

## CORGI TIMES

### THE ELIZABETHAN II STUDY GROUP NEWSLETTER

Under auspices of **BNAPS - The Society for Canadian Philately**

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A two part listing of the Study Group Roster, current as of April 30, 1995, is enclosed. The first section is a listing of all members and their address. For those who requested their address not be published only their country of residence is shown. The second section indicates the Elizabethan II areas of interest of each member. In some instances only the members name appears as either the data is not in the files or the member requested it not be published. It is over 15 months since the initial Roster. The most significant change from the initial report is 68 (up 8 ) are collecting the Environment definitives (1977-83 Flowers, Trees, Street Scenes and National Parks). Postal stationery, Booklets, Postage Dues, Postal History and Special Interests all show good increases. Specialized interest continues to be centered on the Caricature and Landscapes and the Environments.

We welcome five new members. Each also appears in the Roster.

**Albert Aldrich**, 1154 Lorette Ave., Winnipeg, Manitoba, **Canada R3M 1W3**  
(Data sheet not yet received)

**John T. Burnett**, 757 Parkwood St., **Sidney, OH 45365** (Entire Elizabethan II period - also first day covers, **fancy cancels**, **slogan cancels**, **duplex cancels**, WWII and small queens.) Vice-President for Regional Groups for BNAPS and a contributor to both TOPICS and Linn's.

**Brian Cameron**, 7 Farnham Cres., Ottawa, ON, **Canada K1K 0E7**  
(Entire Elizabethan II period)

**Ben-Zvi Cohen**, 1001-77 Edmonton St., Winnipeg, MB, **Canada R3C 4H8**  
(Caricature and Landscape Definitive Issues)

**Gerald A. Lariviere**, 18626 HWY. 99, #16, Lynnwood, WA 98037 (Entire Elizabethan II period - **Manitoba Postal Cancellations**, **Historic & Illustrated MB covers** - **Revenues** - **WW II covers to and from Canada**)

There is some great news for our booklet collectors. Bill McCann reports his new catalogue was delivered to the printer early in March and he hopes to have the finished product in time for the RA show. The new catalogue not only includes new issues but also covers both smooth and ribbed paper. The Centennial section has been greatly expanded and fluorescent varieties revisited.

Also, there is a new 5 star product you may wish to acquire. Several months ago Linn's Stamp News announced a new MULTI-GAUGE measuring in tenths. Unfortunately the plastic used in the production of the gauge shrank during the manufacturing process and resulting measurements were not accurate. The problem has been solved. An entirely different manufacturing process is being used and measurement accuracy is assured. While on the subject another 5 star award to Linn's Stamp News. They replaced at no charge all of the original gauges before shipping against new orders!

In the last issue we reported we would be traveling in Arizona and California in February and March and do a bit of exhibiting. Unfortunately it did not happen. We left on Feb. 12 and a little over 3 hours later were part of a 20+ car + 3 or 4 semi-ractor trailer pile up on Highway 82 south of Kennewick, WA. Our Camper was pulverized and the truck was totaled. We were hit at least 5 times. By some miracle Alicia and I had only some minor scratches and bruises and Becky, the Corgi, did just fine. The other major loss was all 310 pages of the four exhibits in a special wooden carrier literally exploded since the over cab part of the camper was ripped off by a Semi. The pages were scattered over the country side.

This all took place under "sudden" blizzard conditons with high wind, snow and freezing cold all of which continued through the following morning. During the following week, as the snow melted, our leading cover dealer in the Northwest, Lawrence Clay (Clay's Covers) and his wife, Corliss, picked up most of the material. Needless to say all is ruined - it is only a matter of degree.

I do have APS insurance coverage. The message here is if you do not have insurance coverage give it some serious thought. You just never know. Dan Walker, the APS insurance program manager observed "We never had one like this." In our case, our daughter flew into Kennewick to check us out and observed "Pop, they must be saving you two for something else."

Being out of the exhibiting business for awhile, I will put together the Elizabethan II Study Group one frame exhibit for Edmonton. Member input is most welcome and in some cases will be solicited.





PAPER TRAILS  
by: Rick Penko

Phosphor Stamp Tag Inks

Some time ago a question was raised on the origin of phosphor tagging. Recently, I was able to obtain from the Canadian archives a letter from the Canadian Fine Color Company, Limited to Ashton Potter Limited discussing Phosphor Stamp Tag Inks and the status of this experimental project as of April 7, 1971. A great deal of work had been performed and the project was ongoing. I hope this helps provide the desired information.

CANADIAN FINE COLOR COMPANY, LIMITED

TORONTO,  
April 7th, 1971.

Ashton Potter Limited,  
110 Sudbury Street,  
TORONTO 3, Ont.

Attn: Mr. D. Tindale.

Subject: Phosphor Stamp Tag Inks.

Dear Denny,

We would like to review the status of this project, identify the problem areas and propose future work.

We supplied the following materials for trial:

1. Press cleaning varnish - U.V. Transparent.
2. XM.236 U.V. Transparent varnish.
3. 60% Calcium Silicate Red Phosphor ink.
4. 60% Calcium Silicate Green Phosphor ink.
5. 35% Gadolinium Oxide Red Phosphor ink.

The phosphor ink was applied on the first unit of the 38 in. 2-color Harris press (press #2). A Kodak relief plate was used to transfer the ink from the inking rollers to the printing blanket.

The press cleaning varnish was applied first to a clean press and then washed up. The 60% calcium silicate green phosphor was then applied and problems showed up within a few minutes. The ink tacked up severely on press, back trapped onto the second unit blanket (grey unit) and this ink residue eventually started to pick and tear the stock as it was printed by the grey blanket. It was possible to keep the press operating by spraying solvent onto the ink system rollers of the first unit but after about 30 minutes running, the rollers, blanket and plate had to be washed up. We reduced the ink with the XM.236 varnish to about 30% pigment strength.

Cont....





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Cont....



Mr. D. Tindale,  
Ashton Potter Ltd.,  
TORONTO.

-2-

April 7th, 1971

and, while this lengthened the time between wash ups it was still far from acceptable. Packing was removed from the blanket in the area under the solid bar at the back of the sheet and this helped to overcome a severe curl problem which had been making delivery of the printed sheet to the pile next to impossible. The run was continued for about 3 hours in this fashion, but eventually the drying became so severe that the load on the ink system rollers almost stopped the press. At this point the ink was removed.

After a thorough wash up the gadolinium oxide phosphor inks was put on the press and about 300 sheets were run with it. By careful adjustment of ink feed it was possible to run this ink for this duration without major problems. This was washed up and followed by the Calcium Silicate red phosphor ink and about 200 sheets were printed. Approximately 8 sheets were printed with the grey unit off impression so that no back trapping occurred and a true maximum ink film weight was applied. These sheets were rolled and placed on top of pile 6A.

Attempts were made to add various varnishes and solvents to the inks to improve their press stability but all were unsuccessful due mainly to the incompatibility of the XM.236 varnish with conventional ink varnishes.

The press problems were:

- A. Instability of phosphor ink.
- B. Back trapping of phosphor ink to second unit.
- C. Build up of spray powder on first unit blanket possibly contributing to a masking effect.
- D. Possible contamination of the ink by the press inking system.

These problem areas may be helped by:

- A. Development of a more press stable U.V. transparent varnish.
- B. Printing the phosphor ink by itself as a separate press pass.

Cont....

Mr. D. Tindale,  
Ashton Potter Ltd.,  
TORONTO.

-3-

April 7th, 1971.

- C. Determining the masking effect of spray powder on the signal strength of the phosphor ink.
- D. Determine the source of the contamination on the press.

Proposed Work

A. Experimental work to date indicates that the available U.V. transparent resins are not soluble in solvents which would make a press stable offset ink vehicle. However, additional resins and solvents are being investigated and all the possibilities have not been exhausted by any means. We will investigate the feasibility of other systems.

B. Determine if improvement in signal strength resulted from printing the phosphor ink on a single press pass.

C. Print the phosphor ink on the second unit of the press and use the first unit blanket to remove spray powder.

D. Remove brass ink fountain wedges and replace with wood or cloth. The abrasive effect of the pigment between brass and steel on ink mills produces a contamination and this is a probable source on press also.

We will continue to give this project high priority and will keep you informed of developments.

Yours very truly,  
CANADIAN FINE COLOR CO. LTD.

*J.M. Paterson*  
J.M. Paterson,  
Chief Chemist.

JMP:be



## PRIME MINISTERS SERIES OF 1951-55

by: John Burnett

(This article appeared in the March 6, 1995 issue of Linn's Stamp News and is presented here with the permission of Linn's and the author. Mr. Burnett is the Vice-President of Regional Groups of BNAPS).

It all started over this past Christmas, when I had a few days off and was looking for something to do with my stamps.

Like many of you, I have my own special collecting interest (Canada's 1870-97 Small Queens). But the ever-higher cost of adding better pieces to that collection limits acquisitions to two or three pieces a year, and that is frustrating.

This winter I resolved to look into modern Canadian material that I have accumulated over the past few years. From that humble start, I discovered two Canadian series of the 1950's that I hadn't recognized as such before, and I am now assembling respectable and growing collections of stamps and covers for each of them.

The first of these is Canada's Prime Ministers series - definitive-size stamps issued in twos at the rate of two per year in 1951-52 and 1954-55. The eight stamps are shown in Figure 1.



Fig. 1. The four pairs of stamps making up the Prime Ministers series were issued in 1951 (top left), 1952 (top right), 1954 (bottom left) and in 1955 (bottom right).

Paradoxically, the series has no stamps for the two men who were arguably the most influential of Canada's first dozen prime ministers, Sir John A. Macdonald and Sir Wilfred Laurier.

A quarter century before these stamps were issued, in 1927, Macdonald



and Laurier were honored on 1¢ and 5¢ stamps, respectively Scott 141-42), and jointly on a 12¢ commemorative (147).

Thus it is more accurate to say of these 1950s stamps, as Glenn Hansen did in *The Guidebook and Catalogue of Canadian Stamps*, that they are "a series on the Prime Ministers of Canada who had not been (previously) honored on postal issues."

In addition, unlike the 1940 Presidential issue of the United States, the order in which the stamps of Canada's Prime Ministers series were issued has no relation whatsoever to the order in which the prime ministers served.

For example, William L. M. King, whose final term as prime minister ended in 1948, was shown on the 1951 4¢ stamp (top row, second from the left, in Figure 1). Alexander Mackenzie, Canada's second prime minister during 1873-78, didn't appear on a stamp until 1952 (top row, far right).

But enough about the prime ministers. Let's look at the stamps.

Philatelically, the series is a model of uniformity. All these monochrome definitive-format stamps were printed by the Canadian Bank Note Co. in 400-subject sheets on unwatermarked paper, perforated 12 and separated into post office panes of 100.

There were two printing plates, numbered No. 1 and No. 2, for each stamp. All are common. Even the quantities printed range only from 49.9 million to 50.9 million.

No errors, significant constant flaws or notable color varieties are recorded for the series. The challenge, therefore, is in the covers.

Beginning the series was a 3¢ Sir Robert Borden stamp (303) and the aforementioned 4¢ stamp for King (304), issued June 25, 1951.

The 4¢ King stamps paid the basic rate for letters within Canada and to the United States at that time, so covers are not too hard to come by. The 3¢ Borden, which paid the 3¢ city (or "drop") rate, is somewhat tougher to find as a single franking.

Figure 2 shows such a cover from Ottawa, with the 3¢ stamp nicely tied by a May 24, 1952, international trade fair slogan cancel.

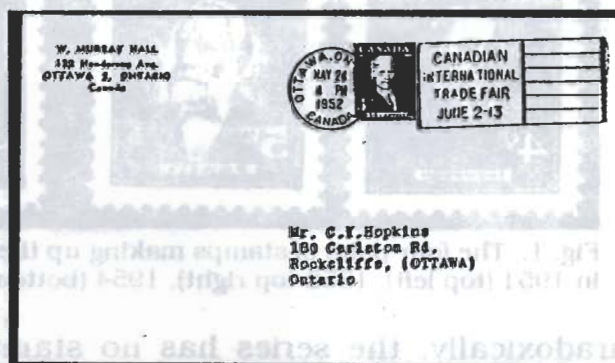


Fig. 2. A 3¢ Borden stamp from the Prime Ministers series pays the city (drop) rate on this 1952 cover.



Not shown is a cover I'm especially fond of, with the 3¢ Borden and 4¢ King bearing a June 25 first-day cancel from Smiths Falls, Ontario. The cover is addressed to Port Louis, Mauritius, paying the surface rate to that exotic destination. (The backstamp shows that it didn't arrive there until September.)

On Nov. 3, 1952, Canada issued a 3¢ stamp depicting Sir John J. C. Abbott (318) and a 4¢ portraying Alexander Mackenzie (310).

In addition to covers to Canada and the United States, like those mentioned for the 1951 Prime Ministers, these stamps can be found combined and used in multiples to pay various overseas airmail rates as well.

Among my favorites is a bottom left margin strip of five 3¢ Abbotts correctly franking a 1952 Airmail envelope from Sault Ste. Marie to Heidelberg, Germany.



Fig. 3. Pairs of 1952 Prime Ministers and a 1¢ stamp pay 15¢ for overseas airmail on this 1954 cover to Belfast.

Figure 3 shows another combination franking to pay Canada's 15¢ airmail rate. Pairs of the 3¢ Abbott and 4¢ Mackenzie and a single 1953 1¢ Queen Elizabeth II definitive do the job on this 1953 airmail envelope to Belfast Northern Ireland.

No prime minister series stamps were issued in 1953.

The following year the series resumed. A 4¢

stamp portraying Sir John S. D. Thompson (349) and a 5¢ value picturing Sir Mackenzie Bowell (350) were released Nov. 1, 1954.

The two stamps still paid the city and national letter rates, respectively, following a rate increase earlier that year. In addition, the postcard rate to the United States increased to 4¢, which should mean that any of the four 4¢ Prime Ministers stamps may have been used to pay that rate as well.

I do not yet have any particularly exceptional covers of the 1954 Prime Ministers.

Perhaps my favorite is a 63/4 window envelope with a Canadian National Railways corner card.

The 5¢ Bowell stamps, tied by a Dec. 2, 1954, Machine cancellation with

the seasonal slogan "Mail Your Christmas Parcels Early," pays Canada's standard domestic letter rate.

But the 5¢ stamp also bears, the perforated initials "CNR," thus demonstrating yet another extremely collectible facet of this overlooked issue.

The final installment in the series came Nov. 8, 1955, with the release of the 4¢ Richard B. Bennett stamp (357) and a 5¢ stamp for Sir Charles Tupper (358).

Figure 4 shows a cacheted first day cover for the 5¢ Tupper. Note that the 5¢ stamp is tied by a distinctly non-philatelic large-diameter double-ring handstamp from London, Ontario. FDCs can enhance a modern series collection such as this one for surprisingly little extra expense.

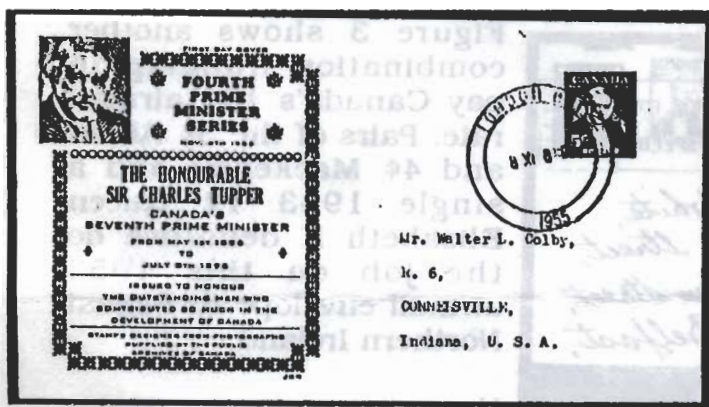


Fig. 4 A non-philatelic London, Ontario, postmark ties the 5¢ Tupper stamp to this cacheted 1955 first-day cover.

And expense brings me full circle to my starting point., for in forming this small collection I began with two goals.

My first goal was to put together 32 display-worthy pages, so that I could support my local stamps club with a two frame exhibits. The second goad was not to spend more than \$5 on any one piece.

Although the cover to Mauritius that I mentioned earlier did set me back \$7.50, I have otherwise managed to achieve both goals. (Much of the credit goes to a friend of mine, Hank Narbonne at Greenwood Stamps in Place, Ontario. I gave him the Scott numbers and my budget goals, and a week later a shoe box full of \$5.00- and- under items showed up at my front door!).

And I am not through yet. With mint and used singles and multiples, plate blocks, FDCs, perfins and myriad postal uses, there's no reason the fun should ever end.

Ed note: Mr. Burnett states this article as well as the Wildlife Series (which will appear in a future issue) was written to show how a significant collection may be built starting small and with only a nominal expenditure of funds. In this instance you have mint, used, singles, multiples, FDCs, rate pieces, usage's, perfins, plate blocks all available for the effort and a virtually unlimited number of pages resulting.



## PLANNING CALENDAR

This is a listing of major exhibitions and bourses with a large content of both Canadian Exhibits and Canadian Dealers. Minimum listing criteria: Two day event; 1000 page exhibition - 18 Dealer Bourse with 50% offering Canadian material. The Goal is to list events far in advance to encourage either exhibiting or attendance and preferably both.

1995

May 26-28, ROYALE. Info from: Roland Arsenault, 141-45 rue est,  
Charlebourg, Que' G1H 2R1

June 2-4, PIPEX '95, Victoria, B. C., the Holiday Inn. Info. from: Don  
Shorting, Box 5164, Station B, Victoria, B. C. V8R 6N4

**Sept.1-3, BNAPEX '95, Note date change** - Edmonton, AB. Information  
Keith Spencer, 5005 Whitemud Rd., Edmonton, Alta. T6H 5L2

1996

June 8-16, CAPEX '96, the Metropolitan Convention Centre, Toronto.

Info: CAPEX '96, Box 204, Station Q, Toronto, ON M4T 2M1

U.S. commissioners:

Eastern States - Roger Schnell, 4800 N. E. 20th  
Terrace, Fort Lauderdale, FL 33308.

Mid United States -- James Mazepa, Box 1217, Oak Park, IL  
60304

Western States -- Joseph Schwartz, 3230 Fieldcrest Drive,  
Sacramento, CA 95821

1997

May 29 - June 8, PACIFIC '97, San Francisco, CA

Canadian Commissioner: Clifford R. Guile, 342 St. Clair Ave. E.,  
Toronto, ON M4T 1P4

U.S. Commissioners:

Eastern States - John Lievsay, 20 Center Drive, Old  
Greenwich, CT 06870

Central States - Paul A. Larsen, Box 426, Park Forest, IL  
60466

Western States - Peter Iber. 9379 W. Escuda Drive, Peoria,  
AZ 95382-0979

Philatelic Literature - Russell V. Skavaril, 222 E. Torrence  
Road, Columbus, OH 43214

## SECTION II - WILDING DEFINITIVES

The 6¢ **Wilding (Orange) Scott # 342** was issued **June 10, 1954**. At the time of issue the 6¢ paid the 1 .oz International Surface Letter rate to all countries except: U.S.A. - Britain & Commonwealth - Ireland, Mexico & France - Central & South America and Spain. The rate was in place throughout the remaining life of the Wildings as it did not change until 1966.

Does anyone have proof of use of the 6¢ orange in period (1954-62) on a cover to a foreign destination? If so, please **advise details to the Editor** enclosing, if at all possible, a photocopy.

# DA 50



It is positioned one up and one over from a LL Plate block. Jim reports he has not been able to yet determine whether it also occurs on # 723, Plate No. 1.

This variety was pictured on page 64 of the last issue. We are now able to complete the story. John Jamieson sent along this photo copy. It is the one responsible for the **note** in the Unitrade Catalogue stating "sheet reported imperf. **horiz. top margin.** One used copy has been seen by the editors." John states it was sold years ago, as shown, for \$50.00. The used pair reported by Josep Montelro (page 42 of Vol. III) sold, at auction, for \$150.00. Certainly they would command a higher price today. **Four copies** are now known. Could it be these are the **only** survivors out of at least 20 copies?

1060 IMPERFORATE at TOP MARGIN  
VF UNUSED on Recd [REDACTED]



OUR PRICE ~~\$~~50.00  
140

&&&&&&&&&&&&&

**WE HAVE GREAT DEALER SUPPORT. WHENEVER POSSIBLE PLEASE RECIPROCATATE.**



## SECTION IX - ENVIRONMENTS - SPECIAL STUDY PROJECT

### **Scott #723 - THE BLACK SWEATER**

We have additional input on Elmore Von Hagen's article on "The Black Sweater", Scott #723 reported in the last issue on page 62.

First, a report from Paul Tissington:

"Thanks to Elmore Von Hagen for inspiring some fun. Unfortunately, the only black sweater I found is the result of the cancel with a small blob of black ink landing on the man's chest. I did find lots of other varieties, including the missing antennae. Of the 70 used copies I have, 32 had one variety or more. Pretty impressive until you consider the sloppy printing.

There are two versions of #723, the first on Plate #1 and #723A on plates 2 & 3 (on these you can see with a glass 'C1978' on the license plate of the car in the bottom corner). I have mint PBs of all three plates but none have any varieties.

The 1995 Unitrade Specialized Catalogue lists two varieties for the #723A, one a missing brown inscription and the other a doubling of the inscription, both rare and valuable. The 1992-1993 Darnell catalogue lists these two varieties plus #809d, 'Cat on a hot tin roof' variety which is illustrated, showing four "cats" - marks on the roof of the highest grain elevator located on the left side.

There was certainly a lot of colour shifting on this issue. Focusing on the man with the pink jacket and the pink colored car in front of him, I observed much shifting of this pink colour to the left and to the right, in most cases resulting in a partial yellow check area jacket. In a couple of examples the pink colour is right off the man's body, leaving a yellow colour - quite a contrast to the "black sweater" variety!

A summary of the findings:

#723 - 19 used copies checked. 1 Variety showing cats and no antennae.

#723A - 51 used copies checked. 31 varieties as follows:

- 14 cats
- 1 cats, no antennae, partial pink shift left
- 2 (vert. pair) cats, partial pink shift right
- 1 cats, full pink shift left and down, car behind this man is yellow, with green colour shifted down to road
- 1 no antennae, full (off body) pink shift left
- 5 partial pink colour shift left
- 4 partial pink colour shift right

- 3 (Vert. strip of three) black ink outlines of building and car including the POSTAGE/POSTES line shifted down -- car bumper outlines show clearly in white border below stamp design".

Ingo Nessel reported as follows:

"A total of 90 stamps checked. 16 of the 90 show the disappearing antennae variety which is truly just a printing shift. 1 of 90 showed the "black sweater" variety. My copy of this variety consists of a large blob of dark brown ink• (same as that of the walking figure) on the figure's chest. Due to an upward color shift, the pink of the jacket is above and behind the walking figure. This stamp also contains the disappearing antennae. From my reading of the Unitrade catalogue it must be from plate 2 or 3 as the license plate has the characteristic "C1978" on the automobile in the foreground. Thus it is Scott #723A. A photocopy of this stamp failed to show the variety.

Further checking of this issue reveals several heavily over inked varieties of the inscription "CANADA 50". Again this is #723A. A photocopy of the most prominent of these varieties is enclosed.@"

- In appearance the "black sweater" variety is black. Technically it is from brown ink. For consistency, reporting on this variety will continue to refer to the "black sweater".

Dr. Jim Watt comments as follows:

"In response to the 50¢ street Scenes definitive varieties it was correctly pointed out that the antennae + no antennae varieties were only due to a brown shift. The question of a defective plate arose regarding the "brown sweater"• To me the brown sweater variety is only yet another shift, this time pink.

The shading on the rear of the pink car in the foreground shows pink + brown toward the rear end & presumably same for the mans sweater (superimposed pink + brown on the Car is also on sweater). (Note: These comments pertain to an example enclosed with his reply but it will not reproduce)

We know magentas, yellows (cyans where applicable) & dark brown lettering + telephone poles would be printed in separate stages. It comes as no surprise that a brown shift could go one way while the magenta stage could shift the other. Is there a positioned multiple with a single plate flaw surrounded by normal stamps? ••

**Editors comments:**

No one has yet reported a mint multiple that would position the black sweater. •• However, I have a cover franked with three unseparated #723A in the form of a left margin pair with a single adjoined lower right where



the "black sweater" appears only on the single lower right. Canceled in Vancouver 9 Oct. 1981. Definitely not a shift.

Dealer mint stock examined at the Calgary Philatelic Society recent show failed to turn up any varieties. I did find a dealer with a "crib" sheet listing varieties on the 50¢ Street Scene issue. I have not had an opportunity to test out the listing but it is reproduced here for possible validation, completion and or correction.

Plate No. 1 - BABN

- Date 1977 on Elevator door
- Man in middle has shadow
- Pole close to building on right
- Chimney on Elevators (Cats?)
- No bolts in any bumper

Plate No. 2 - CBN

- Date 1978 on right car license plate
- Building on right is red
- Row 2 from top - bolt in yellow car - bumper

Plate No. 3 - CB

- Date 1978 on right hand car license plate
- Man has no shadow
- Pole far from building
- No chimneys (Cats?)
- Row 2 from top - bolt in yellow car bumper
- Building on right is brown

Finally, @ see page 86 for three interesting varieties: "Dramatic Shift" - under inking of "CANADA 50" and over inking of "CANADA 50".

#### **Canceled: COLBERT, WA**

Originally known as **DRAGOON**, the post office was established Sept. 19, 1890, William T. Guyer; William H. Colbert, May 24, 1902, renamed **COLBERT** Oct. 17, 1902.

Initially located on Spokane Falls & Northern Railroad (Great Northern Railway) about 6 miles by road northwest of Colbert, 2 miles southwest of Chattaroy. When the Spokane Falls & Northern was building their line a siding named Crescent was put in to where the rails bridged the Little Spokane River. To this spot came William T. Guyer to start a store on the old Colville state road at the mouth of Deer Creek, naming his post office for nearby Dragoon Creek. In later years this siding became Wayside Station, as it served the village of Wayside. Thomas Lothrop had started a store about two miles south of the siding. He sold this store to William T. Guyer and evidently Guyer transferred the post office into it. This location is about two miles north of Colbert and later was the site of a sawmill and post office known as Buckeye. But again, Mr. Guyer moved his stock and post office, this time to what is now the village of Colbert. The store is still operating.

**THE BEECHER BOOK**  
**How It Came To Be Written**  
By: Dr. Anthony S. Wawrukiewicz, M. D.

This article appeared in "Proceedings Second Oregon Stamp Forum"  
sponsored by The Oregon Stamp Congress and is re-printed with permission

(U.S. Domestic Postal Rates, 1872-1993, by Henry W. Beecher and Dr. Wawrukiewicz, both of Oregon, was published in 1994, by Randy Neil (Traditions Press). Later in the year, Henry Beecher was named posthumously to the APS Writers Hall of Fame.)

The process by which I came to co-author the Beecher book with Henry W. Beecher is, I think, an interesting one. But first, you must understand a little about Henry. He was an activist, conservationist, a father, a husband, a curmudgeon, irascible, opinionated, and probably much else that I'll never know. He truly was left-leaning that he could accept me as a co-author. He was also very compulsive, demanding, and methodical.

There are many who knew Henry who say that if he had lived, the book would still not have been done. Why was this so? Reviews of the book give a clue to an answer to this question. As the reviews indicate, **anyone who wrote ANYWHERE about rates was not free from his clutches. Henry had an encyclopedic knowledge about rates and U. S. postal policies, and unfortunately, he enjoyed correcting people as much or more than getting the book itself done.**

A story might help emphasize this. Henry Beecher once responded to a Linn's article by Richard Graham with a 2-page letter which discussed multiple ramifications of Richard Graham's article. Richard Graham then wrote Henry a response in the form of a 3-page, single spaced letter. When Henry then wrote back with a 6-page response, Richard Graham gave up and "never wrote Henry again!"

Even I couldn't escape his editorial clutches. Three years ago, I was giving a presentation at the Oregon Stamp Society in which I talked about the U. S. Postal rates that related to the period of usage of the 1954 Liberty series, and Henry Beecher was in the audience. Actually, he was relatively benign, but still there was this ghostly voice coming from out of the dark, correcting my comments, scary. In the final analysis, Henry spent as much time corresponding and correcting other peoples' work as he did gathering data for his books, and so the books never moved along much at all toward completion.

It was a year later that he called me and told me the unfortunate news that he had prostatic cancer, and he wondered whether I would help him finish his book(s). Naive fool that I was, I said, "Yes." We then spent the last six months of his life working together. In this limited time, he was able to communicate to me what he wanted his books to do. They were to be a quality, encyclopedic series of U. S. rates, domestic and international. The series was to replete with references and sources for this rate information, so that anyone could more readily extend any section in more depth, if they so desired.. There were to be approximately 49 subjects covered in the domestic book, each with its own introductory material, illustrations, and extensive tables.

When Henry died, though, only the following material was available: 14 subjects with tables that were hand-written, 19,000 IBM punch cards with notes (re-cycling again), many obscure note-books, and loose papers galore. It was overwhelming.

What to do now? Over the next year, I did everything I could to attempt to get someone more competent than I to put the books together. I approached John Hotchner; he was way too busy. Ken Lawrence was interested but needed some financial backing, since he



makes his living as a philatelic author; no such backing was available. I talked to the Bureau Issues Association, but they were not helpful, as a group, although their president, Jay Stotts, was quite helpful personally.

Therefore, one year later, I was nowhere! No new tables were done, no introductory material written, and I knew nothing about discount, airmail, and C. O. D. rates and fees. Second-class rates and special fourth-class rates were beyond my ken. There were chapters that I wanted to see written (such as free mail and unmailable matter) for which Henry had obtained no data nor information.

Having no idea of what to do next, I forced myself to take the first tentative step. I started with chapters concerned with material that I understood. I took certified mail service, the special delivery service, simple third-class, single-rate pieces, and parcel post rates, and slowly and laboriously produced appropriate hand-written tables for these subjects from Henry's IBM cards.

Surprisingly and gratifyingly, table after table began to fall into place. In some cases, I didn't understand the rates, but I could still produce the tables. Then I had a brain-storm of an idea! Once I got the tables in hand-written form, I would pay my daughter, Ann, to enter them into our computer. This I did; she did a marvelously quick and accurate job. One month later, 90% of the tables were done.

Next, what to do about the introductory material that needed to be written, in some cases for material rates, and fees that I understood poorly? I developed an iterative process. First, I would write a bare-bones paragraph. Then I would peruse Henry's table foot-notes and get further ideas on which to expand. Next, I would incorporate what little I could find in the philatelic literature concerning each subject. Finally, I would send the material to John Hotchner, who gave very generously of his time to act as editor. Jay Stotts also gave me some input concerning air mail rates, and Ken Lawrence helped me with the discount rates. Almost miraculously, even in retrospect, each chapter was finished.

Finally, I needed to obtain illustrations. Henry and I were both strongly of the opinion that the books would be more approachable if copiously illustrated. That August, I traveled to the APS annual show (in Houston that year) and, camera in hand, and with marvelous help from dealers, who owned the material, photographed more than 300 covers over the four days of the show. All the components of the book were now ready: three months later, I had the finished product in hand.

Therefore, somehow, the book was finished. As I look back, I am very happy with the product, as I hope Henry is. In retrospect, there were things that I might have done somewhat differently, but in the final analysis, it's the book that Henry and philatelists concerned with the U. S. rate history desired. At this point, well over 1,000 of the 2,000 copies printed have been sold. I have begun work on the International book, but I don't plan to produce this volume as urgently as I did the domestic book. I hope to get more feed-back from critics before I publish the International volume, in the expectation that it will be the most useful book possible.

Editors Note: I thought many of you would find this article very interesting. Canadian philately needs badly a similar book(s). For certain, as the article portrays, this would not be a simple undertaking. While only 2,000 copies of *The Beecher Book* were published, I feel confident a Canadian version would command a much larger printing yielding a significant financial return. Additionally, any number of sources are available to help ensure the success of such a project.

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