

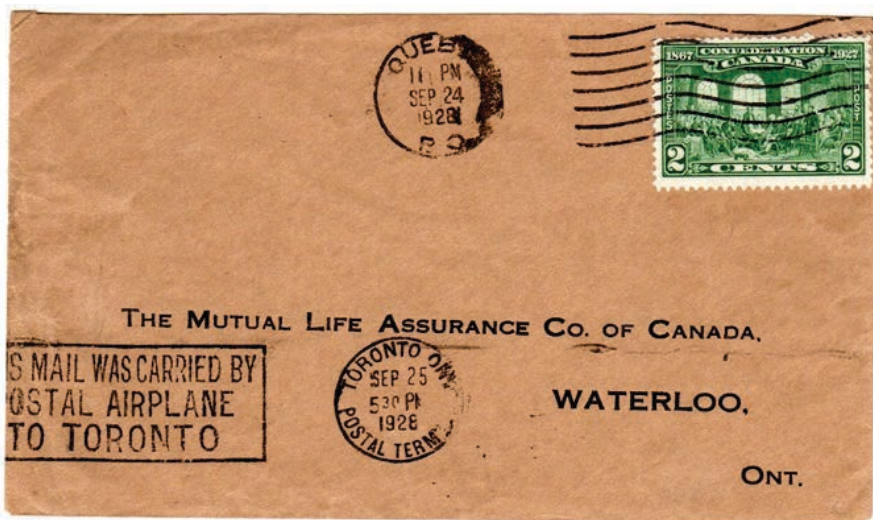
2019 second quarter

BNA TOPICS



Whole number 559

Volume 76 Number 2



Letter mailed at Quebec 24 September 1928 to Waterloo, Ontario, carried by postal airplane but paid at the two-cent domestic surface rate, p 23

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Cover Illustration: Letter mailed at Quebec 24 September 1928 to Waterloo, Ontario, carried by postal airplane but paid at the two-cent domestic surface rate, p 23.

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Editorial

Jeffrey S Arndt

Hockey thoughts

As you may know, the National Hockey League's Stanley Cup playoffs have begun. What does that have to do with stamp collecting? Well, while our organization is comprised of more experienced and focused collectors, there is still a lot of talk about the state of the hobby. Prices too high, prices too low, lack of up-and-coming collectors, how to encourage interest in philately, etc. And there's the connection.

Hockey is not only a very popular sport; it is also an area for collecting. The first hockey stamp issued by Canada was very simple. Pictured at right, something of the history of the sport is evident in its depiction of hockey players' uniforms, back in the day when neither goalies nor any other player wore a mask.



It seems to me that any sports fan, especially a young one, would be interested in how the game was played and therefore in this stamp. Shown here are just two of the many many stamps portraying the sport and famous players from the past. Today the stamps even include autographs! Many more examples could be used to get younger collectors or even just regular hockey fans involved.



My point is that our hobby is rich in history, culture, technology, and areas yet to be discovered. Each of us can and should encourage others, even though it might not seem there is common ground on which to start the discussion. I am a hockey fan, and my hobby is stamp collecting.

When I was young, an older collector introduced me to the history pictured in stamps and to the lure of finding an elusive and hard-to-find stamp. Later, I was encouraged to give back to my hobby by offering my services as a volunteer. I also think that, while there is significant focus on the young, we should not forget older folks who are first-time collectors or were collectors when they were young and left the hobby as life changed or they took up other pursuits.

Remember! It is up to each and every one of us to look to the future of the hobby. Sometimes, that can be as easy as donating excess stamps, or those you no longer want, to a youth group or your favourite show. Sometimes, it is a bit more demanding, like volunteering at a show or in your local, regional, or national stamp organization. Our organization is always looking for volunteers for all those things that keep BNAPS moving along.

As I sit here, writing this editorial while watching tonight's playoff game, I encourage all of you to consider the future—look for ways to encourage people to take up this hobby, and consider volunteering as well!

Jeff

Readers write

Thompson wins Pratt Award for Newfoundland articles: BNAPS member Anthony B Thompson of Saltsjö-boo, Sweden, has received the prestigious Pratt Award for 2018 from the Collectors Club of Chicago (CCC) for his articles entitled “Gum: The later Newfoundland issues printed by Perkins Bacon, Waterlow, and others” (*BNA Topics*, Volume 75, No 1, 2018) and “Newfoundland’s foreign mail—basic rates and colours for the letter, post card, and printed paper stamps” (*BNA Topics*, Volume 75, No 4, 2018).

The CCC Pratt Award is named for Robert H Pratt, the eminent Newfoundland stamp and postal history collector, researcher, and author. In 1997, the CCC initiated the award, which is annually bestowed on the author(s) of the philatelic article(s) or book(s) published on Newfoundland’s philately judged best in that year. The annual Pratt Award is a prize of one thousand dollars US.

CANPEX is an annual, two-day, national-level philatelic exhibition hosted by the Middlesex Stamp Club in London, Ontario. Each year, CANPEX recognizes a special or historic event of the area. In 2019, the show will be held on October 19-20, and the rich military history of the area will be the theme. CANPEX has challenged all stamp clubs to enter a one-frame exhibit on military history to be judged by the public. The prize for the winning exhibit will be bragging rights. There will be one hundred and thirty frames of competitive exhibits, with twenty-one dealer tables, society tables, and a youth table, where free stamps will be available to young collectors only. CANPEX 2019 will be held at the Hellenic Centre, 133 Southdale Road West, London, Ontario, October 19-20, 2019. Show times: Saturday, 10am to 5pm; Sunday, 10am to 4pm, free admission, free parking, lunch counter. For information, write info@canpex.ca or visit the event website at www.canpex.ca.

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Korean War mail — and a veteran Postie's experience

Gordon McDermid

RECENTLY, a short article online [1] about the last Canadian Korean War Veterans' Reunion in Winnipeg led me to review a couple of related military mail covers from my collection, as well as the personal story of a Korean War veteran who served with the Royal Canadian Postal Corps in theatre during the period 1951 to 1953.

In the article, author Joanna Dawson provided some basic information:

Last week, the Korean Veterans Association of Canada held their final national meeting — “the Last Hurrah.” About 500 veterans who served either during the war (1950–1953) or during the peacekeeping phase (1953–1956) made the trek to Winnipeg for the grand event. ... 26,000 Canadians served in the Korean War, which began in 1950 when the Soviet-backed North Korea invaded South Korea. The newly-created United Nations supported South Korea and sent troops from member nations, including Canada. Despite having a weakened military as a result of the Second World War, Canada played a significant role in the war. The Princess Patricia's Canadian Light Infantry was instrumental in blocking an offensive attack from the Chinese Communist Forces at the Battle of Kapyong. The unit was even awarded a United States Presidential Unit Citation in recognition of “outstanding heroism” and “exceptionally meritorious conduct.”

Yet the legacy of these soldiers, including the 516 who lost their lives, is unknown to many Canadians. ... Nicknamed the “Forgotten War,” the events of the Korean War were overshadowed by the two World Wars. For many years, it was ignored by the media and even overlooked by historians.

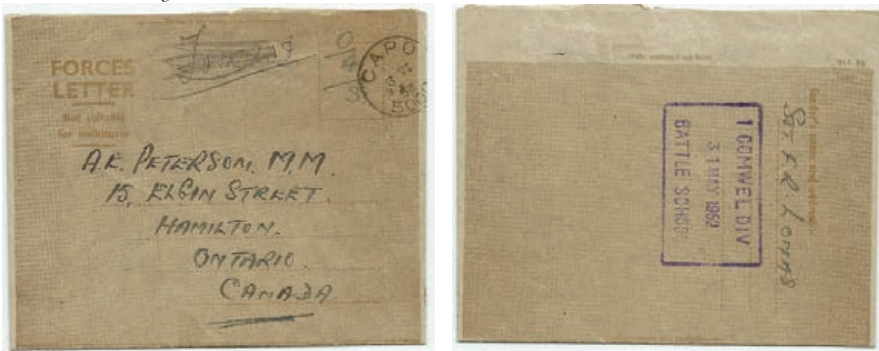


Figure 1. Forces Letter 31 May 1952 from Hara Mura Japan to Canada via CAPO 5000.

Keywords & phrases: Canadian Postal Corps during the Korean War

Canadian Army Post Office (CAPO) 5000 has a long history of operating in different locations over the years. After unification in the 1960s, it became Canadian Forces Post Office, CFPO 5000, which I remember as one of the military post offices active during my NATO tour of duty as the Commanding Officer of the Canadian Forces Europe (CFE) POSTAL UNIT at Lahr, Germany. This added a special interest for me when I found the earlier CAPO 5000 Korean War cover shown in Figure 1. This FORCES LETTER was cancelled on the front over the sender's annotation O/A/S (On Active Service), with a steel hammer circle date stamp, CAPO 5000, 3 VI 52. Addressed to Hamilton, Ontario, it was backstamped with a purple-ink-boxed "1 COMWEL DIV 31 MAY 1952," which identified the unit of origin as 1 Commonwealth Division Battle School. The address written inside by the sender, a British Army Sergeant, was HARA MURA, Japan.

Though marked in pencil for "Tax 10¢" at the destination address in Canada, at some point in transit this was scribbled out, and it would appear that it was delivered without the tax charge. It is possible that, because the recipient was a former WWII soldier, he alerted the Canada post office delivery staff that it was not an air mail lettergram, and so did not require the 10 cents air mail postage rate of the day and was entitled to be delivered as wartime free mail. The cover has no receiving backstamp which, it is understood from other Korean War mail articles, was not uncommon for letters delivered in Canada during that conflict.



Figure 2. Front and back of a registered air mail letter to Montreal cancelled 6 February 1951 at CAPO 25, Pusan, Korea.

The cover in Figure 2 was addressed to a well-known collector of Canadian military postal history covers of all eras, Major Ian C Morgan of Montreal. Because only surface mail was eligible for free postage, it required 7 cents postage to pay for the domestic air mail rate [2] and 10 cents more for the registration fee. Processed early in the Korean operation of CFPO 25, which was based at Pusan, Korea from 18 November 1950 to 17 May 1951, the letter travelled through the military and civilian postal systems from CFPO 25 to Montreal. It has an attractive brown military cachet—"They Stand On Guard"—and an image of soldiers manning an artillery piece, with an added blue-and-white BY AIR MAIL / PAR AVION sticker. The stamps were lightly cancelled "CFPO 25/PM/6 II/51/·" and a clear third CFPO 25 circle cancel was added by the cachet. The stamps were also cancelled at destination with a circle date stamp MONTREAL/2/11/CANADA FEB 51. The text "REGISTERED" in red ink was probably added by Major Morgan along with his name, address, the stamps and air mail sticker before sending it off under cover of another envelope, requesting the CFPO 25 postmaster to cancel and return it to him through the mails as a philatelic cover.

It is of interest that the boxed purple registration stamp with the number on the front was added by the Montreal Post Office and not the Korean despatch post office, CFPO 25. The absence of a CFPO 25 REGISTERED mark is consistent with the note by Bailey and Toop in their book, *Canadian Military Postal Markings* [3], that the CFPO 25 REGISTERED mark has a rarity factor of E, which means it is rare, usually fewer than ten strikes known. It is quite unusual that there is no trace of a CAPO 5000 transit stamp. CAPO 5000, the west coast Postal Regulating Station for Korean War mail, was still operating from Vancouver on that date in February 1951. (It relocated to Kure, Japan, on 7 May 1951.) It appears the cover was part of an air mail despatch from CFPO 25 in a closed bag that was not opened until it reached Montreal. The stamp cancellation dates—CFPO 25 on 6 February 1951 and Montreal, 11 February 1951 (or 10 February 1951, as noted in pencil on the back cover)—for a total of four days certainly confirms it was moved by airlift. The back of the CFPO 25 cover has another registration number stamp whose origin I am unable to determine, although I suspect it was done at Montreal. The back of the cover has been marked in pencil by the letter carrier of a delivery attempt—“1620 PM / 10-2-?? / J. Wiseberg”—and circle date stamps of the Montreal post office for 11 February 1951 and, finally, 14 February 1951. Overall, it is apparent the cover was placed in the mail at just the right time to meet all necessary connections for movement to the final destination, Montreal, in remarkably fast time for the Post Office. It would be extraordinary delivery service for international mail today!

My education in Korean War military postal history got a major boost recently when I had an interesting talk with an old friend who is a veteran of that war. To be able to hear first-hand about the workings of the military postal services during the early 1950s is a wonderful opportunity for us all, as there are fewer and fewer veterans around today to tell us about their work experience in Korea. Long-retired Master Warrant Officer Patrick Lanteigne served with the Canadian Postal Corps in Korea from late 1951 to 1953. Later, near the end of his military career, he served as the Canadian Forces Postal Unit Warrant Officer at Trenton, Ontario while I was Commanding Officer of the Canadian Forces Postal Unit at Trenton from 1983 to 1985. Patrick has shared a few personal photographs of his life with the Canadian Postal Corps in Japan and Korea (Figures 3, 4, and 5).

In 1951, as a young Private Postie, he was given a quick transfer from a postal tour in Alaska down the West Coast to the Base Post Office in Vancouver. Then, with very short notice of just ten days, he was off again to Tokyo and Kure in Japan to serve with CAPO 5000. Being one of few French-speaking Posties in theatre at that time, he was eventually sent from CAPO 5000 to CFPO 30 in Korea to serve with the Royal 22nd Regiment Van Doos at Tochong, where he spent the remainder of his time moving the mail in Korea. He reports providing full post office services at CFPO 30, services that included registered mail and air mail when the soldiers needed it.



Figure 3. CFPO 30 Posties and Korean helpers at Canadian Postal Tent Tochong, Korea. *Courtesy Patrick Lanteigne.*

The mail was not sent to CAPO 5000 or Canada to commence and complete any services such as registered mail, although mail—including closed bags for major Canadian destinations such as Montreal—was regularly routed through CAPO 5000 as the Postal Regulating Station for the theatre. In Figure 3, above, Private Lanteigne is standing tall with a fellow postie and two Korean helpers outside the tent that accommodated CFPO 30. They are about to work the mail bags (seen in the background) that have been off-loaded from the truck.



Figure 4. Pte Lanteigne with the Postal vehicle in Korea. Courtesy Patrick Lanteigne.

In Figure 4, on a sunny day in Korea, Private Lanteigne takes a well-earned break from his postal work of collecting the Regiment's mail with the POSTAL jeep. In Figure 5, Private Lanteigne is surrounded by Korean children from the village of Tochung, outside the wired surround of the Canadian Brigade Group Camp where CFPO 30 and the Mess Hall tent were located. The soldiers were leaving food daily for the children on an upside-down garbage can near the fence. When the Sergeant asked why the can was upside down, and so far from the tent where they ate their meals, the soldiers told him it was upside down to keep cats and other animals from the food scraps and to keep flies from swarming around it. That made sense to the Sergeant; he never bothered them again for doing their good deed for the children, and they felt good about putting one over on him!



Figure 5. Pte Lanteigne with Korean children at Tochung Military Camp. Courtesy Patrick Lanteigne.

Further significance of what the photograph of Pte Lanteigne with the children represents with regard to the caring relationship of the Canadians towards the Korean people during the war is that, today, a copy of this photograph is on display in the Korean Embassy in Ottawa, in the office building of the President of Korea in Seoul, and in the Korean War Museum.

Another chapter of Patrick Lanteigne's Korean War experience occurred in 1998, when the veteran was selected to represent the Royal Canadian Postal Corps in a visit to Korea and Japan commemorating the fiftieth anniversary of the United Nations. During the trip, he sent three post cards back to the Director of Postal Services at National Defence Headquarters in Ottawa from the places where he was honoured to lay a wreath in remembrance of those soldiers who did not return from the war (Figures 6 and 7). The post cards were cancelled in Yokohama, Japan on 6.X.98, Seoul, Korea 11.10.98, and finally from Pusan, Korea 15.10.98. The message on the last card reads, "Hello from Pusan, Today brings an end to the ceremonies for the Korean War. Laid wreath at the UN Memorial Cemetery for the RCPC and in all I laid



Figure 6. Postcards from 1998 trip. Courtesy Patrick Lanteigne.

four (Brampton Ontario, Tokyo Japan, Seoul Korea and Pusan Korea). Great honour for me to be the RCPC Rep. Sincerely, Patrick.”



Figure 7. Front of last post card sent by Pte Lanteigne showing the United Nations Forces Memorial at Pusan. *Courtesy Patrick Lanteigne.*

This brief article is intended to add yet another perspective to the many well-written philatelic and postal history articles previously published on the role and activity of military postal services during the period of the Korean War.

References and endnotes

- [1] Joanna Dawson, “Un-forgetting the Korean War,” *Canada’s History*, 5 September 2011. <https://www.canadashistory.ca/explore/military-war/un-forgetting-the-korean-war>.
- [2] During the Korean War, the military postal concession meant that mail—other than surface mail from service personnel in Korea—required payment at the rate that would have been applicable if the item was mailed in Canada. Mail from Canada to service personnel in Korea, including surface mail, required payment at domestic rates, not international rates.
- [3] William J Bailey and E Richards Toop, *Canadian Military Postal Markings*, Volume 2, Charles G Firby Auctions, Waterford, Michigan, 1996.

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Newfoundland 1887 ½¢ Dog: A detailed study of its correct release date and other discoveries

John M Walsh, FRPSC and Julian J Goldberg

THIS 1887 ½¢ denomination, printed by the British American Bank Note Company, Montreal (as stated on the top and bottom marginal imprint inscriptions), has an interesting pedigree. Many sources in the old, oft-time mentioned reference literature gave different versions of the timetable of its printing and release. In this study, we present in reverse chronological order a list of these sources, together with the information they provide about the date of release of the initial rose-red Newfoundland ½¢ Dog. All of this information is incorrect. Below the list we provide the correct date, found in a contemporary source.



Figure 1. The “dog scratch” variety (the stamp in the bottom row, second from left, above the word “American”). *Image courtesy of Jean-Claude Vasseur.*

- (1) The Walsh 2006–2016 *Newfoundland Specialized Stamp Catalogues* gives the date as 1 November 1887. On another page, the catalogue indicates that the ½¢ postal rate change for newspapers occurred in October 1887.
- (2) The Unitrade/Scott 2005–2016 *Specialized Catalogue of Canadian Stamps* gives an 1888 date.

Keywords & phrases: Newfoundland, plating, re-entries, 1887 Dog

BNA Topics, Volume 76, Number 2, April–June 2019

(3) The Canada Postal Archives Database, created in 2001 and now archived, shows a date of 11 February 1888 with the image of a ½¢ rose orange coloured Newfoundland Dog. Also stated is January 1888. The fact that this site has been archived means that any new information discovered cannot be added.



Figure 2. An enlarged view of the “dog scratch” variety described in Figure 1. The plate scratch is to the left of centre in this image. A closer view is shown in Figure 3.

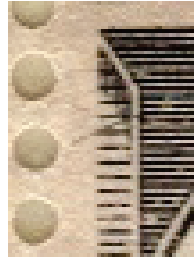


Figure 3. A close-up of the plate scratch in Figure 2.

(4) Walsh and Butt’s 1998 *Newfoundland Specialized Stamp Catalogue* gives the date as 15 February 1887.

(5) The Unitrade/Scott 1997 *Specialized Catalogue of Canadian Stamps* gives the date as 1888.

(6) In 1973, in *The Encyclopaedia of British Empire Postage Stamps Vol. V North America*, Robson Lowe gives 1887 as the year for the Newfoundland ½¢ rose Dog. He does mention the ½¢ color trials in black, green, blue, and brown, but he does not use the words “color trial plate

proofs” as he has used when writing on earlier issues. Notice in what follows that Minuse and Pratt in 1970 specifically use the term “color trial plate proofs.” Lowe at another location in his book mentions the 1887 postal rate of ½¢ for newspapers.



Figure 4. A block with the major re-entry on the lower-right stamp. Enlarged views are shown in Figures 5 and 6. Image courtesy of Jean-Claude Vasseur.

(7) The 1970 Kenneth Minuse and Robert H Pratt book, *The Essays & Proofs of British North America* gives the dates of 1887–96 for the ½¢ Dog dies. They mention colour trial plate proofs in yellow-brown, yellow-green, red-brown, dark brown, light green, dark green, blue (shades), orange-red, black, and deep red. A colour trial plate proof is a descriptive term applied when a sheet of paper has printed on it, in colour, a complete image of the developed printing plate. Many colour trials may be conducted before the colour of the issue design is decided.



Figure 5. Enlarged view of the lower-right stamp in Figure 4, showing locations of re-entries.

(8) In 1968, L Searle Holmes, in his *Specialized Philatelic Catalogue of Canada and British North America*, records this: “Newfoundland Dog ½¢ rose red 1887, ½¢ black 1894, and ½¢ orange red 1896.”

(9) In 1942, Winthrop S Boggs, in *The Postage Stamps and Postal History of Newfoundland*, writes: “[I]n 1887 a reduction in the rate for newspapers made it necessary to issue a ½¢ stamp ...” and “...that the image is of the famous Newfoundland Dog which is a breed

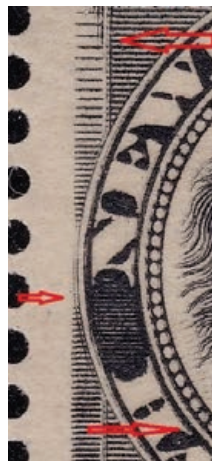


Figure 6. Detail of Figure 5, showing re-entries.

peculiar to the island and is the first postage stamp ever issued to have a dog on it.” A most complimentary description. He does not state a specific release date for this ½¢ denomination. He does state that a new 10¢ value was made at this same time, and that other denominations from 1880 were used in colour changes. Release dates are not clearly stated. However, a January 1888 issue date is offered. A most confusing assortment of non-specific dates for the denominations!

(10) In 1922, Bertram WH Poole, in *Postage Stamps of Newfoundland Booklet Number Thirty-seven*, writes: “[I]n 1887 a change in the postage rates on newspapers resulted in ½¢ stamps being necessary. When a supply was ordered a supply of a new 10¢ value was also requisitioned.” He describes the ½¢ and 10¢ designs in detail. He then states: “[T]hese new stamps were placed on sale about October 1887.” He states that the ½¢ denomination’s colour is rose-red. He further states that, in 1894, the ½¢ was issued in black and then, in 1896, the ½¢ was issued in vermilion. We assert that the information he provides is correct because of what follows next.

(11) The 1886 *Newfoundland Yearbook and Almanac* states that the newspaper postal rate is one cent. The same source also states that the postal rate has been changed to ½ cent for “newspapers” and came into effect for October 1887. The authors proffer that, to provide for this rate change, as was often done, a new stamp would have to be produced by the Post Office. No other ½¢ stamp had previously been issued.

In searches at <http://www.rpsc.org/tcp/cphalifax.php>, co-author John Walsh found an original monthly magazine, the printed monthly *The Halifax Philatelist* of November 1887 (Vol 1, No 11), published and printed in Halifax, NS. The following statement is found on p 3: “Newfoundland.—A new stamp value ½ cent, colour red brown, has made its appearance.

In the centre is a dog's head. The 1 cent brown has been changed to green.—see cut page 14.” Page 14 features an advertisement from Larsen Brothers of Halifax, showing an image of the Newfoundland $\frac{1}{2}\text{¢}$ Dog issue, with the following text: “We have just received the FIRST and LARGEST consignment of the new issue of Newfoundland Stamps which we offer at the following prices....” The prices given for the $\frac{1}{2}\text{¢}$ red brown are per 10 at \$0.10, per 50 at \$0.45, and per 100 at \$0.80. The 1¢ green is also priced.

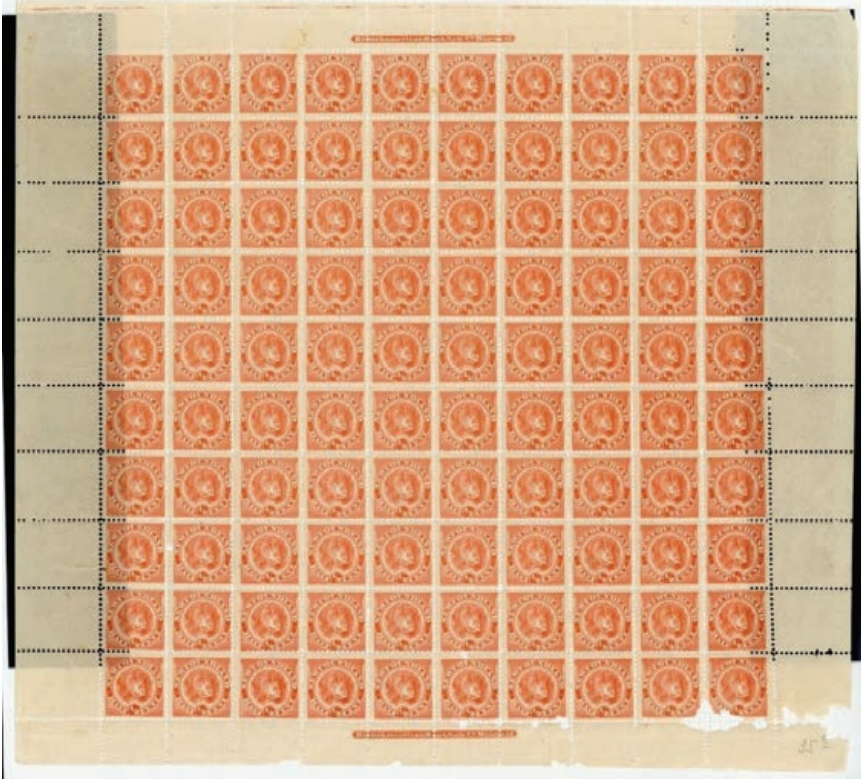


Figure 7. A sheet of orange $\frac{1}{2}\text{¢}$ Dog stamps, courtesy of Spink UK.

The present authors note that there is always lead-up time prior to an issue of a journal going to press, *i.e.*, the November 1887 issue of the Journal would have been in production for some time before it was actually published. That fact of publishing life gives credence to the argument that the $\frac{1}{2}\text{¢}$ value was designed and printed well before the date it was needed – October 1887, in time for the postage rate change. In addition, a dealer in another country would have to have received and seen the stamp before placing the advertising order that appeared in the 1 November 1887 issue. As to the exact day of release in October 1887, co-author Walsh has not seen it stated anywhere, but he believes it was most likely at the start of the month. To the authors' knowledge, no postally used $\frac{1}{2}\text{¢}$ item cancelled in October 1887 is known. We surmise that, given the intended use of this stamp—"to mail newspapers"—they were probably all destroyed soon after the newspapers were received—the previous day's newspaper was commonly used to start the next morning's fire.



Figure 8. A partial sheet of black ½¢ Dog stamps, with the major re-entry at position 12 (the second stamp from the left in the second row). The upper-left corner block is shown enlarged in Figure 10, and further enlarged in Figure 11 to show the major re-entry. Library and Archives Canada, R2470, item 59 detail [1200 dpi].

In the forthcoming edition, the editor of the *Newfoundland Specialized Stamp Catalogue* (NSSC) will change the date of release of the ½¢ from February 1887 to the start of October 1887. The NSSC previously quoted the stated date as seen in a journal of that time period, but the editor did not take into account the lead time needed to get it into a written journal or the October 1887 start for the Post Office rate.

While working on this timeline, co-author Goldberg came across an item, in the stamp news forums, dealing with a possible plate scratch found by Robert Coulson on this ½¢ Dog Stamp (<http://www.stampcommunity.org/topic.asp?TOPIC_ID=51904>).

In the discussions on the forum, an enlarged digital cut of the scratch was provided by Robert Coulson. Seeing it, the present authors became intrigued and wanted to find its plate position. Several emails were sent asking for positional blocks of the Dog stamp. Jean-Claude Vasseur sent the image found in Figure 1.



Figure 9. A partial sheet of black ½¢ Dog stamps. The “dog scratch” variety is at position 95 (the fifth stamp from the left in the bottom row, above the word “American”).
Library and Archives Canada, R2470, item 58 detail [1200dpi].

In this prominent positional plate location, he found the “dog scratch” variety, as we have called it, at position 95. Figures 2 and 3, above, provide detailed views of it. This variety has been found on the ½¢ Dog issued in rose-red, orange-red, and black. Thus it is on the original printing plate used in the printing of this issued stamp design.



Figure 10. (See caption for Figure 8.) Library and Archives Canada, R2470, item 59 detail [1200 dpi].

The authors, however, cannot confirm whether it is on the colour trial plate proofs. A positional piece from those proofs would be required to be sure. Non-positional colour trial plate proofs as seen by the authors on the website of Canada Postal



Figure 11. (See caption for Figure 8.) Library and Archives Canada, R2470, item 59 detail [2400 dpi].

Archives do not show such a variety. Does anyone have such an item?

Confirmation from collectors would be appreciated.



Figure 12. Small die proof, darker colour. Library and Archives Canada, R5369 v5-5 (1) detail [1200 dpi].



Figure 13. Small die proof, lighter colour. Library and Archives Canada, R5369 v5-5 (5) detail [1200dpi]

Bone, who went on the hunt, searching through the archive files to find these large positional blocks of the ½¢ Dog image. And did he ever succeed! Together, they form the complete left side of the full sheet. When Bone found them, he did a 1200 dpi scan of the two blocks (Figures 8 and 9). From a study of these detailed scans, the “major re-entry” was found in the second left vertical column and positioned in the second horizontal row.



Figure 14. Faint, horizontal lines in the letters “U” and “N”. Courtesy Library and Archives Canada.

Jean-Claude Vasseur’s email included another interesting image of the Newfoundland ½¢ black Dog—the “major re-entry” stamp variety (not known to us, but known to some collectors). A web search found a site <<http://www.re-entries.com>> where this item is shown by the website’s owner, Ralph Trimble. To our knowledge, no one has identified its plate position. The image provided by Vasseur (Figure 4) has the left sheet margin still attached and shows that this variety is positioned on the lower-right stamp in this block; *i.e.*, in the second vertical column from the left (Figures 5 and 6). This major breakthrough made it possible to do a refined search.

Armed with this information, the authors undertook a search for full sheets. Eastern Auctions’ Gary J Lyon, and John I Jamieson of Saskatoon Stamp Centre were asked, but there were no sheets in their holdings. On the Internet, we found the auction firm Spink UK <<https://www.spink.com/>> with lot-description .aspx?id=16034002147. They sold an orange sheet (Figure 7) on 24 October 2016. But upon examination of the image provided, we realized that there was not enough detail to allow the “major re-entry” or the “dog scratch” varieties to be seen. Perhaps the new owner could do a confirming search for these positional varieties?

Further Internet searches showed that the Canada Postal Archives, now known as Library and Archives Canada, has several positional ½¢ black Dog stamp blocks. We contacted Pascal LeBlond at LAC. He placed co-author Walsh in contact with archivist James



Figure 15. Faint, horizontal lines in the letters “U” and “N”. Courtesy Library and Archives Canada R5369 v5-5 (1) detail.

This is position twelve, as shown in Figure 10. To clarify it, archivist Bone had a 2400 dpi scan made. A detailed digital cut (Figure 11) enlarges the “major re-entry” variety. In the other block (Figure 9), we can see the “dog scratch.” This confirms Jean-Claude Vasseur’s discovery that the “dog scratch” variety is at location 95 in the bottom inscription.



Figure 16. Re-entry line outside the oval beside “D”. Courtesy Library and Archives Canada. R5369 v5-5 (1) detail.

Among the email messages received from archivist James Bone were two scans that contained images of the Newfoundland ½¢ Dog along with other stamp images from that time period. From our perspective, these images appear to be printed on India paper and stuck on card. These are usually referred to as small die proofs. The

images are presented in Figures 12 and 13. Detailed study of these two die proofs shows that, on the darker coloured one (Figure 12), there are several faint horizontal lines visible in the “UN” of NEWFOUNDLAND.

These lines are shown in Figure 14 and, more prominently, in Figure 15. In addition, on the right side oval can be seen a large curved re-entry line outside the oval surrounding the second “ND” of NEWFOUNDLAND, as shown in Figure 16. These are not apparent in the lighter image die proof (Figure 13), seemingly having been burnished out. However at



Figure 17. Diagonal lines leading from “EN” in “CENT”. Courtesy Library and Archives Canada. R5369 v5-5 (5) detail.

the lower right there are diagonal lines leading from the “EN” in CENT and going across the beaded inner oval (Figure 17). When the stamps on the printed sheet are viewed, most of these diagonal lines have been removed, and only remnants are present.

This situation suggests that, once this diagonal line had been nearly burnished, another die was struck and used to make the plate proof. However, these two dies do not show re-entry markings on the left side oval or in the letters. This suggests that the plate proof sheet design was found to be weak at that location (twelve), and that improvement was deemed necessary to reinforce those selected engraved areas.

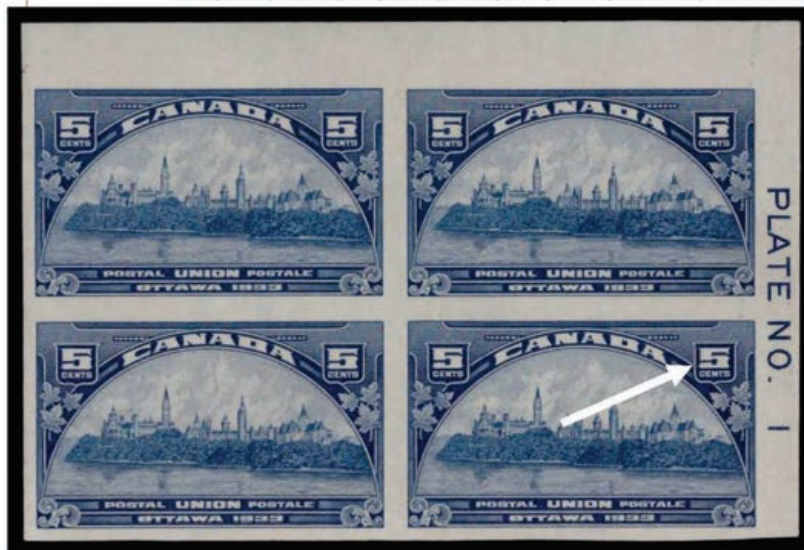
Through this exciting search, involving help from Coulson, Vasseur, LeBlond, Bone, and Library and Archives Canada, the elusive positional pieces holding the “major re-entry” and the “dog scratch” varieties were found and confirmed. Many thanks to all of them for their supportive help. This work demonstrates that even after one hundred and thirty years fresh discoveries are possible.



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New research on Canada's air mail rates in 1928

Chris Hargreaves

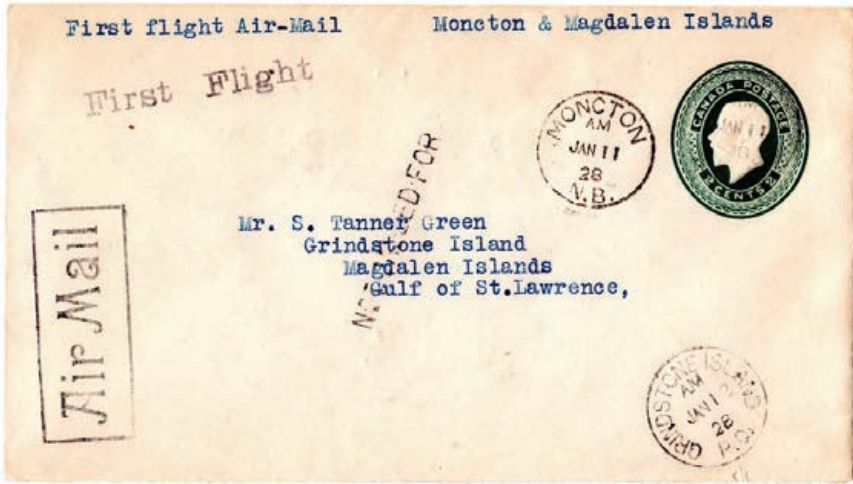


Figure 1. First Flight Cover postmarked 11 JAN 28, from Moncton to the Magdalen Islands. Correctly franked two cents, as there was no additional charge for air mail at that time.

AT the beginning of 1928, (a) the only air mail services operating in Canada paid for by the Canada Post Office were to remote locations that were difficult to reach by surface routes. There was no additional charge for this “air mail service.” An example of such a letter is shown above in Figure 1;

(b) there were also some semi-official air mail services, where the carrier was allowed to make a charge for flying the mail but the Canada Post Office did not take responsibility for its delivery;

(c) if people in Canada wanted to send a letter to the United States using the air mail services available within the US, they were required to pay the Canadian surface rate plus the American air mail rate, BUT the American air mail rate had to be paid in American stamps. American air mail stamps were sold by some Canadian post offices, but this was generally a very inconvenient process.

In May 1928, the Canada Post Office inaugurated an experimental air mail service linking Toronto, Montreal, Ottawa, and Rimouski, Quebec. This operated up to twice a week, and provided afternoon delivery for mail posted that morning. Again, since this was an experimental service, there was no additional charge for air mail, as can be seen in Figure 2.

Keywords & phrases: Air mail rates: Canada and United States changes, 1928



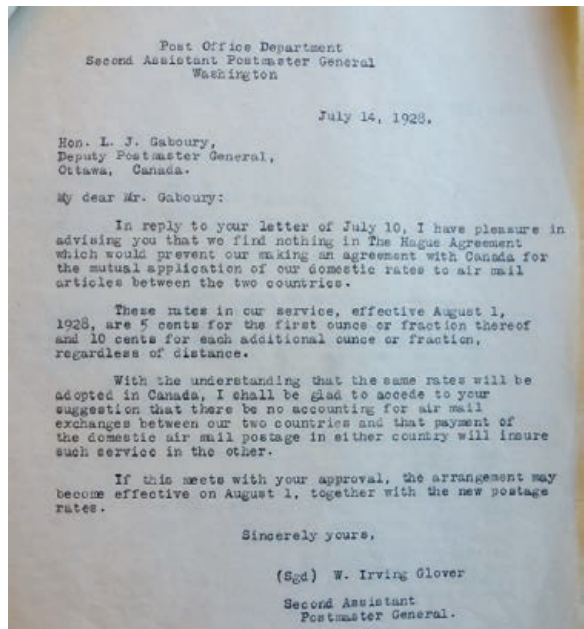
Figure 2. Flown from Montreal to Ottawa on 6 May 1928. As this was an experimental service, mail was carried at the regular rate for surface mail.

In July 1928, Canada and the US reached a reciprocal air mail agreement. They agreed:

- (1) to use the same air mail rate of 5¢ for the first ounce and 10¢ for each additional ounce, which the United States Post Office was introducing on 1 August 1928;
- (2) that this rate would cover all air mail services in either country;
- (3) and that each country's air mail stamps would be accepted by the other country.

For the rest of this article, I will usually refer to this as just the “five-cent rate.” The text of a letter outlining this agreement is shown in Figure 3.

Figure 3. Letter from W Irving Glover, Second Assistant Postmaster General (USA) to Hon. LJ Gaboury, Deputy Postmaster General, Ottawa, 14 July 1928 [1].



The five-cent rate came into effect in the US on 1 August 1928 but, for unknown reasons, it was not publicized in Canada. According to Arfken and Plomish in *Air Mails of Canada, 1925–1939* [2], "... the Canadian Post Office did not issue any bulletins nor did they immediately advise this agreement to Postmasters and certainly not to the public."



Figure 4. "First Flight Under New Rate" cover mailed from Fort Erie, Ontario to Los Angeles, California on 1 August 1928.

The lack of publicity about the new air mail rates in Canada would explain the cover in Figure 4, which has a cachet, "FIRST FLIGHT UNDER NEW RATE / BUFFALO (on the plane's wing) / AUG. 1, 1928", with "FIVE CENTS THE FIRST OUNCE" to the left of the plane. The cachet commemorated the new air mail rate within the United States. The new 5¢ American air mail stamp, issued on 25 July 1928, was cancelled BUFFALO / AUG 1 / 2PM / N.Y.". The letter was, however, unnecessarily franked at the 2 cents Canadian surface rate. The 2¢ Canadian Confederation definitive and 20¢ Canadian Special Delivery stamps were postmarked by the "FORT ERIE / AM / AU 1 / 28 / ONT." duplex canceller.

The lack of publicity in Canada has also created a situation in which different authors give different dates on which the 5 cent rate came into effect in Canada. For example:

- In *Air Mails of Canada, 1925–1939*, Arfken and Plomish say the air mail rate to the United States and the air mail rate within Canada were both inaugurated on 1 August 1928 [3].
- In *The Air Mails of Canada and Newfoundland*, Trelle Morrow and E R (Ritch) Toop say that both rates were inaugurated on 7 August 1928 [4].
- In *Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office 1925–December 1942*, David H Whiteley gives 7 August 1928 as the inauguration date for this rate for air mail to the United States [5].

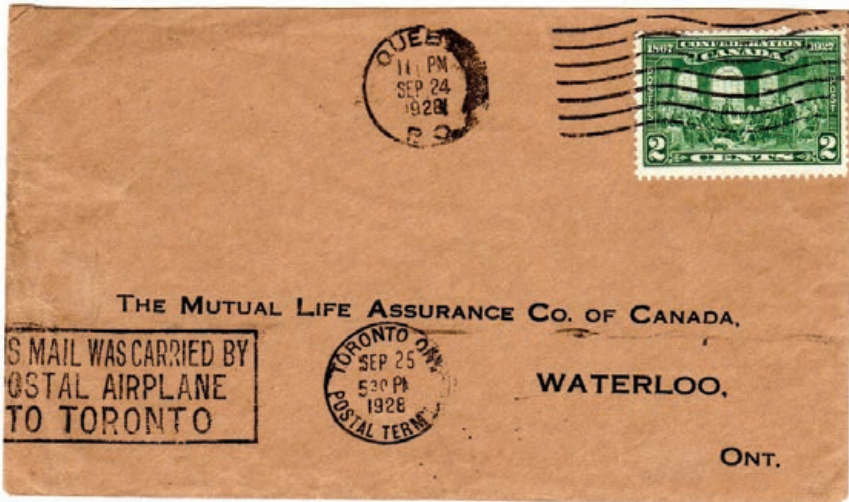


Figure 5. Letter mailed at Quebec 24 September 1928 to Waterloo, Ont, carried by postal airplane but paid at the two-cent domestic surface rate.

- Both *Selected Canadian Postal Rates, 1859 to 2005* by Robert C Smith, and *Canada Domestic and International Postal Rates and Fees 1870–1999* by Robert C Smith and Anthony Wawrukiewicz, say that the American and Canadian rates were introduced on 24 August 1928 [6].

Nevertheless, one can find covers like the one in Figure 5, which was flown between Montreal and Toronto on 24 September 1928, and it was still only franked at the 2 cents rate! Postmarked “QUEBEC / 11PM / SEP 24 / 1928 / P.Q.,” it was carried by surface routes to Montreal, “BY POSTAL AIRPLANE” from Montreal to Toronto, and then by surface routes to Waterloo.

As part of the preparation for the revised edition of *The Air Mails of Canada and Newfoundland* (AMCN), I decided to try and establish which of these dates was correct. One resource, now available to researchers but not available when the books mentioned above were published, is old newspapers which have been posted online and can be searched digitally. I first tried doing a search for “air mail” in back issues of *The Toronto Star* and found a variety of items, but not an announcement as to when the five-cent rate would begin.

I then contacted Kathy Hartley, Reference Librarian at the Vincent Graves Green Philatelic Research Foundation in Toronto. Kathy searched *The Globe* online, and found a story on the front page of the Monday, 6 August 1928 edition, announcing “Air Mail Cheaper”



Figure 6. News item from the 6 August 1928 edition of *The Globe*.

because of the five-cent rate for air mail transmitted over any United States air mail route: The article is illustrated in Figure 6.

- (1) Since *The Globe* was a morning paper, the Post Office had probably made the announcement on Friday, 3 August.
- (2) The announcement is written in the past tense, so the rate reduction had already gone into effect. This announcement establishes that the date of 7 August given in the current edition of *Air Mails of Canada and Newfoundland* is wrong.

I discussed the *Globe* article with David Crotty, who is editing Section 17, Air Mail Rates, for the revised edition of *The Air Mails of Canada and Newfoundland*, which will follow Arfken and Plomish, and date the change of rates for air mail to the United States as occurring on 1 August 1928.



Figure 7. From *The New York Times*, 14 August 1928.

In her research, Kathy also found the article illustrated in Figure 7. This is a puzzling announcement, as it reports the same news as Figure 6, but is based on an announcement made ten days later! This raises two issues:

- (1) How many announcements did the Post Office make?
- (2) What announcement did Morrow and Toop, and David Whiteley see that was the basis of their date of 7 August for the new rate?

However, it must be noted that the news articles in Figures 6 and 7 only refer to air mail from Canada using United States air mail routes. They do not say anything about introducing a five-cent rate for air mail within Canada!



Figure 8. Special Flight from Windsor to the Canadian National Exhibition in Toronto, 24 August, 1928. Letter franked 5 cents to get the souvenir cachet.

In his publications, Robert Smith listed both air mail rates as being introduced on 24 August 1928. I discussed this with Robert some years ago. He told me that the earliest announcement of a five-cent rate he had found was for the flights commemorating the Golden Jubilee of the Canadian National Exhibition (CNE). There was one flight from Quebec City via Montreal, Ottawa, and Kingston to Toronto, and a second from Windsor via London and Hamilton to Toronto, both on 24 August 1928. As shown in Figure 8, mail was carried on these flights, and it was given a souvenir cachet if it was franked at 5 cents.

There were return flights on the same routes from Toronto on 29 August for which souvenir cachets were again offered on mail franked 5 cents. However, these were special flights, and the cachet for 5 cents postage offer applied for those two days only.

Before and after the CNE flights, covers can be found that were flown on the regular, twice-weekly service between Montreal and Toronto, at the original surface rate of 2 cents. Such a cover is shown in Figure 5, above.

AIR MAIL SERVICE BEGINS ON MONDAY

Postmaster Announces Regu- lations for Toronto-Mon- treal Deliveries

RATES OF PREPAYMENT

On Monday next, Oct. 1, regular daily air mail service (except Sunday) between Toronto and Montreal will go into effect. Mails for despatch from Toronto by this service will close at the following hours: General Post Office, registered mail 8.10 a.m., ordinary mail, 8.40 a.m.; Postal Terminal "A," registered mail 8.40 a.m., ordinary mail 9 a.m.

The plane is due to leave Leaside at 9.45 a.m. and to reach St. Hubert Air Field at Montreal about 1 p.m.

The incoming mail by aeroplane from Montreal is due to reach Toronto at 2.15 p.m.

Expediting Delivery.

This schedule has been arranged to secure delivery of mail so carried, at least throughout the business districts and to boxholders in either city, before the close of the same business day.

On Saturday, the air mail for Montreal will close one hour later than on the other days in the week, and mail intended for delivery in Montreal (except to boxholders) the same day, should be prepaid by 20-cent special delivery stamp, in addition to the air mail stamp.

On Saturdays, the plane will carry outgoing unregistered letters for Great Britain and transatlantic destinations for connection with steamer at Rimouski.

Rate of Prepayment.

All letters and other mail intended for Montreal City or other Canadian or United States points for transmission by air mail service, must be prepaid at the special air mail rate of 5 cents for the first ounce and 10 cents for each succeeding ounce. Registration or special delivery fee will be additional to this.

The new 5-cent air mail stamps and special air mail envelopes, bearing transverse red, white and blue lines across the front and back, priced at 10 cents per dozen, now on sale at the General Post Office and Postal Stations, should be used, but in cases where this is not possible, ordinary postage stamps and plain envelopes may be used provided the envelopes are prominently endorsed on the address side, "via air mail."

The first International Air Mail Service, operating between Montreal and Albany, N.Y., will also be inaugurated on Oct. 1. Prepayment at Canadian air mail rates will provide for conveyance over any air mail route in the United States.

Figure 9. Article on air mail service changes in *The Globe*, 27 September 1928.

Fortunately, Kathy Hartley also found additional newspaper articles which clarify the situation:

- An article in *The Globe*, 21 July 1928, saying there was no plan to charge extra for air mail in Canada until there was a daily air mail service between centres like Toronto and Montreal [7].
- An article in *The Globe*, 30 August 1928, reporting a speech made by the Postmaster-General at the CNE Directors' Luncheon, in which "[h]e emphasized that the object of the postal service was never to place a cent of revenue in the Federal exchequer as a surplus, but to use up the moneys in giving a better service to the country. "That's why," he continued, "we attempted a more rapid service by the introduction of the air mail." He pointed out that testing of the air routes was still going on. He thought that when the regular service was established the charge would not be more than five cents an ounce on first-class matter throughout Canada and even into the US [8].
- An announcement in *The Globe*, 27 September 1928, shown above in Figure 9, that the daily (except Sunday) air mail service between Toronto and Montreal would begin on 1 October, and that mail "... must be prepaid at the special air mail rate of five cents for the first ounce and ten cents for each succeeding ounce."
- The October 1928 *Monthly Supplement* to the *Canada Official Post Office Guide* (Figure 10), announced the issue of the 5¢ Canadian air mail stamp on 21 September 1928, and identified the routes for which it was required:
 - (i) Montreal–Toronto daily, except Sunday;
 - (ii) Montreal–Albany, NY daily, except Sunday;
 - (iii) any air mail route in the United States.

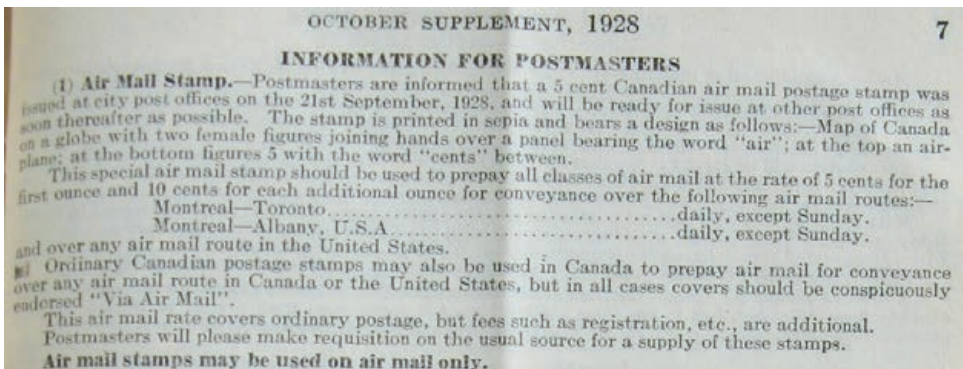


Figure 10. October 1928 Monthly Supplement to the Post Office Guide [9]

The text in Figure 10 also states that the air mail stamp issued on 21 September "... [m]ay be used on air mail only." Since the five-cent rate was not required on air mail within Canada before the daily Toronto–Montreal service was inaugurated on 1 October, the only First Day Covers on which the stamp was properly used were those which involved air mail transit through the United States, such as the cover shown in Figure 11, below. The five-cent rate was not required within Canada before the daily Montreal–Toronto air mail service was inaugurated.



Figure 11. First Day Cover for Canada's first Air Mail stamp. Postmarked OTTAWA, 21 September 1928, addressed to Salem, Massachusetts.

The envelope shown in Figure 11 is not only a First Day Cover for Canada's first air mail stamp, it is also a very early use of the 5¢ air mail stamp to correctly pay for a letter travelling by air over an American air mail route. Postmarked OTTAWA, 21 September 1928, it is addressed to Salem, Massachusetts. The cover likely travelled by rail from Ottawa to New York, by air from New York to Boston on United States Post Office Contract Air Mail Route 1, and then by surface routes from Boston to Salem.

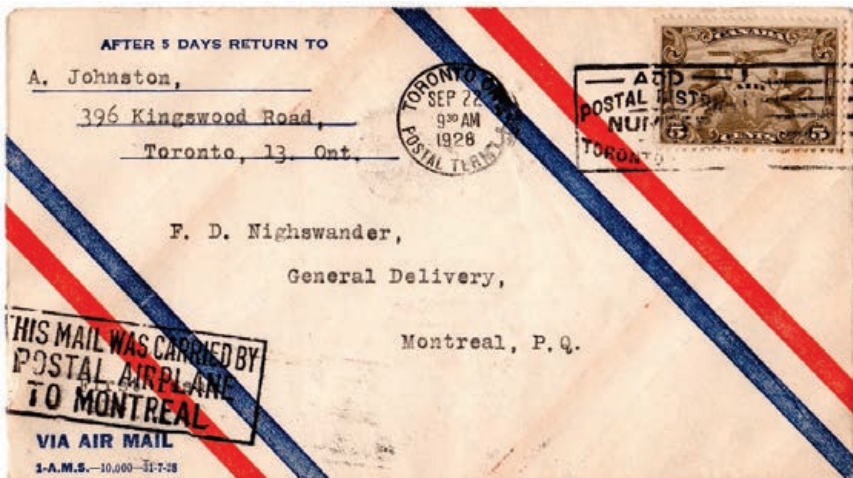


Figure 12. Postmarked TORONTO SEP 22 1928 and flown to Montreal. Over franked as 5 cents franking was not required until 1 October.

It is possible to find a number of covers like the one in Figure 12, which was flown between Toronto and Montreal on 22 September 1928. This was the first air mail service flown within Canada after the stamp was issued, but these covers were over-franked, as only a 2 cents franking was still required. (The restriction of using only air mail stamps on air mail letters was relaxed. The *Canada Official Postal Guide* for 1929 states: “Air mail stamps should be used as far as possible on air mail only.”) The first covers flown within Canada and correctly franked at the five-cent rate were flown on 1 October 1928, as illustrated in Figure 13.



Figure 13. Letter carried on the first despatch of the new daily Montreal - Toronto air mail service, 1 October 1928.

The cover in Figure 13, postmarked at Montreal at 10am on 1 October 1928, was carried on the “FIRST DESPATCH” of the daily “MONTREAL–TORONTO” air mail service, for which 5¢ franking was required. Backstamped “THIS MAIL WAS CARRIED BY POSTAL AIRPLANE TO TORONTO,” it was received at Toronto at 4pm the same day.

Section 17 of the revised edition of *The Air Mails of Canada and Newfoundland*, will show 1 October 1928 as the date for the introduction of the 5 cents first ounce / 10 cents per additional ounce rate for air mail within Canada.

It should be noted, however, that the five-cent rate was only in force when an option of faster transit by air mail was being offered. The Canada Post Office continued to fly letters, at regular domestic surface rates, on its services to isolated communities—these became known as “Air Stage” services.

Covers carried on some of these “Air Stage” services can be found franked properly with 2¢ stamps after October 1928. The letter shown in Figure 14 is actually a special case. Postmarked at Leamington, Ontario, on 15 December 1928, it was received on 18 December at Pelee Island, Ontario. Pelee Island, nearly the southernmost point in Canada, is 32 km across Lake Erie from Leamington. At least into the 1960s, Lake Erie froze over during the winter, preventing the normal spring-summer-fall ferries from operating.



Figure 14. Postmarked LEAMINGTON / AM / DE 15 /28 ONT and endorsed “Via Air Mail to Pelee Island,” this letter was carried on the first flight of the Pelee Island airmail service for 1928/29. Because this was an Air Stage service to an isolated community, the cover only required a 2¢ stamp to pay the domestic surface rate.

In those months, mail to the island was carried on several “Air Stage” flights each week. This explains both why the letter in Figure 14 was three days in transit and why only 2¢ in postage was required.

Acknowledgement

Many thanks to Kathy Hartley for her skill and help in finding the articles that answered the long-standing questions about the 1928 air mail rates.

Kathy is the Reference Librarian in the Harry Sutherland Library (HSPL) at the Vincent Graves Greene Philatelic Research Foundation, located at 10 Summerhill Avenue, Toronto, near the Summerhill subway station.

The HSPL is the largest philatelic library in Canada, and houses a comprehensive collection of Canadian and British North America philatelic literature, including monographs, journals, Postal Guides, Postmaster General Reports, auction catalogues, and research papers on British North America philately. The library, a wonderful resource for philatelic research, is open on Mondays through Thursdays and one Saturday a month, from 10 a.m. to 4 p.m.

For more information, go to <http://www.greenefoundation.ca/index.html>. Kathy says that she “welcomes any and all enquires.” She can be contacted at the following email address: library@greenefoundation.ca or by phone at (416) 921-2073.

References and endnotes

- [1] The original letter is in *Canada Post Office, Record Group 3*, Volume 2675, File 10-8-6 part 1. Library and Archives Canada, Ottawa.
- [2] George Arfken and Walter Plomish, *Air Mails of Canada, 1925–1939*, Charles G Firby Publications, Waterford, Michigan, 2000, p 40. This outstanding book is still available from BNAPS Books, c/o Sparks Auctions: <https://sparks-auctions.com/bnaps-books-list/>.
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- [5] David H Whiteley, *Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office 1925-December 1942*, privately published, 2000, p iv.
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- [7] “Air Mail Service to New York City Will Open in Fall,” *The Globe*, 21 July 1928.
- [8] “Veniot Appeals to Business Men to Make Greater Use of Air Mail,” *The Globe*, 30 August 1928.
- [9] Most of the *Monthly Supplements* to the *Canada Official Postal Guide* from 1913 to 1932 have been digitized and can be viewed online at <http://www.bac-lac.gc.ca/eng/discover/postal-heritage-Philately/post-office-publications/Pages/post-office-publications.aspx>. Unfortunately, the *Monthly Supplements* to the *Canada Official Postal Guide* from 1927 and 1928 are not digitized; however, they can be viewed by making arrangements with Library and Archives Canada in Ottawa.



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A perspective on the 1898 Canada Map Stamp

Robert W Lighthouse

THE 1898 Canada Map Stamp is an interesting issue on many levels. Back in the early 1970s, while looking through dealer's stock, I noticed there were subtle differences in the stamps that one could see with the naked eye. This intrigued me to the point that I started accumulating copies with no well-defined purpose in mind. I began reading publications of early investigative pioneers such as Frederick Tomlinson and Colonel Bradley. What I learned allowed me to develop a six-frame exhibit plating the various positions on the issued four plate, as well as a one-frame exhibit outlining the purpose, history, and inherent flaws in the production process. This article may seem basic to those in the various map stamp study groups but may be of interest to general collectors.

At a conference on postage held in London in 1898, William Mulock, then Postmaster General of Canada, proposed an imperial two-cent (1 penny) letter rate. The mail volume in the Empire had been decreasing each year. This concerned the Universal Postal Union (UPU), whose function was to provide advisory, mediating, and technical assistance for its one hundred and ninety-two member countries. The proposal was approved, and the rate was reduced from three cents per half-ounce to two cents per half-ounce.

Three dates are important in the 1898 Imperial postage rate changes. They are 7 December 1898, the first date post offices received the Map Stamp; Christmas, 25 December 1898, the official first day of issue; and 1 January 1899, when the new rate went into effect.



Figure 1. Plate 1, dated 27 December 1898, tied by cork cancels from Campbellville, Ontario.

Keywords & phrases: Map Stamp, Christmas, plating

The cover shown in Figure 1 is from Plate 1 and has a visually striking franking, with a ½¢ Queen Victoria Maple Leaf, ½¢ Queen Victoria Jubilee and a 2¢ Map Stamp dated 27 December 1898, tied by cork cancels, from Campbellville, Ontario, to Saginaw Michigan. The rate was reduced to two cents only four days later (1 January 1899).



Figure 2. Plate 1, dated 25 December 1898, the official first day of issue with Berlin Ontario town cancel.

Figure 2 shows a cover dated 25 December 1898—the official first day of issue—proof struck with a town cancel: Berlin Ontario. The stamp is Scott #86 from Plate 1. The sea is a pale blue-green shade. The cover is decorated with many symbols of the British Empire and bears the legend “CHRISTMAS DAY 1898.”

The design of the stamp was produced by Mulock himself using a “Mercator Projection.” A Mercator Projection is a cylindrical map projection that preserves angles (making it a conformal map projection). The seas were printed using the lithographic method. The colour of the seas as ordered were fifty percent in blue, fifty percent in green.

The actual printed colours delivered for Scott #85 were lavender and some grayish shades for Plates 1, 2, 3, and 5. The colours delivered for Scott #86 were pale blue-green and deep blue-green (Plate 1), very deep blue-green (Plate 2), there are no blue green copies recorded for Plate 3 and bright blue green (Plate 5). Examples of the colours and shades of the plates can be seen in Figures 3-12.

The lithographic printing process was used to print the British possessions in red. It was fraught with technical problems, which resulted in a variation of final print results.



Figure 3. Plate 1, Position 3,



Figure 4. Plate 1, Position 41.



Figure 5. Plate 1, Position 39.



Figure 6. Block, Position 1.



Figure 7. Block, Position 2.



Figure 8. Plate 2, Position 71.



Figure 9. Plate 2, Position 93.



Figure 10. Plate 3, Position 11.

There were a large number of irregularities found around and attached to what should have been simple round islands. Most likely, the structured boxes containing a round island were stamped out of a thin metal sheet. This would be placed flat in the base of each mould position for the entire plate and then levelled with supporting framework and pressed below the level of the islands, then inked and printed. There were larger continental templates stamped out of sheets, perhaps copper. These would be attached to the bases of lead moulds

in each stamp position. Finally, by electrolysis, a uniform coating of zinc or copper was deposited over the entire plate, which would then be inked and printed.



Figure 11. Plate 5, Position 9, Lavender Sea



Figure 12. Plate 5, Position 9, Bright Blue Green Sea

However, if the levelling was hurried, those parts of the template coincidentally the same height as the islands themselves would also get inked, producing the additional and unintentional patterns of dots and slashes. Further variation was induced by the amount of

inking. Figure 13 shows an example of this—the Pacific Island group with an extra island. Figure 14 shows the Pacific Island group with an odd-shaped island, and Figure 15 shows the Indian Ocean group of islands as large and fused. Inking variation examples are also shown in Figure 16, which shows an under-inked copy; Figure 17, which shows New Zealand with horns; and Figure 18, which shows three dots between Australia and New Zealand.



Figure 13. Extra Pacific Island.



Figure 14. Odd-shaped island.



Figure 15. Indian Ocean islands, large and fused.



Figure 16. Under-inked copy.



Figure 17. New Zealand with horns.



Figure 18. Three dots between Australia and New Zealand.

There were also production problems related to the line-engraved black plates. The plates were engraved at the top with a cable around the stamp and the bottom legend and Value Tablet. The plates were produced from an original master die, then copied onto and inserted onto the plate by a transfer roller. Each stamp's image was positioned on the plate by using a series of scribed Arcs on which the transfer roller could be correctly aligned. Of considerable significance is that scribing of each Arc left a Dot behind from the scribe leg in addition to the Arc above.

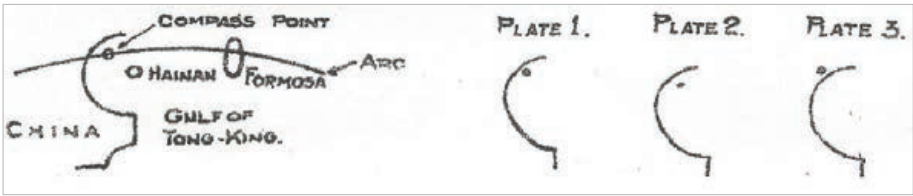


Figure 19. Scribed arcs for Plates 1, 2, and 3.

This leg of the scribing tool was then moved up to the freshly engraved Arc and the process repeated. As a result, any positional error that was not immediately picked up created companion errors in subsequent Arc and Dot positions above. Many of these Arc and Dot features were burnished off during the finishing of the completed plate. However, many were not. This procedure was completely manual and was presumably done with some variation, however slight. Each Dot and Arc (as in the Gulf of Tonkin) was potentially in a unique position. In addition to the actual position of the Dot, there is considerable difference in its size and location. Figure 20 shows a small dot west of Hainan Island outside of the coastline from Plate 2 Position 55. Figure 21 shows a small dot NW of Hainan Island inside the coastline from Plate 1 Position 79. Figure 22 shows a large Tonkin Gulf dot NW of Hainan Island just outside of the coastline.



Figure 20. Plate 2 Position 55.



Figure 21. Plate 1 Position 79.



Figure 22. Plate 1 Position 13.

The right hand and lower cables of the Black Plate were strengthened in Plates 2 and 3 after they had become worn. Examples of these re-entries are below. Before the plates were put into production, the initial engraving of all appear to have had some problems, particularly with the cable design around the periphery of each stamp. As a result, the individual links of the cable were weak and had to be strengthened, sometimes manually. Figure 23 shows re-entry top left and manually re-cut under the Value Tablet, from Plate 5 Position 73.



Figure 23. Plate 5 Position 73.



Figure 24. Plate 2 Position 78.



Figure 25. Plate 2 Position 19.



Figure 26. Plate 3, Position 100.

Figure 24 shows that the bottom left cable links were re-cut, from Plate 2 Position 78. Figure 25 shows the top left cable link re-cut, from Plate 2 Position 19. Figure 26 shows the “PIRE” re-entry on the right side, from Plate 3 Position 100.

These re-entries necessitated the engraving of both guidelines laterally as well as below each worn cable. Many of these features were not subsequently erased. In the positions that were re-entered because of weak initial engraving, the worn images were burnished and a new stronger image was inserted on the transfer roller. This required an accurate insertion under heavy pressure from the roller. Most of these re-entries were completed without the transfer roller being perfectly aligned. Figure 27 shows spurs at the lower left, from Plate 2 Position 95. Figure 28 shows the “We Hold” re-entry on the left side, from Plate 2 Position 39. Figure 29 shows a re-entry at bottom right, from Plate 3 Position 96.



Figure 27. Plate 2 Position 95.



Figure 28. Plate 2 Position 39.



Figure 29. Plate 3 Position 96.

Plate 5 Position 91 (Figure 30) is the most famous re-entry of the Map Stamp positions. There is extensive doubling throughout the entire image, particularly in the “CANA” of Canada. The lower cable is retouched with spurs under “Hold.” There is doubling of “XMAS” and the lines of latitude above. The printer was the American Bank Note company of Ottawa. Twenty million stamps were requested using five 10 × 10 panes. Some 19,927,500 stamps were delivered, presumably spoilage accounting for the difference. Evaluation of Plate 4 proofs apparently considered it unfit for final production. The examination of over 5,000 copies yielded the breakdown found in Table 1.



Figure 30. Plate 5 Position 91, re-entry and doubling throughout the image.

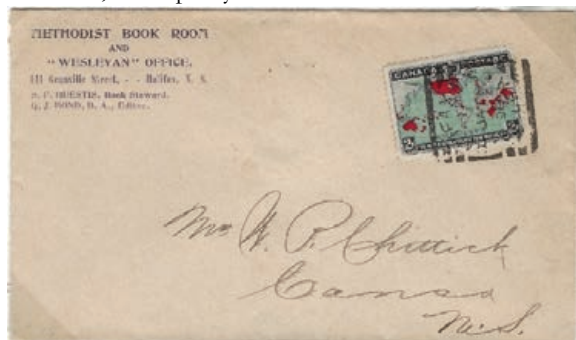


Figure 31. Cover with Jan 1898 cancel and a Jan 1899 back stamp.

Figure 31 shows an interesting cover that does not seem to fit the dates given in Table 1. The Methodist Book Room commercial cover from Halifax to Canso, Nova Scotia, is dated 28 January 1898, but backstamped 28 January 1899. There is no reliable source indicating a cover dated before 16 December 1898. Apparently, the cancellation slug was not changed from 1898 to 1899.

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Table 1. Breakdown by plate, colour and date.

Plate	Colour of Sea	Earliest Date Discovered	Percentage
1	Lavender	7 Dec 1898	10
1	Pale Blue-Green	16 Dec 1898	8
1	Deep Blue-Green	23 Dec 1898	8
2	Very Deep Blue-Green	1 Jan 1899	21
2	Lavender	11 February 1899	10
3	Lavender	7 March 1899	24
5	Lavender	27 March 1899	6
5	Bright Blue-Green	27 March 1899	13

The best evidence we have to-date suggests that imperforate copies were printed for presentation to dignitaries or to commemorate special events (Figures 32 and 33). Many were pasted on the walls of post offices and subsequently removed. As a result, many copies have thins, but are still considered collectable.

**Figure 32.** Plate 1 Positions 35 & 36, Lavender Sea.**Figure 33.** Plate 1 Positions 13 & 14, Lavender Sea.

Researchers have discovered differences between positions in the black plate proofs which have not been retouched, and the same positions in the issued stamps with evidence of re-touches or re-entries. This again confirms two scenarios: Because of the extended issue period (14 December 1896–15 April 1915), many had to be re-touched (especially Plate 5) because of wearing on the plates and flawed initial engraving.

Figure 34 and Figure 35 are examples of weak or flawed initial engraving. The black plate proof (Figure 34) of position 21 at the top left demonstrates weak initial engraving of the top right cable with two weak position dots above. In the issued stamp (Figure 35) on the right the cable is thickened in state 2, but still weak in the state 1 scan. The position dots were not removed in either state (Figure 36).

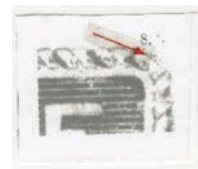
**Figure 34.** Black Proof Position 21.**Figure 35.** Plate 5, Position 21.**Figure 36.** Upper Right Detail.

Plate 5 Position 73, lavender sea, is a changeling due to oxidation, the “muddy waters variety.” Advertising cover Rennie’s Seeds Co. dated 10 April 1899, Falding, Ontario. It was backstamped 10 April 1899, Toronto, Ontario (Figure 37).

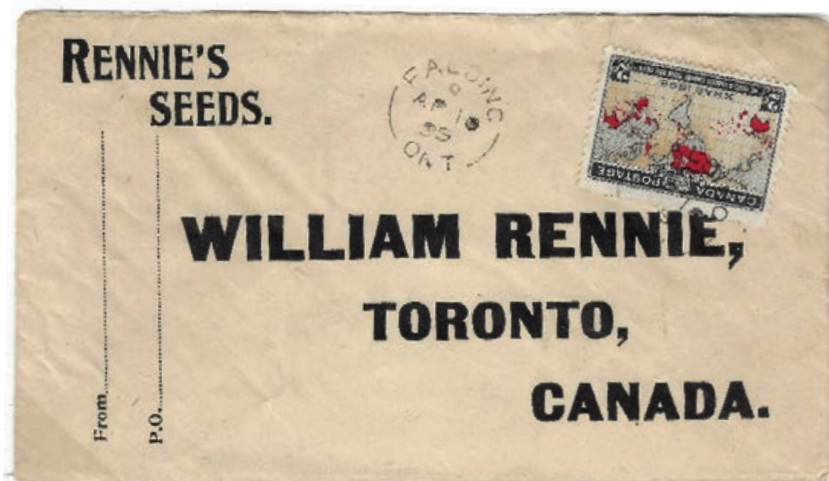


Figure 37. Advertising Cover, Plate 5 position 73, lavender sea, is a changeling due to oxidation, the “muddy waters variety”, 10 April 1899 Falding Ontario with 10 April 1899 Toronto backstamp.

There are many combinations of positions and shades on this stamp. Examples from plate 1 follow and show some of these combinations. Figure 38 is an example of Plate 1 Position 49 in a deep blue-green sea shade. It is dated Jan AM, 1899 with a full circle proof strike from Bridgeburg, Ontario. Figure 39 is an example of Plate 1 Position 79 with a pale blue-green sea shade. It is dated June 1899, with a full circle town cancel from Nanaimo, BC (British Columbia). This is a scarce cancel from British Columbia. Figure 40 is an example of Plate 1 Position 81 with a lavender sea shade. It has a double circle town proof strike, from South Edmonton, Alberta. Figure 41 is an example of Plate 1 Position 8 with a lavender sea shade. It is on a hotel cover dated 1 March 1899, from Antigonish, Nova Scotia, backstamped Port Hawkesbury, Nova Scotia, 2 March 1899.



Figure 38. Plate 1 Position 49.



Figure 39. Plate 1 Position 79, with scarce Nanaimo, BC cancel.



Figure 40. Plate 1 Position 81.



Figure 41. Plate 1 Position 8, Hotel cover 1 March 1899, Antigonish, Nova Scotia back stamped Port Hawkesbury, Nova Scotia, 2 March 1899.

There are many examples and cancels from Plate 2, 3, and 5; they show the diversity available in this stamp.



Figure 42. Plate 2 Position 98, Lavender Sea shade, 10 January 1899 full circle strike.



Figure 43. Plate 2 Position 34, very deep blue-green sea shade, 13 January 1899 with a full circle proof strike of Canfield Junction and St Thomas RYPO railway cancel, Quebec.



Figure 44. Plate 2 Position 49, very deep blue-green sea shade, 19 January 1899 with a full circle proof strike of Canfield Junction and St Thomas RYPO railway cancel.



Figure 45. Plate 2 Position 80, very deep blue-green sea shade, 21 January 1899 with a Toronto and Ottawa CPR Railway cancel (ONT) Ontario.



Figure 46. Plate 2 Position 96, lavender sea shade, 28 January 1899 with a full circle proof strike from Montreal, Quebec.



Figure 47. Plate 2 Position 7, very deep blue-green sea shade, 28 February 1899 with a full circle proof strike of Camel Chute, Ontario.



Figure 48. Windsor Hotel cover with Plate 2 Position 89, very deep blue-green sea shade, 5 February 1899 from New Glasgow, Nova Scotia, with a 6 February 1899 Toronto, Ontario backstamp.



Figure 49. Plate 2 Position 55, lavender sea shade, 25 March 1899 with an Ontario Squared Circle cancel.



Figure 50. Plate 2 Position 33, very deep blue-green sea shade, 15 June 1899 with a full circle proof strike from St Catharines, Ontario.



Figure 51. Plate 2 Position 24, very deep blue-green sea shade, 1 September 1899 with a full circle proof strike from Montreal, Quebec.



Figure 52. Plate 2 Position 64, lavender sea shade, 5 October 1899 with a full circle proof strike from Toronto, Ontario.



Figure 53. Marks Stamp advertising cover with Plate 2 Position 87, lavender sea shade, 24 November 1904 full circle proof strike (Toronto Canada) with a Peterborough, Ontario backstamp, dated 25 November 1904.



Figure 54. Plate 3 Position 82, lavender sea shade, 7 January 1899, with a full circle proof strike from Brantford, Ontario.



Figure 55. Plate 3 Position 80, lavender sea shade, 10 March 1899 with a Carlton Street PO cancel.



Figure 56. Plate 5 Position 98, lavender sea shade, August 1899 with a full circle town proof strike from Temiscamingue, Western Quebec.



Figure 57. Plate 3 Position 80, lavender sea shade, 28 September 1899, with a three-ring circle cancel from London, Ontario. This stamp is an example of a major re-entry.

On 15 April 1915, the letter rate was changed from two cents for each half-ounce to two cents for each ounce, a rate reduction. However, a one-cent War Tax was imposed on First Class Letters, resulting in a three-cents per ounce rate to the UK and British Empire destinations. The printer of the King George V “Admiral” stamps was the American Bank Note company of Ottawa. The new rate was also issued as an Admiral coil stamp, 2¢ and 1¢ carmine, and 2¢ and 1¢ brown.

References

- [1] Kenneth A Kershaw and Roger Boisclair, *The Canadian 1898 Christmas Map Stamp—A Definitive Plating Study*, British North America Philatelic Society Ltd, August 2009.
- [2] Frederick Tomlinson, *The Canadian Map Stamp of 1898*, First Edition, Canadian Philatelic Society of Great Britain, June 1960.
- [3] Whitney L Bradley, *The Canadian Map Stamp of 1898—A Plating Study*, British North America Philatelic Society Ltd, 1989.

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Newfoundland to Fiji!

Clarence A Stillions, OTB

AT NAPEX 2017, the Washington DC National Philatelic Exhibition, I ran into *BNA Topics* co-editor, Ron Majors, and we had a nice chat about things BNA. Shortly thereafter, I got a call from Ron on my cellphone. At one of the dealer tables, he spotted a Newfoundland cover to Fiji. Knowing of my interest in Newfoundland postal history and how unusual a Fiji destination would be, he gave me a “heads-up.” Almost immediately, I found the dealer and the cover. It took no time at all for the cover to become mine.



Figure 1. The front of a cover mailed from Ciudad Juarez, Mexico, to St John's, Newfoundland, on 10 November 1930.

The cover did not start out in Newfoundland, but rather in Mexico (Figure 1), and it did not end up in Fiji, but in the Philippine Islands (Figure 2). A chronology of its travels follows:

- Posted at Ciudad Juarez, Mexico, 10 November 1930, and addressed to Mr EH Oesch, Post Office Box E5206, St John's, Newfoundland.
- Passed through Detroit, Michigan, on 13 November 1930, at 8:30 AM.
- Arrived at St John's East, Newfoundland, on 20 November 1930, at 3 PM.
- Reposted at St John's East on 21 November 1930 and addressed to Mr Ernest H Oesch, 222 East Rugby Ave, College Park, Georgia, USA.
- Forwarded to Drawer E, Carmel, California on 1 December 1930 from College Park, Georgia.
- Forwarded to Nausori, Fiji, 2 January 1931 from Carmel, California, after first being re-addressed to the “Postmaster, Tooraweenah, New South Wales, Australia.” This address was then scratched out.

Keywords & phrases: Newfoundland postal history, air mail rates, special delivery

- Arrived at Nausori, Fiji, 24 February 1931.
- Redirected once again, this time to Mindanao Estates Co, Padada, Santa Cruz, Davao, Philippine Islands and passing through Suva, Fiji, on 26 February 1931.
- Arrived at Santa Cruz, Davao, Philippine Islands, on 19 May 1931, and received at Santa Cruz, Davao, Philippine Islands, at 2 PM, 19 May 1931.



Figure 2. The back of the cover shown in Figure 1.

From this chronology, it is apparent that this is a contrived cover, a fact that was quickly confirmed by my Philippine Islands-collecting friends. Among the names in the chronology, Ernst H Oesch is very well known, as he was a stamp collector specializing in the Philippines. He was also notorious for creating Philippine covers with full booklet panes and for creating covers between Australia and the Philippines. The second tip-off to the contrivance are the addresses in St John's, Newfoundland; College Park, Georgia; and Carmel, California. Many Newfoundland collectors will recognize PO Box E5205 as one of the Post Office boxes used by Newfoundland stamp dealer, Frank Wills. The address 222 Rugby Avenue in College Park, Georgia, was the home of Society of Philatelic Americans member William Mills and his wife, Jeanette. A check of the 1930 American Philatelic Society Membership Directory will quickly reveal that the Drawer E address in Carmel, CA belongs to a stamp-collecting member, Jas H Cooke. Oh yes, Mr Ernest H Oesch is listed as APS member 10237, with a mailing address of "Mindanao Estates Co, Padada, Santa Cruz, Davao, Mindanao, Philippine Islands" and with a collecting interest in the British Colonies.

Ernst H Oesch was an interesting fellow. He was a native of Fremont, Missouri, and he came to the Philippines in 1920 after service in the American army in World War I. From 1923 to 1925, he was the American Superintendent of the Central Luzon Agriculture School (now Central Luzon University) and, from 1926 through 1928, he was in Fiji helping the British set up an agriculture school. The Fiji College of Agriculture is located at Nausori, Fiji. In 1928, he left government service and became the plantation manager for the Mindanao Estate Co, a position he held until his death on 21 April 1941. An obituary for Mr Oesch in the *American*

Chamber of Commerce Journal of the Philippines reports that his wife was from Australia, which would explain the Australian connection.

In making his covers, Mr Oesch is known for using the correct postage, and an examination of this cover (Figures 1 and 2) somewhat confirms this. On the cover are a pair of Scott No 653 and singles of Scott Nos 651, 655, C22, E2, and RA10, for a total of 52 centavos. At this time, the air mail rate from Mexico to Newfoundland was 35 centavos per 20 grams; the foreign special delivery fee was 20 centavos; and the postal tax was two centavos for a total of 52 centavos. Mr Oesch does not quite live up to his reputation here, as the postal tax only applies to domestic letters. In other words, the postal tax stamp does nothing.

In the fall of 1930, there was no air mail service in Newfoundland, nor in the Canadian Maritime provinces. So how did the cover get to Newfoundland, and did it receive the air mail service for which it was so boldly endorsed? At this time, the US had a southern air mail route that started in Los Angeles and went to New York, with an extension to Boston. Boston was the normal exchange office for Newfoundland mail, but this cover did not go anywhere near Boston; it went instead to Detroit. The southern transcontinental route made a stop in El Paso, Texas, which is just across the Rio Grande River from Ciudad Juarez. Thus, this cover went across the Rio Grande River by truck and was flown from El Paso to Ft Worth. From there, it was flown to Chicago and then to Detroit. In the fall of 1930, there was air service between Detroit and Toronto via Windsor and Hamilton. At Toronto, it would have connected with



Figure 3a. The front of a Special Delivery letter from Newfoundland to the US.



Figure 3b. The back of the letter in Figure 3a.

the Toronto-Montreal-Quebec-Rimouski route at least as far as Montreal, where it would have connected with the Montreal-Moncton route. Moncton, New Brunswick, was as far east as air mail service went. The rest of its travels would have been by surface means—train and ship.

Once the cover reached St John's, Mr Wills flipped the cover over, readdressed it, placed a Newfoundland Publicity series 4¢ Prince of Wales stamp on it, and started it on its way back to Mr Oesch. The 4¢ Prince of Wales was sufficient postage only to get it to the US; thus, the addition of the US 2¢ George Washington at Carmel, California, necessary to getting the letter on to the Philippines, an American possession at the time.

While this cover has an interesting story with lots of twists and turns, and I had a lot of fun researching it, it is not why I bought it in a heartbeat. I grabbed it up because of a single marking—the “EXPRES/Entrega Inmediata” marking. In forty-plus years of collecting Newfoundland stamps and postal history, this is the first, and so far, the only cover that I have paying for special delivery service in Newfoundland. Over the years, I have had only a handful of covers from Newfoundland paying for special delivery service in either the US (Figures 3a and 3b) or Canada (Figures 4a and 4b), but none from the US or Canada to Newfoundland. There were no to-Newfoundland special delivery covers in either Robert Markovits's US or in GH Davis' Canada special delivery collections. Every Canadian or American dealer I have spoken with over the years all say the same thing: “No, I have never seen such a cover.” Thus, this cover is very unusual.



Figure 4a. The front of Special Delivery letter from Newfoundland to New Brunswick.

States Official Postal Guide from 1926 through 1948, in the chapter on International Postal Service, there is a section for Special Delivery (Exprès) Services, and Newfoundland (including Labrador) is one of about fifty countries to which letters can be sent and receive immediate delivery on arrival.

The fee for this service was 20 cents, and it had to be prepaid. A photocopy of the section from the July 1934 *United States Official Postal Guide* is shown in Figure 5. There is similar language in the Canadian Postal Guides of this period.

The lack of documentation from Newfoundland of special delivery service has left all the experts wondering if such a service ever existed. (There is no mention of any special delivery service within or from Newfoundland in Newfoundland's only Postal Guide, issued in 1947.) However, there is indirect evidence that such service existed. In each edition of the *United*

In the Postal Convention between the United States of America and Newfoundland, signed by Sir William L Allardyce, Governor / Commander-in-Chief in and over the Colony of Newfoundland, on 13 January 1926, and by Calvin Coolidge, President of the US, on 11 February 1926, there is one small paragraph in Article 2 that sets the fee for special delivery service between the two countries.



Figure 4b. The back of cover shown in Figure 4a.

INTERNATIONAL POSTAL SERVICE 213

30. SPECIAL DELIVERY (EXPRES) SERVICE

Special-delivery (expres) service is now in force with the following countries:

Argentina.	Denmark.	Irish Free State.	Nyasaland Protectorate.
Australia.	Dominican Republic.	Italy.	Palestine.
Austria.	Ecuador.	Japan.	Panama.
Bahamas.	Egypt.	Kenya and Uganda.	Paraguay.
Belgium.	Estonia.	Latvia.	Poland.
British Guiana.	Finland.	Lithuania.	Portugal.
British Honduras (Belize only).	France.	Luxemburg.	St. Pierre and Miquelon.
Canada.	Germany.	Mexico.	Sweden.
China.	Gibraltar.	Morocco (Spanish Zone).	Switzerland.
Cuba.	Great Britain and Northern Ireland.	Netherlands, The.	Trans-Jordan.
Czechoslovakia.	Guatemala.	Newfoundland (including Labrador).	
Danzig.	Hungary.	Norway.	

The special-delivery service applies to all Postal Union (regular) mail articles (ordinary and registered) addressed for delivery in the countries shown in the above list, except that in the case of Canada and Newfoundland (including Labrador) the special-delivery service applies only to letters or articles prepaid at the letter rate (ordinary and registered).

Delivery is effected in the various countries according to the special-delivery regulations in force in the country of destination. See country items for further information.

An article intended for special delivery in any of the countries mentioned above must be prepaid 20 cents, in addition to the regular postage, by United States special delivery or other stamps affixed to the cover. There should also be affixed to the cover an "Expres (special delivery)" label (Form 2977), see facsimile of form below, or the cover must be marked boldly in red ink "Expres" directly below but never on the stamps.

EXPRES
Special Delivery
2977

Insufficiently prepaid articles intended by the senders for special delivery in the said countries, posted in letter boxes and drops, should be marked by postmasters "Not in special-delivery mail" and dispatched onward to destination as ordinary mail matter whenever such articles can not be returned to the sender for the deficiency in fee without seriously delaying the dispatch thereof.

Articles mailed in the said countries which are intended for special delivery in this service will be marked "Expres" or have labels affixed bearing that word, and will be subject to the same conditions in their delivery as special-delivery articles in the domestic service, attention being invited especially in this connection to section 1354, Postal Laws and Regulations, concerning the holding at the post office, to be called for by the addressee, of special-delivery mail which is registered and is believed to contain large sums of money or securities that can not be delivered without unusual risk.

An article mailed in a foreign country with which special-delivery (expres) service is in operation, and which bears the United States special-delivery stamp or stamps, if treated by the office of origin as a special-delivery article, is considered in the country of origin to be short paid the amount of the special-delivery fee applicable in such country, and is subject to the collection from the addressee of double the amount of short payment. However, on receipt in this country, the delivering postmaster will allow credit for any United States special-delivery stamps affixed. If the article is not treated by the country of origin as a special-delivery article, it shall be delivered by the ordinary means.

When an article mailed in a foreign country with which there is no special-delivery service bears a United States special-delivery stamp in addition to the regular postage, such article should be given special-delivery service in this country, although special-delivery service is not required to be given in the country of origin.

It reads, "(d) The special delivery fee to be levied and collected upon first class mail matter originating in either country and addressed to the other shall be twenty cents."

These references indicate that there was special delivery service in Newfoundland, at least for foreign mail. Determining if there was special delivery service in Newfoundland for domestic mail remains to be discovered.

Figure 5. Photocopy of the section on Special Delivery from the July 1934 United States Official Postal Guide.



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BNAPS book release notes

BNAPS is pleased to announce the release of two new books, the 104th and 105th volumes in the BNAPS Exhibit Series. An Errata sheet is available for *Fancy Cancels on Canadian Stamps 1855 to 1950, Third Edition*. All BNAPS books are available through our agent, Sparks Auctions.

Newfoundland's Last Definitives: The Waterlow Printings, CA Stillions. The second of two exhibits on Newfoundland's long running "Industries" issue, which was produced by three different printers. 2019, Spiral bound, 114 pages, 8.5 × 11, colour. ISBN: 978-1-927119-98-3. BNAPS Exhibit Series No. 104. Stock # B4h923-104-1. C\$66.



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 were detailed in CA Stillions' *Newfoundland's Last Definitives: The Perkins Bacon and Sprague Printings*. After Sprague's printing plant was destroyed in a bombing raid on 10 May 1941, Waterlow and Company took over printing of the issue. This volume, *Newfoundland's Last Definitives: The Waterlow Printings*, details the differences between stamps printed by Waterlow and those printed by its predecessors.

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.



WWI Canadian Army Nursing Sisters Serving Overseas, Jonathan C Johnson. The Canadian casualty lists of World War I would have been much longer had it not been for the efforts of the Nursing Sisters of the Royal Canadian Medical Corps. 2019, Spiral bound, 88 pages, 8.5 × 11, colour. ISBN: 978-1-927119-99-0. BNAPS Exhibit Series No. 105. Stock # B4h923-105-1. C\$54

WWI Canadian Army Nursing Sisters Serving Overseas illustrates, through letters sent to them from Canada and through their letters home, the story of Canadian Army Medical Corps nurses who served with great distinction in England, France, Greece, Egypt, and Russia during World War I. The very fact that all this material exists is a

tribute to the diligence with which Jonathan Johnson has pursued both material and information over thirty years of intense research.

Jon Johnson first collected stamps to earn his Boy Scout collecting badge. Participation in the Prince George, BC, stamp club helped him focus on collecting Canadian perfins. His 1973 membership in BNAPS opened the door to philatelic research while collecting. In 1980, Jon began a collaboration with Gary Tomasson which resulted in the 1985 BNAPS Perfin Study Group publication, *Canadian Stamps with Perforated Initial, Fourth Edition*. A Fifth Edition followed in 2011. As Canadian perfins became more difficult to find, Jon branched out to Canadian Pacific Railway perfins and overprints worldwide. Postal history sounded interesting so Jon began to investigate Canadian Military Medical Units from the Boer War to the Korean War, because not too much was written about them. Jon tries to attend one or two stamp shows each year. That usually includes BNAPEX. In addition, Jon exhibits to show others what he finds interesting in the philatelic world, largely as they are fields seldom exhibited. He really likes One Frame exhibits as they tell a focused story in just sixteen pages. Jon has held numerous elected and appointed positions within BNAPS. In 1999 he was inducted into the BNAPS Order of the Beaver.

SPECIAL NOTE: ERRATA SHEET: An errata sheet is available for *Fancy Cancellations on Canadian Stamps 1855 to 1950, Third Edition*. Most members who purchased this book between its release in August 2018 and February 2019 have been contacted, but some have not. Any purchaser who has not been contacted about this should email Mike Street at mikestreet1@gmail.com. The errata sheet has been included in all copies of the book sold after March 2019.

<p>NATIONAL POSTAGE STAMP & COIN  SHOW</p> <p>www.stampandcoinshow.com</p>	<p>SPRING SHOW: March 23-24, 2019</p> <p>FALL SHOW: Sept. 7-8, 2019</p> <p>Hilton Mississauga/Meadowvale, 6750 Mississauga Road, Mississauga, ON</p>
<p>SATURDAY: 10 a.m. to 5 p.m. • SUNDAY: 10 a.m. to 4 p.m.</p>	
<p>ADMISSION: \$3.00 SATURDAY • FREE SUNDAY • CHILDREN UNDER 16 FREE</p>	
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New issues

William JF Wilson

Albert Jackson

THIS year's Black History stamp commemorates Albert Jackson (Figure 1), the man who broke a race barrier in Toronto in 1882 by becoming the city's first Black letter carrier. How this happened is an interesting story that involves social activism and politics, and how the two can interact.



Figure 1. Albert Jackson

Jackson was born into slavery in Milford, Delaware, about 1856. He reached Toronto with his mother and six of his eight siblings in 1858 with the help of the Underground Railroad [1-2]. (Albert was the youngest of the family.) The other two siblings, James and Richard, escaped separately and were able to join the family in Toronto.

Black people were free in Toronto, but this did not mean that employment was equally available to them. (The information from this point on is from [3] unless otherwise specified.) Of the five hundred and ninety-three Black people listed in Toronto in the 1881 Canada Census, the men were mostly labourers or waiters, or employed in other low-skilled or service-oriented jobs, and the women were mostly laundresses or servants. In the more skilled professions, Black men were mostly barbers, although some were shoemakers,

carpenters, plasterers, or painters; and women were dressmakers, tailoresses, cooks, seamstresses, or hairdressers. This contrasted sharply with the professional, highly skilled, and white collar occupations, in which there was only one Black person among two thousand three hundred and sixty-three commercial clerks, and no Black agents, accountants, bookkeepers, physicians, or surgeons. In Albert Jackson's family, his mother and his sister Wilhelmina were laundresses; his brothers Richard, James, and William were barbers; and his brother Thomas was a waiter [4-5].

In the 1871 Census, James, William, and Wilhelmina were listed as being over twenty and unable to read or write [4]. There would have been no schooling for them in their early years in slavery, and perhaps they were too old to attend school in Toronto. (In 1861, they were 18, 15 and 11, respectively [2].) It is also possible that they had to work to help support the family. Albert was much younger, however, and was able to attend school [4]. This qualification helped him to join the civil service as a letter carrier for the federal post office in Toronto on 12 May 1882 [6-7], at the age of about twenty-six.

Unfortunately, when he arrived for his first day on the job ready to be trained in his duties as a letter carrier, every one of the other carriers refused to train him. This created a problem. He was a civil servant, yet, through no fault of his own, he was unable to perform his duties.

Problems need solutions, and the Toronto Postmaster, TC Patteson, had one available: A hall porter was off work due to illness, and he assigned Albert to replace the hall porter [3, 8].

What Patteson may not have foreseen was the intense public reaction that would result. The Black community took up Jackson's cause, insisting that he be restored to his proper position, while many in the White community argued that the other letter carriers should not be "forced" to work with him. There were letters on both sides to the Toronto newspapers. The newspapers themselves weighed in with editorials, and a 17 May 1882 headline in the *Daily Telegram* referred to him as "the objectionable African." A number of Black people were harassed by Whites on the street, and the *Globe* expressed worries about a possible race war.

In fact, most of the editorials supported Jackson. Even the *Daily Telegram*, two days after publishing the headline cited above, asserted that "... the objection to the young man on account of his colour is indefensible. Coloured waiters serve meals at hotels, and coloured porters attend the Pullman cars. There is therefore no reason why coloured carriers should not deliver letters" [3]. (One might note, though, that although this passage supports Jackson, it does so by including letter carrying in the status quo, not by advocating racial equality.)

On 29 May, members of the Black community met to discuss Jackson's case [3, 9]. They made it clear that they accepted the appointment "... as a recognition of us as truly loyal and patriotic subjects and ratepayers of her most gracious majesty Queen Victoria and while we do not seek class legislation or desire anything other than in common with other classes of her majesty's subjects, ... we cannot but feel pained to see that although appointed letter carrier, by some prejudicial (*sic*) feeling on account of color on the part of some of the letter carriers or officials, he has been detained to perform other, and we consider menial, services.

"Resolved, That this meeting denounce the conduct of those letter carriers who refused to extend the civilities of the office to one of their number on account of his color as beneath the dignity of men and christians [9]."

A committee was appointed to study the matter, and later the chairman "... introduced an ex-letter carrier, who threw more light upon the question. The general feeling of the meeting had been that Mr. Paterson's (*sic*) only reason for not putting Albert Jackson on a route was that he was afraid of the carriers striking, and thus throwing into confusion the entire city delivery. The ex-carrier proved to the meeting that a letter carrier no more dared to disobey the postmaster than a soldier dare refuse his commander. He was further of the opinion that there was something underhand on the part of Postmaster (*sic*) Paterson, and advised the committee to spare no pains to get at the real state of affairs [9]."

At this point politics intervened, and events moved quickly. A federal election was coming up, with Sir John A Macdonald and his Conservatives hoping to retain power. The Black vote was therefore important. In the riding of Toronto Centre, the Conservative incumbent, Robert Hay, was running against a Liberal candidate, JD Edgar, and there were sixty Black voters in the riding [3, 10]. Macdonald was in Toronto on 30 May, and Patteson, a close political ally, wrote a letter to him that same day about the Jackson case. In it, he suggested that Edgar was exploiting the case to gain Black votes [3, 10]. "I have done everything", he said (underlining in the original), "to allay feeling & prevent precipitation of a row here. If they come to you (as stated in *Globe*) you can say that ... if there is any delay in giving Jackson 'a route' it is simply owing to the illness of our hall porter. ... I thought you would like to know this, if troubled by them today [10]."

Macdonald was indeed asked, as described in a brief item in *The Toronto World* on 31 May: “Last night a deputation interviewed Sir John A. Macdonald on the case of Alfred (*sic*) Jackson. The premier promised them that the colored youth would go to work as carrier come what may, for which the deputation expressed many thanks [11].” On 3 June, *The Globe* reported that Jackson had been sent out the previous day with one of the carriers to learn his duties, with “no objection being raised by any of the men” [3].

Carrying letters provided a reliable income. In 1886, Jackson was earning \$420 per year [6], and \$600 per year in 1900 [7]. With his income assured, he married Henrietta Elizabeth Jones on 5 March 1883, and together they had four sons. He apparently remained a letter carrier until his death on 14 January 1918, aged about sixty-two, after thirty-six years of service.

As stated in [3], “Albert Jackson kept his position as mailman because it was politically expedient for the governing Conservative party.” This is true, but as also pointed out in [3], it *became* a political issue because the Black community came together and protested loudly enough to make it so. Voices count, albeit more strongly in an election year.

The information in the accompanying table 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 selvedge differs from that published by Canada Post, the selvedge is taken as correct. Stamp size, perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) × (VERTICAL).

References

- [1] William Still, *The Underground Railroad*, Philadelphia, 1872 (revised ed, 1878). Full text available from the Project Gutenberg Online Catalog at <<http://www.gutenberg.org/files/15263/15263-h/15263-h.htm>>. To find the Jackson family, search the text for “Ann Maria Jackson”.
- [2] *1861 Census*, available on the Library and Archives Canada website, <<https://www.bac-lac.gc.ca/eng/census/1861/Pages/1861.aspx>>, or search the Web for “1861 Census Canada” and select the result with this URL. On the Search page, enter the last name “Jackson” and first name “Albert”, then under Advanced Search Options enter “St. John’s Ward”. Click “Search”.
- [3] Colin McFarquhar, “Blacks in 1880s Toronto: The Search for Equality”, *Ontario History*, Vol 99, No 1, Spring 2007, pp 64-76. The paper is available under “Primary Documents” on the website <http://breakingthechains.tubmaninstitute.ca/albert_jackson>.
- [4] *1871 Census*, available on the Library and Archives Canada website, <<https://www.bac-lac.gc.ca/eng/census/1871/Pages/1871.aspx>>. On the Search page, to find Jackson’s mother, enter the last name “Jackson”, first name “Maria”, and age “54”; then under Advanced Search Options, enter the sub-district name “St. Johns Ward” (without an apostrophe). Click “Search”. To find the children, enter “Jackson”, “William”, age “21”, and “St. Johns Ward”.
- [5] “Directory 1873”, excerpt available under “Primary Documents” on the website in [3].
- [6] “Civil Servant List 1886”, excerpt available under “Primary Documents” on the website in [3].
- [7] “Civil Servant List 1900”, excerpt available under “Primary Documents” on the website in [3].
- [8] *The London ON Advertiser*, 30 May 1882, available in “Primary Documents” on the website in [3].
- [9] *The Toronto World*, 30 May 1882, available under “Primary Documents” on the website in [3].
- [10] Library and Archives Canada, reference number MG26-A, Vol 384, part 2, pp 180836-180837, reel C-1756. Available online at <<https://www.bac-lac.gc.ca/eng/Pages/home.aspx>>. Click “Search the Collection”, then “Archives search”, and enter the keyword “mikan 539313”. I would like to thank Thomas Carleton at Library and Archives Canada for finding this reference for me.
- [11] *The Toronto World*, 31 May 1882, available under “Primary Documents” on the website in [3].

Table 1. 2019 Commemoratives and Definitives

Stamp	Far and Wide	Queen	Year of the Pig	Jackson	Gardenia
Value	5 × P, \$1.05, \$1.27, \$1.90, \$2.65 (s-t on SS)	P	P, \$2.65	P	2 × P (s-t on SS)
Issued	14 Jan	14 Jan	18 Jan	25 Jan	14 Feb
Printer	L-M	L-M	CI	L-M	Bk, SS: CI Coil: L-M
Pane	(a)	Bk: 10	A,B,C,D,E: (b)	Bk: 10	Bk: 10 SS: 2 Coil: 50
Paper	C	C	C	C	C
Process	(c)	5CL	A,B,C,D,E: (b)	4CL	6CL
Qty (1000s)	SS: 80 ^(d) All other formats continuous.	Continuous	A: 40 B: 270 ^(d) C: 50 ^(d) D: 120 ^(d) E: 60 ^(d)	150 ^(d)	Bk: 800 ^(d) SS: 75 ^(d) Coil: 130 ^(d)
Tag	G4S	G4S	G4S	G4S	G4S
Gum	Bk, coil: P-S ^(e) SS: PVA	P-S ^(e)	Bk: P-S SH, SS: PVA	P-S	Bk, coil: P-S ^(e) SS: PVA
Size, mm	^(f)	24 × 19.9	32 × 32	26 × 33	Bk, SS: 26 × 32 Coil: 24 × 20
Perf	^(f)	Simulated	Bk: Simulated SH, SS: 13.1 × 13.1 ^(h)	Simulated	Bk, coil: Simulated SS: 13.1 × 13.1
Teeth	^(f)	Simulated	Bk: Simulated SH, SS: 21 × 21 ^(h)	Simulated	Bk, coil: Simulated SS: 17 × 21

Footnotes for Table 1:

(a) **P stamp** (5 designs): Bk(10), coil(100). **\$1.05:** coil(50). **\$1.27, \$1.90, \$2.65:** Bk(6), coil(50). The souvenir sheet contains 9 stamps: 5 × P + one each of \$1.05, \$1.27, \$1.90, \$2.65.

(b) **A:** SH 25×P (6CL + embossing + 1 foil stamping); **B:** Bk 10×P (6CL); **C:** Bk 6×\$2.65 (5CL + 1 foil stamping); **D:** SS 1×\$2.65 (5CL + embossing + 1 foil stamping); **E:** Transitional SS with one \$2.65 Pig stamp from 2019 and one \$2.50 Dog stamp from 2018 (both 4CL + embossing + 1 foil stamping).

(c) P stamp booklet and SS (and coil?): 6CL. Higher-value booklets and coils: 5CL.

(d) Number of booklets, coil packets, or souvenir sheets.

(e) Intermeshed “Canada” on back of Far and Wide booklet & coil stamps, Queen, and Gardenia coils.

(f) **SS:** size 24 × 20 mm, perf. 13.3 × 13.0, 16 × 13 teeth. **\$1.05 coil:** size 25.5 × 21.0 mm (given as 26 × 22 mm in *Details*), 4-sided simulated perforations, teeth opposite (like those on sheet stamps), perf. 13.3 × 13.3, 17 × 14 teeth. **Booklets and all other coils:** size 24 × 20 mm, simulated perforations (two straight edges on coils & high values), teeth alternate (so that teeth on adjacent stamps intermesh).

(g) Listed as 20.25 × 23.5 mm in Canada Post’s *Details* booklet.

(h) The \$2.50 Dog stamp in last year’s Year of the Dog issue was perforation 12.5 × 12.5 (20 × 20 teeth), so the \$2.50 Dog stamp on this year’s transitional souvenir sheet is a perforation variation.

Abbreviations for Table 1:

*number*CL = (*number of colours*) colour lithography; Bk = booklet; C = Tullis-Russell coated paper; 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.

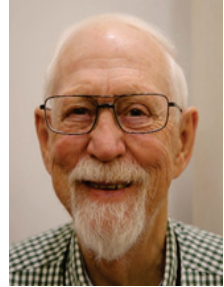
BNAPS business and reports

President's column

Ken Lemke

THIS issue of the President's Column will focus primarily on *some* of BNAPS's outstanding volunteers.

In the First Quarter 2019 issue of *Topics*, Co-Editor Jeff Arndt thanked Ron Majors (BNAPS First Vice-President) for his five years as *Topics* Co-Editor. Being an Editor for *Topics* is not an easy job. It takes co-ordinating with authors, doing the layout for the Journal, keeping the various Committee, Directors and Study Group information up to date, to name a few tasks. I also would like to extend the thanks and gratitude of the membership of BNAPS to Ron Majors.



On the Directors' front, I would like to report that Richard Judge of Racine, Wisconsin, has been appointed to fill the open position on the BNAPS Board.

I am sure you are aware of the chaotic performance lately of the stock markets and may be wondering how our investment portfolio is doing. Our investments generate dividends, which allows the Society to keep our dues low while maintaining a high level of service to our membership. I am pleased to report that in spite of the chaos, as of the end of February 2019, our portfolio was financially ahead of our portfolio at the same time in 2018. Again, on behalf of the Society, I would like to extend our thanks to the Finance Committee. Members are Gary Steele, Ron Majors, George Dresser, Charles Livermore, Eldon Godfrey, Barry Casanova, John Keenlyside, and Derek Smith (non-voting member).

We have approximately twenty-four active study groups, which usually have a Chairperson, Newsletter Editor, and Treasurer. We also have about twenty appointed Committee officials handling various activities. If you are not familiar with the various Study Groups and Committees, please visit the BNAPS website at www.bnaps.org and click on Contact Us in the header. You may want to consider using Facebook if you want to help your Study Group and our Society grow. If you have something you wish to share via Facebook, contact our Social Media Officer Hugo Deshayé at hphil@videotron.ca. Our webmaster is Leo Beaudet and the Assistant Webmaster is David Bartlet. These gentlemen have created an outstanding philatelic website and spend a great deal of time maintaining it. If you haven't explored the website, I encourage you to do so.

One of major aspects of the website (and a personal favourite) is the Horace Harrison Online Library. I find it is a fantastic research tool in that you can access BNAPS, PHSC, and CPS of GB journal articles quite easily. Under the Study Groups header, you will find a list of dormant study groups, *i.e.*, Canada Post Ephemeral and Collateral Material, Duplex Cancellations, Flag Cancels, Inland Waterways, Klussendorfs, Philatelic Literature, Post Card, Registration, Roller Cancels, Slogans, Trans-Pacific, and Transatlantic Mail. I have heard that the Transatlantic Mail group may be reactivated, and the Illustrated Mail group is also in the process of being reactivated. Are you interested in helping to reactivate any of the dormant

groups or start a new group? To get help, please contact the Vice President Study Group, Bill Radcliffe, at bsbvp88@hotmail.com

You can also help your Society grow by volunteering yourself. Many of the groups and Committees could use assistance. Volunteering will lighten everyone's work load and, most importantly, provide for backup and/or succession if someone becomes ill or can no longer do the activity. If you want to get involved, write to the group or person/committee you are interested in helping. If you are not sure how to proceed, please contact me at kwlemke@sympatico.ca, and I will be glad to assist.

A benefit of BNAPS membership is the Exchange Circuit where members can sell duplicates or purchase items at a reasonable price. It has material for just about every aspect of BNA philately and is an excellent place to start inexpensively, especially if you want to expand your collecting into a new area. If you want more information regarding the Circuit, contact the Exchange Circuit Manager Andy Ellwood at andy_ellwood@rogers.com.

In conclusion, BNAPEX 2019 Ottawa is being held in Ottawa from 30 August to 1 September 2019. If you have never visited Ottawa, I would encourage you to attend this conference. Even if you have visited Ottawa, there are always new venues to visit. Some of my favourite places are the War Museum, Art Gallery, and the Museum of Civilization. More information can be obtained on the BNAPS website. And don't forget to introduce a non-member to BNAPS.

From the Secretary—Report date: 16 March 2019

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) at the AGM. 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 ten percent reduction. Application fees can be paid through PayPal, using an online application available on the BNAPS website (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 sixty days, the applicant is confirmed as a Regular Member.

New members—applied

All applicants assigned membership numbers from **7021** and **7028** 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 76, Number 1, 2019.

R-7029 Andy Palochik, Ottawa, ON
 R-7030 Cameron Fleming, Montreal, QC
 R-7031 Yan Gagnon, Longueuil, QC
 R-7032 Gregory Taylor, North York, ON
 R-7033 James Gould, Bath, ON
 R-7034 James Andre, Kennewick, WA
 R-7035 David Webb, Qualicum Beach, BC

Deceased

R-6856 Reg Beck
 R-6330 Peter Hellsten

Members reinstated

None

Postal address changes

R-7010 Mark Armstrong, Manilla, ON
 R-7024 Joseph Coulbourne, Locust Grove,
 VA
 R-6507 Joe R Kirker, Zephyrhills, FL
 Z-99128 Joe Leigh, Champaign, IL

Email address changes

R-7010 Mark Armstrong, Manilla, ON
 R-6987 Pierre Auger, Granby, QC
 R-6153 David F D'Alessandris, Arlington, VA
 R-6312 Colin S Gaskell, Ottawa, ON
 R-6602 Michael Graf, Toronto, ON
 R-4493 Peter G Moisan, Raleigh, NC
 R-5951 Barry G Moss, Abbotsford, BC
 R-4559 Gary Paul, Cornwall, 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 (22) are not counted as active members.

R-7036 Nell Spicer, Ancaster, ON
 R-7037 Robert Thomas, Chilliwack, BC
 R-7038 Sébastien Simard, Saint-Augustin-de-
 Desmaures, QC
 R-7039 Chris Fischer, Saskatoon, SK
 R-7040 Earl Noss, Simcoe, ON
 R-7041 Michael Lee, Ottawa, ON

Members dropped

None

Members resigned

None

R-4559 Gary Paul, Cornwall, ON
 R-7002 Garland Shepard, Cameron, MO
 R-7038 Sébastien Simard, Saint-Augustin-de-
 Desmaures, QC
 R-7027 Frog Wensley, Catskill, NY

R-6876 Joseph Perrone, Chatsworth, ON
 R-6848 Stephan Preston, Mount Airy, NC
 R-5978 Richard M Rubinson, Pinecrest, FL
 R-6976 Michael Smith, Goderich, ON
 R-6652 Michael Stewart, Guelph, ON
 R-6829 John M Stoffman, London, ON
 R-6966 David Vandenbrink, Sparta, ON

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Study group centreline

Peter McCarthy

CENTRELINE presents brief summaries of the specialized research done by BNAPS members as published in the newsletters of its many Study Groups. This column reviews those received between 15 December 2018 and 15 March 2019.

British Columbia

There are several interesting articles in the March issue of the *British Columbia Postal History* newsletter edited by Andrew Scott, starting with the issue's favourite cover sent in by Cec Coutts. It is addressed to Rev. D Jennings, with a Montreal, Bickerdike machine cancel, and there is a historical explanation that answers the question "when was twice daily mail delivery stopped?" The short answer is "17 February 1969." Bob and Dale Forster teamed up to write an interesting illustrated article on the overview and census of Nanaimo colonial mail. Ed Mannings wrote a story on when the town of Nelson was called "Stanley." Illustrated is a cover addressed to Stanley, probably the only one known, seeing that Stanley was only known for thirty-nine days! Andrew Scott submitted an article about Naden harbour, based on a post card, sent in by David Jewell, that is a new post office discovery. Brian Copeland offered up a cover with a Maywood straight-line cancel that he looks upon as a mystery; he would like to see other straight-line markings from the Victoria area offices. Gray Scrimgeour ends the newsletter with an article on the sortation of transpacific mail in Australia.

Dots and Scratches

The cover of *Dots and Scratches*, the newsletter of the Re-entries and Constant Plate Varieties Study Group edited by Mike Smith, shows the 17¢ Jacques Cartier stamp with the large tool flaw. Dr Jim Watt provided a twelve-page illustrated article entitled "The 5¢ Beaver Stamp of 1859-1868, The Theory of Irreconcilable Flaws." This should lead everyone to have a closer look at their 5¢ beaver stamps. Ending the newsletter is another interesting article by Brian Hargreaves about a cover he found at ORAPEX bearing a 6¢ Large Queen with the slash variety. It led to more discoveries within his stock, which he illustrates and describes.

Elizabeth II

Corgi Times is the Elizabethan II Study Group's newsletter, edited by Robin Harris. In the January-February issue we learned of the passing of Robin's father, who had a great influence on him. Our condolences go out to Robin.

The newsletter notes that booklets of thirty stamps have been retired. Robin has listed and illustrated all that were issued from 1998 to 2018. Also illustrated are the tagging elements along the tops and bottoms of the Far and Wide definitive, as well as the hidden text. The geographic location of each stamp is shown on a map. Albert Jackson is the subject of a commemorative stamp issued 25 January in honour of Black History Month. He is thought to have been the first black letter carrier in Canada.

Robin didn't receive a Canada Post Christmas Post Card, but he did manage to illustrate both sides courtesy of Andrew Chung. Andrew was a good boy last year. He didn't cry or pout and was rewarded with a card! The new meter/postal indicia postal rates are listed for 2019, and shown is a first day of rate change on cover. Also note the computer-vended postage for 2019. Ending the newsletter is a used 4¢ Wilding miscut sent in by Georg Gerlach. Robin

illustrates a recreation of the Wilding booklet as observed at the Library and Archives. Robin is crying for articles for the newsletter Please help out.

Fancy Cancels

On the front page of the February edition of *BNAPS Fancy Cancel & Miscellaneous Markings* newsletter, Dave Lacelle advises that the third edition of the handbook is now available through Sparks Auctions. Some information missing from the book can be found on the last page of this newsletter. An Errata list is attached to the newsletter and will be included in future printings. The first item in Correspondence and Queries is about crown wax seals, issued to every post office, to be used to officially seal mailbags or important post office correspondence. Grégoire Teyssier added four more to the list. Paul Bradford sent in a copy of a shield cancel on a 10¢ Small Queen. Past uses of this cancel were declared fakes and delisted. Paul Bradford, Graham Searle, Ron Smith, and Mike Halhed offered various updates. Randy Evans submitted a lovely cover, with a map stamp seldom seen with a cork cancel. Mike Street sent in a post card that seemed to have a stamp added, perhaps as a forwarding charge, with cork cancels. Richard Coulsonn sent in a law stamp that was cancelled with what appears to be a private cancel. The last item of the newsletter is Fakes, Bogus and Spurious items. In this column, Dave tells all about Lester Littlefield and his bogus items.

First Impressions

The new editor of *First Impressions*, the newsletter of the First Day Study Group, is George Basher, who thanks Gary for the work he has done. The January–March 2019 issue begins with a five-and-a-half page, well-illustrated article by John van der Ven on the philatelic artist Ralph Dyer, who produced some absolutely gorgeous pieces of work. Ralph Dyer, who passed away in 2000, was a prominent maker of both US and Canadian cachets. Gary Belyea is the second person, in as many issues, to write about how he stores his first day covers. Gary Dickenson tells the story of “3 Angry Cats,” the brand name of Gary and Carol Ridge, designers and distributors of FDC for new Canadian stamps since 2016. Gary gives their eBay address along with a mailing address in Carrying Place, ON. The newsletter ends with a question from Ken Thibault who is looking for any information on the producers of Softone cachets.

The April–June issue of the newsletter introduces new contributor Norbert Hobrath, who writes about the first day usage of the Confederation stamp on a cover addressed to Red Lake. Because of the semi-official air mail stamp applied to the cover, there is a notation that this is also a first flight cover of the Confederation stamp. The group’s old friend John van der Ven is always rooting around FDC boxes, and he has come up with covers whose cachets feature hand-drawn and hand-coloured replicas of various 1970s stamps. He refers to them as “Szabo covers,” because two of them were addressed to a Nancy Szabo, and he does not have a lead as to who made the covers. John continues with a follow-up to an article he wrote in 2016 on the hand-painted articles by Joyce Green, who hails from Australia and has now been added to the list of Canadian cachet makers. George Basher takes a look back in time at Mel Baron. He and Stan Lum wrote extensively about their collections, and George ends the newsletter by showing the actual exhibition pages that correspond with Baron’s article.

Military Mail

On the front of the January issue of the *Canadian Military Mail Study Group* newsletter, edited by Dean Mario, is a real photo post card showing “A Canadian Sports Day 1919

Vladivostock,” and another on the second page, both sent in by Joe Smith. In the first of two main articles, Wayne Schnarr gives an update on redirected mail to overseas soldiers in the UK and France during World War I, highlighting new markings and looking for any new additions members may be able to supply. Jon Johnson has taken on the formidable task of highlighting the role played by the merchant navy during the Second World War. In this, the second major article in the newsletter, Jon writes about the ships lost to German surface warships and the merchant navy prisoner-of-war camps Marlag and Milag Nord, with illustrations of covers. John Watson submitted two illustrated articles. One concerns the use of FPO 131, and the other a POW cover sent to an internment camp with a stamp reading “TRANSFERRED TO UNITED KINGDOM.” Make sure to read Mike and Dean’s letter to all members, reminding everyone of the military anniversaries taking place this year.

Newfoundland

There are only three articles in the January–March issue of *The Newfoundland Newsletter*, edited by Malcolm Back. In the previous issue, Anthony Thompson covered some of the notations on the Waterlow archival sheets of Unitrade 259, the last stamps of Newfoundland by John Ashford. Bill Coates had some six sheets in his stock, which he allowed Malcolm to scan and show in the newsletter. Jean-Claude Vasseur writes about the 5¢ Caribou from the Resource Issue, showing mainly proofs from Perkin & Bacon. The third and final article, also by Jean-Claude Vasseur, is titled “The Hidden Block of the Inverted Halifax.” This is the overprinted 35¢ stamp commemorating the 400th anniversary of the discovery of Newfoundland. It was overprinted AIR MAIL /to Halifax, NS / 1921 on the occasion of the beginning of airmail service from Botwood to Halifax in November 1921. This is a nine-page illustrated article.

Perfins

The January 2019 issue of *The BNA Perforator*, edited by Jim Graham, marks quite a milestone. It is the fortieth anniversary of the newsletter and the 150th issue published. Congratulations! In the editor’s post, Jim reports on Eastern Auction’s sale of four-hole OH/MS lots. Response to the position survey request was sparse, but John Amiet of Australia sent a cover with postage perforated with “JA” on a mirror block. There are a number of changes and updates to the fifth edition of the Perfin catalogue. Covers with CPR-perforated 5¢ stamps from the Wilding issue in the fourth edition brought some interesting comments in this edition. Jim Graham wrote an article on flatbed press printing *vs* rotary press printing. This information may be useful in the project of adding the known positions for each issue of each perfin pattern. Gary Tomasson and Jon Johnson have transferred the copyrights on the fake, five-hole OH/MS perfins from the Canadian Perforated Insignia Limited to the Greene Philatelic Research Foundation. A photocopy of the correspondence ends the newsletter.

Postal Stationery

Robert Lemire, the “interim” editor of *Postal Stationery Notes*, should change his status to “Editor” seeing that no one has come forward after all this time to relieve him. In any case, Robert begins the February issue of the newsletter with the story of a new find by Pierre Gauthier, an illustrated watermark on a meteorological card. The watermark reads “ROCK (AND BOND)/ MADE (IN CANADA).” According to Pierre, this watermark was used by Rolland Paper. Chris Ryan submitted an answer to the Flat Rate Boxes discussed in a previous issue—the question having been posted to the CBC website by Pricilla Hwang. Pierre Gauthier

and Robert Lemire wrote up a late use of an election envelope used in a 1977 by-election. They are looking for someone to provide examples from later elections. There is a mystery surrounding the 4¢ First Karsh Canadian National Express cards printed with a roulette and trimmed. Robert shows illustrations of more postage paid cards from Canada Post, along with the 2018 Santa letter stationery and Santa post cards. Robert continues with part 6 of his series on the railway adhesive flimsy forms, this one on the 4¢ CN first Karsh issue printings. According to Robert, there is a new envelope for domestic postage illustrating a bighorn sheep. Ending the newsletter is a new report by Mike Sagar of a 2¢ Wilding PTPO envelope.

Precancels

In the March 2019 issue, Number 9, of *Precancels Canada*, Chairman Andy Ellwood encourages the members to continue to study and submit their findings. David Marasco, the editor, comments that although postal history has become popular, precancel covers have not caught on amongst precancel collectors. In this edition of the newsletter, David shows and explains some lovely covers from the Bruce Field collection (examples from later elections), with the hope that this will encourage collectors to consider making them part of their collection in the future. Bruce Field, who passed away a short while ago, was a professional photographer.

Railway Post Office

Ross Gray is the editor of *The Canadian RPO Study Group Newsletter*. The front page of the October–December 2018 issue features a nice post card view of the railway depot in Three Rivers that previews a new discovery by Jack Brandt of the Montreal & Three Rivers railway postmark. Sean Weatherup introduces himself as the Secretary/Treasurer for the study group, replacing Chris Anstead, who fulfilled that position for eighteen years. Appreciation is extended to both. Three pages of updates follow, from Jack Brandt. Ross Gray submitted three pages with updates showing covers and markings on piece, plus a Montreal and Island Pond timetable. Brian Copeland and Murray Smith also report new early and late periods of use for various markings. In this issue, Ross includes instructions on how a mail clerk was to carefully cancel mail and keep the hammer clean and the pad properly inked. (Don't we wish!) Included with the newsletter is the first update to Brian Stalker's *Travelling Post Office Postmarks of Newfoundland & Labrador* (Second Edition).

Squared Circles

The whole of the January issue of *The Roundup Annex*, edited by Gary Arnold, comprises a ten-page article, a detailed compendium of known squared circles, on and off cover, of the Map Stamp, by Rick Friesen. The piece, which has involved several years of work, is titled "Unique Squared Circle Cancellations of Canada on the 2¢ Imperial Postage Commemorative Issue of 1898 (The Map Stamp)." He describes thirteen locations that have hammers with a single known Squared Circle off-cover Map Stamp cancellation and no covers. If members have additional information, please pass it along to Rick, who is continuing to compile the database.

Postscript

It has been a long winter but, as you read this, many parts of the country will be in bloom. Spring is here, stamp shows will be coming to an end for summer, but the PHSC Symposium should quench your philatelic thirst in July. Enjoy and have a good, relaxing summer.

From the Treasurer—Report date: 13 March 2019

J Claude Michaud

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R-6750 Earl Foster	S-99051 Archives of Ontario	R-4986 Ronald S Whyte
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Regional group rant

David Bartlet

Overview

THE time has come to look ahead to BNAPEX 2019 in Ottawa on the Labour Day weekend. This will prove to be a great show in an historic city. You will have the opportunity to acquire new items you can use in your next presentation at your Fall Regional Group meeting. There is still time for everyone to be active in their group in the Spring and both attend and present at the meeting to share your philatelic knowledge.

Some reorganization of regional groups was agreed to at BNAPEX. Florida is now grouped with the Dixie Beavers, and Delaware has moved into the Mid-Atlantic group. I can be contacted by email at any time at regionalgroups@bnaps.org. Please send all of your meeting notices and reports to me there, and we will post them on the website and on the Facebook pages. Upcoming meetings include Calgary, second Wednesday of the month; Golden Horseshoe, 30 March; and Seaway, 4 May. Please view the Regional Groups webpages to see when things are happening in the groups and what transpires at those meetings.

Around the Region Reports

Excerpts of the various regional meetings are shown here; the full reports can be seen on the website on the webpages for each regional group.

Atlantic

16 January was not a great weather day but eight people met for a philatelic lunch at the “Inn at the Lake” that day. No details of the meeting have been provided.

Calgary

On 9 January and 13 February, Ray Villeneuve made presentations on the Special Delivery stamps of Canada, including the labels, usages, and rates. Twelve members enjoyed these very interesting talks. On 13 March, Dave Bartlet offered a new presentation on The Automation of Postage Dispensing. The group members were “guinea pigs” for the talk, which will be given at several shows this spring. The presentation provided much information on the kiosk issues of 2012–2013, and from 2017 to present.

The Calgary and Edmonton BNAPS Regional Groups are joining forces to run a daylong seminar on 25 May in Red Deer AB in conjunction with a daylong event planned by the Calgary Philatelic Society, the Edmonton Stamp Club, and the Lethbridge Philatelic Society. The event will offer club members, who do not normally see what Regional Groups do, to get a taste and—it is hoped—want to come out to the meetings. Members are also hoping to spur interest in the Red Deer area, which had a club prior to the year 2000.

Dixie Beavers

Eight Dixie Beavers and three guests met in Atlanta at the Southeastern Stamp Expo on the last weekend of January. There were enough BNA exhibits to fill an entire row in the exhibit hall. Member Jane Sodero came away with seven awards, including three of the BNAPS Awards, including the Best BNA Award. At the meeting, John Burnett presented “Canada—Usages of the Issues of 1937-1942 both Domestically and to the USA,” a program designed

to demonstrate that it is possible to put together a reasonable exhibit without breaking the bank. No cover shown had cost him more than \$10, but both exhibiting and writing about them had driven their value up.

The show in Atlanta is one of the best in the southeastern US, and the group has decided to meet again at the next one. The hotel offers a great price and throws in a free breakfast for attendees. The show provides a hospitality suite with libations and snacks each evening. This year's show had a great jury, including noted Canadian jurist Sam Chiu, who had just returned from the Far East where he attended an FIP meeting.

Edmonton

The Edmonton Regional Group has continued to meet at different venues monthly since the last report. Aside from the show-and-tell, they have been discussing the joint meeting with the Calgary Group scheduled in Red Deer on 25 May, deciding who will make a presentation.

Golden Horseshoe

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

Saturday, 26 January 2019, was a great travel day in southwest Ontario and twenty-two members came out to the first gathering of the New Year. The afternoon's activities began with announcements of new BNAPS books, shows in the region, and BNAPEX 2019 in Ottawa. The auction wasn't large, but there was still good material available. Nick Poppenk was the featured speaker, presenting on "The End of the Barcode." He described how the pink and yellow bars that used to appear on the front of envelopes mailed in Canada were part of the mechanization of the mail system, and how the process works today. Thanks Nick, and Simon Cloughton for supplying the electronics for the presentation.

Prairie Beavers

The Prairie Beavers met on 2 March in College Station TX, with special guest Dr Nick Escott, MD, attending. Fifteen members were able to attend, with another four sending regrets. Dr Charles Duer was able to attend following recent retirement. He was often on call with his oncology clinic on our Saturday meetings. After doughnuts and coffee the meeting began with a review of literature that members found of interest.



Prairie Beavers, 2 March 2019. Seated left to right: John Seate, Frank Senz, Dave Nickson, John Furlong, Denise Stotts. Standing left to right: Charles Duer, Nick Escott, Larry Ballantyne, Vic Willson, Jay Stotts, Ron Strawser, Jeff Switt, Gary Giroux, George Watkins. Image by George Dresser

After a period of trading and selling, Nick began the first presentation on the Manitoba-Ontario boundary dispute of 1878–1889 through different cancels of the towns in the disputed region, with NWT, Manitoba, Keewatin, and Ontario cancels shown from his collection. These sometimes varied for a town depending on whether the government in Ottawa was Liberal or Conservative. Many rare town cancels were shown by Nick in his collecting specialty of northern Ontario, including Fort Francis (since changed to Fort Frances), Keewatin Mills, Rat Portage, Big Fork, Ignace, Vermillion Bay, Lake Deception, English River, and Rainy River. An 1890 decision of the House of Lords made most of these towns part of Ontario. This was an exceptional presentation of a little-known facet of Canadian history.

After a clothesline display and a brief business meeting, John Furlong made a presentation on the Halifax Explosion of 1917 and its aftermath. He detailed the events leading to the collision of the ships, as well as the response by the Boston, Massachusetts, community—a response remembered to this day. Every year, a huge Christmas tree is sent from Halifax to Boston on 6 December. John also discussed the investigations that followed the explosion, seeking to establish responsibility for the disaster. Following another trading session, George Dresser showed Ontario Fair covers of the nineteenth and early twentieth centuries from less-well-known towns. Many are probably unique examples, and the representation was outstanding. The session ended with a presentation by Vic Willson on Jubilee postal history, focusing on the intended and make-up use of each Jubilee stamp. An auction of framed Victoria advertising fruit labels donated by Jeff Switt added to the treasury and ended the meeting. Most members then gathered for dinner at a local barbecue restaurant.

Lower Canada


The Lower Canada group Regional Group had a very good meeting at Mark Berner's home during LAKESHORE 2019 in Montreal on 5-6 April. BNAPS V-P for Regional Groups Dave Bartlet was there and showed his Kiosk stamp presentation.

Pacific Northwest

The Pacific Northwest Regional group will next meet on Thursday 26 September 2019 just before the national level show, VANPEX, which has not been held for ten years. It is hoped that members come out to VANPEX and join in with the Pacific Northwest group regional meeting and to see the show the Friday to Sunday.

St Lawrence Seaway

The St Lawrence Seaway Regional Group will next meet at ORAPEX in May.

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Auction Announcement

June 2019 Public Auction - Halifax, Nova Scotia

The Archives of Patricia Airways and Exploration Limited



This extraordinary holding finally surfaces after more than 90 years. It contains original artwork, numerous essays and proofs, issued stamps often in full panes and first flight covers displaying a multitude of variations in imprints, inscriptions, perforations, paper, etc. Many are not documented in the Canadian Semi-Official Airmail literature and other specialized catalogues.

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Style Two, mint NH part perforate / imperforate with monogram "F.E.D." handstamp



Style Two, pair with monogram "F.E.D." handstamp

Style Two, pair with horizontal RED LAKE handstamp



Style One, Inverted RED LAKE marginal inscription, official Blue-Black route inscription with small "t" in "TO" variety



Style One, pair with monogram "F.E.D." handstamp



Patricia Airways Limited, Inverted Airplane pair

BNAPS exchange circuit news

Andy Ellwood OTB

THE Exchange Circuit has been in operation in BNAPS for over forty years, helping members find those elusive stamps and covers—the ones that are sometimes difficult to locate. The circuit is displayed on the BNAPS website, where members can view stamps and covers and search for different types of material in the peace and quiet of their own homes at a convenient time. A simple email to me results in the items being sent by mail, on approval, with no postage charge to the buyer. There are also no purchase fees (which can be fifteen-to-twenty percent when purchases are made from a dealer).

Unsold items are usually retired after a maximum of three years of being on display on the BNAPS website. This keeps the material being offered reasonably fresh and currently priced. While there has been some relatively higher priced material added recently, most of the material is priced at \$50 and under, which dealers sometimes don't seem to find profitable to carry in their stock. Currently, varieties are becoming popular additions. A major effort is underway this year to replace much older material with new and different items. Members are encouraged to place their unwanted items in the Circuit, especially those which have otherwise limited appeal. I can send you a blank form to use in mounting your material. You then mail it to me, so that I can scan it and display it on the BNAPS website.

Why not spend a few minutes looking at the material that interests you? You may find what you are looking for! If this appeals to you, contact me at andy_ellwood@rogers.com or at (613) 737-2137.

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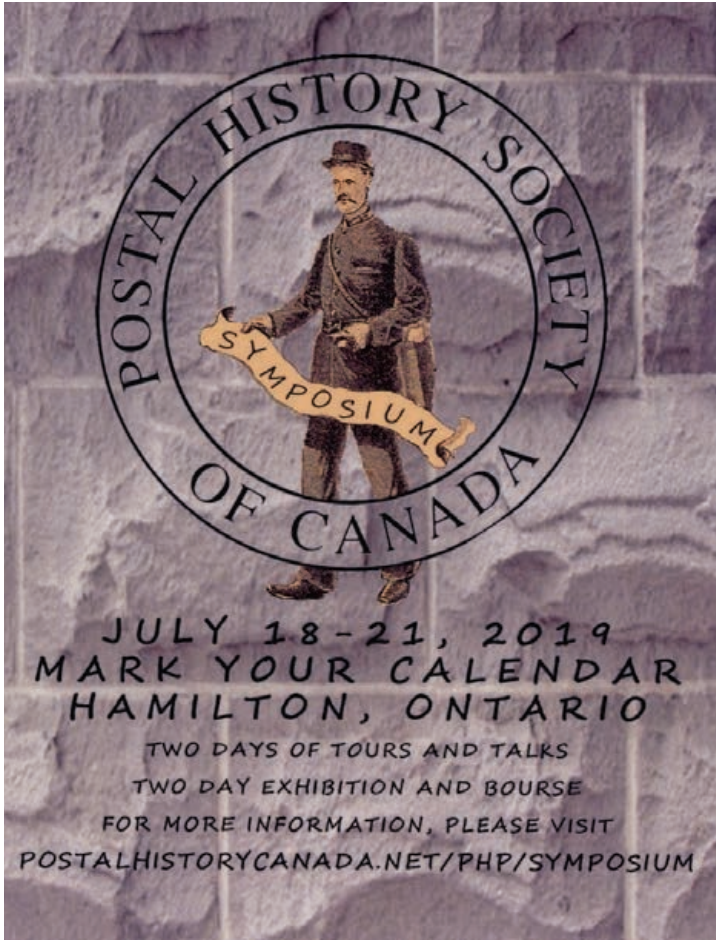
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3¢ SMALL QUEEN AND PRE-CONFEDERATION TERRITORIES COVERS. Anyone interested in trading or selling 3¢ Small Queens (37 & 41) and pre-Confederation Territories (all stamp types). My main interest is Territories, 3¢ circle & split ring small towns & dated cancels (mainly 1870 to 1892). Robert Milner at bmilner42@hotmail.ca, or phone 780-737-9006.

LITERATURE

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