditionary Force, on 21 August, Churchill told him that the General Staff in London saw the following July as the decisive period of the war. Haig replied forcibly that every effort should be made to get a decision that Autumn. It was time for bold action to replace unenterprising caution. He also informed his army commanders of this change. It was no longer necessary, he said, "... to advance step by step in regular lines as in the 1916–17 battles. All Units must go straight for their objectives, while Reserves should be pushed in where we are gaining ground" [1, p 425].

Rather than losing time trying to force an already stalled offensive, new assaults were launched to the north of Amiens by the British, and to the south of Amiens by the French. By 9 September, the territory won by Germany in the Spring Offensive had been retaken, and the Canadian Corps (now attached to the British First Army east of Arras) had fought most of the way through the very heavily defended system of fortified trenches between Arras and Cambrai, part of the German Army's Hindenburg Line.

At this point, there was a lull in the offensive while the Supreme Commander of the Allied Forces, General Ferdinand Foch, organized the next phase. Fighting, though, continued as each side maintained pressure on the other. The new assault began on 26 September and covered the entire Western Front from the North Sea to Verdun in northeastern France [1, p 442]. In order from north to south, a combined force under King Albert of Belgium attacked in Flanders; the British continued toward Cambrai and St. Quentin (east of Amiens); the French centre continued to push beyond the Aisne (north of the Marne); and the American Army and the French Fourth Army together launched the Meuse-Argonne offensive north of Verdun. In preparation, the American Army had already reduced the German salient at Saint-Mihiel, south-east of Verdun, on 12 and 13 September.

On 4 October, Germany and Austria requested an armistice [1, p 461]. However, the Allied terms basically amounted to a demand for an unconditional surrender, and Ludendorff refused to accept this. The Allies therefore continued their powerful offensive on the Western Front, while Germany continued pushing back strongly in the hopes of retaining conquered territory and winning more favourable peace terms.

Germany's allies, however, were dropping away [1, p 461]. Bulgaria signed an armistice with the Allied powers on 29 September; a new government in Turkey accepted armistice terms on 30 October; and Austria-Hungary suffered a resounding defeat by the Italians in the Battle of Vittorio Veneto that began on 23 October. This led to an armistice on 3 November. With increasing isolation, and with the Allies advancing through Belgium and toward the German border east of Luxembourg, morale was plummeting in Germany. The sailors mutinied when the German Admiralty ordered the fleet out to sea. Revolutionary fervour was sweeping through the Rhineland [1, p 483], and the German government was less and less inclined to listen to Ludendorff's urgings to continue the war. Ludendorff resigned on 27 October, and the Kaiser abdicated on 9 November. On 8 November, the German Armistice Commission met with Foch in a carriage of his special train on a siding in the Forest of Compiègne. The terms set by the Allies were harsh, but negotiations produced very little

change in them, and at 05:00 on 11 November 2018, the Armistice was signed. Six hours later, at 11:00, it went into effect. The fighting was over.

The information in the accompanying tables is from the Canada Post website: <https://www.canadapost.ca/web/en/blogs/collecting/list.page?cattpe=collecting&cat=stamps>, Canada Post's *Details* publication, and philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvage differs from that published by Canada Post, the selvage is taken as correct. Stamp size, perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) × (VERTICAL).

## References

- [1] Colonel GWL Nicholson, *Canadian Expeditionary Force 1914–1919: Official History of the Canadian Army in the First World War*, Queen's Printer and Controller of Stationery, Ottawa, 1962. Available online at <[http://www.cmp-cpm.forces.gc.ca/dhh-dhp/his/docs/CEF\\_e.pdf](http://www.cmp-cpm.forces.gc.ca/dhh-dhp/his/docs/CEF_e.pdf)>.

**Table 1. 2018 Commemoratives**

Stamp	Community Foundation	Bighorn Sheep	Armistice	Christmas: Warm and Cozy	Christmas: Manger
Value	P + 10	\$4.00	P	P, \$1.20, \$2.50 (s-t on SS)	P
Issued	24 Sep	10 Oct	24 Oct	2 Nov	2 Nov
Printer	L-M	CBN	L-M	CI	CI
Pane	Bk: 10	SS: 4	Bk: 10 Pane: 5	P: Bk 12 \$1.20, \$2.50: Bk 6 SS: 3	Bk: 12
Paper	C	C	C	C	C
Process	4CL	4 + 1 litho, 4-colour gravure	4CL	5CL	5CL
Qty (1000s)	Bk: 160 <sup>(a)</sup>	80 <sup>(a)</sup>	Bk: 250 <sup>(a)</sup> Pane: 40 <sup>(a)</sup>	Bk (P): 1000 <sup>(a)</sup> Bk (\$1.20): 310 <sup>(a)</sup> Bk (\$2.50): 320 <sup>(a)</sup> SS: 70 <sup>(a)</sup>	500 <sup>(a)</sup>
Tag	G4S	Untagged	G4S	G4S	G4S
Gum	P-S	PVA	Bk: P-S Pane: PVA	Bk: P-S SS: PVA	P-S
Size, mm	24 × 32	48 × 40	36 × 25	22 × 24	22 × 24
Perf	Simulated	12.5 × 13.2	Bk: Simulated Pane: 13.3 × 12.8	Bk: Simulated SS: 13.6 × 13.3	Simulated
Teeth	Simulated	30 × 26	Bk: Simulated Pane: 24 × 16	Bk: Simulated SS: 15 × 16	Simulated

### Footnotes for Table 1:

<sup>(a)</sup> Number of booklets, coil packets, or souvenir sheets.

### Abbreviations for Table 1:

*number*CL = (*number of colours*) colour lithography; Bk = booklet; C = Tullis-Russell coated paper; CBN = Canadian Bank Note Company; CI = Colour Innovations; G(*number*)S = general tagging (*number of sides*); L-M = Lowe-Martin; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; s-t = se-tenant; SS = souvenir sheet

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# Readers write (Continued from p 4)

The Editor writes: Table 3 Anthony Thompson’s article, “Newfoundland’s foreign mail—basic rates and colours for the letter, post card, and printed paper stamps” (*BNA Topics*, Volume 75, Number 4, September–December 2018) was incorrectly formatted. With our apologies, we are reprinting the correctly formatted table here.w

**Table 3. Stamps issued by Newfoundland for the basic foreign rate postage showing the rate and period in use. Non-compliance with the UPU colour system is underlined in red for year of issue.**

(A) Letters

5 cents – 1879-1921



6 cents – 1922-1931



7 cents – 1932-1949



(B) Post cards

2 cents – 1879-1924



2 cents (ctd) – 1879-1924



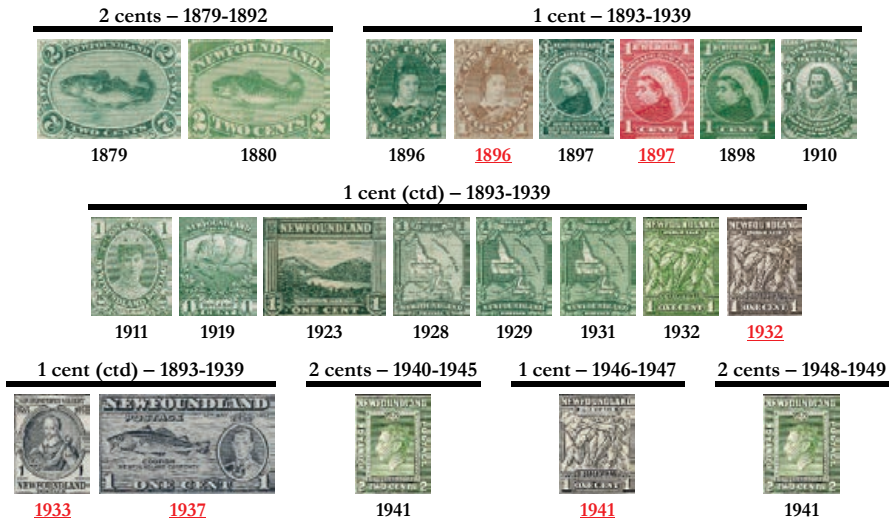
4 cents – 1925-1931



3 cents – 1932-1949



## (C) Printed papers



**Jim Felton** writes: I would welcome William Aaroe's Ugly Duckling due to several of the markings it received, namely from the AMFs, which does not stand for Automated Mail Facility (these are handstamps!) but for Airport Mail Facility. He is correct that the Toronto cancel is from the Airmail Unit. The AAMS publication, *The Airmails of Canada and Newfoundland*, edited by William G Robinson, included a listing over 350 Canadian airmail, airport, and AMF postal markings. This was the first major update to the specialty in about twenty years and did not include all of the many numbered devices used at Montreal AMF, one of which Mr Aaroe shows. According to Robinson's introduction, the first philatelic article on these markings, by John F Wilsdon, appeared in *BNA Topics* in 1956. Next came Joseph L Purcell's 1973 article in *The Canadian Philatelist*. Bill Robinson published eight other article between 1975 and 1977 in *BNA Topics*. The Canadian Aerophilatelic Society is updating *The Airmails of Canada and Newfoundland*, and that Mike Street is revising Chapter 16. Collectors of AMF material are asked to contact Mike with changes, corrections, and additions.



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## BNAPS exchange circuit news

*Andy Ellwood OTB*

**T**HE Exchange Circuit has been operating for over 30 years, providing members with the ability to find those elusive stamps and covers that are sometimes difficult to locate. Using the web site to search for different types of material enables members to view stamps and covers in the peace and quiet of their own home at a convenient time. A simple email to me results in the items sent by mail on approval at no charge to the buyer. Why not spend a few minutes looking at the material that interests you? You may just find what you are looking for!

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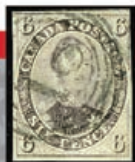
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