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The Society for Canadian Philately

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BNA**TOPICS**

Volume 61 Number 1 Whole Number 498

The Official Journal of the British North America Philatelic Society Ltd

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The photo on the front cover shows Major ER (Ritch) Toop, the subject of CR McGuire's article in this issue, in his RCAF Squadron Leader uniform. To the right is the plaque with Air Force crest that he received upon retirement as Major from the Canadian Forces.

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... continued on last page ...

BNA**TOPICS**, Volume 61, Number 1, January–March 2004

Editorial: So you want to write a book

—with apologies to Glenn Gould

AFTER enjoying your hobby for years, you may feel that you want to popularize your specialty. One way to do this is by writing a book (or alternatively, articles—for *Topics*, if possible—or both) on the subject. BNAPS is going to provide support for such publications in the near future; the Allan Steinhart Memorial Fund of the PHSC does the same already.

However, there are a number of difficulties that novice and not-so-novice authors of books run into. Assume you've organized your material, divided it into chapters, created a rough table of contents, written the "story", scanned the relevant pictures, and put in their captions and legends. Aside from the obvious checking for errors of grammar, spelling, and syntax, what else is there to do?

Detailed index Almost all books should have a detailed index (a few do not require one, e.g., Tabcart's *Robertson revisited* has one but doesn't need it). This cannot be emphasized enough—if your book is to be useful to the reader, it must be easy to find things in it. The *detailed* is also very important—Harrison, Arfken, & Lussey's recent book on Canadian registration [HAL] has a lackadaisical index that renders the entire work tedious to use.

Detailed citations If you make an assertion ("three examples reported"), you should back it up with references, preferably to original sources. This forces you to verify statements, so there will thus be fewer errors of fact, and opinion will be less likely to be confused with fact. Moreover, you avoid offending other authors. As an example, the referencing in [HAL] is half-hearted. Don't rely only on friends & acquaintances—go into the literature, ask a lot of experts, write articles to get feedback, . . .

Typography Proper typography makes for easier reading, in addition to being aesthetically pleasing. For example, ALL-CAPS shouts at the reader, while SMALL CAPS is not such a distraction. The non-ligature "fi" looks wrong (the "f" collides with the "i") while "fi" does not disrupt the flow. Similarly, unkered "Type" looks odd—compare with the proper "Type".

Read a few books on typography; the standard is *Elements of typographical style* (v 2.5) by the distinguished Canadian, Robert Bringhurst. As a guide to implementing proper typography (if you are stuck with *Word*, *WordPerfect*, or others of that ilk), the *Complete manual to typography* by James Felici is good. (Both books are available from amazon.com.) Considering all the work you've done on your subject, it is worthwhile spending a little more time to present it properly. Too bad this wasn't done for [HAL].

Don't use glare paper.

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| International machine cancellations | registration stamps |
| Jubilee issue | revenues |
| large queen issue | Royal train covers |
| legislative markings | Saskatchewan postal history |
| literature | semi-official airmails |
| Manitoba postal history | ship cancell'ns, markings & viewcards |
| map (1898) issue | slogan cancellations |
| maple leaf issue | small queen issue |
| military postal history | special delivery stamps |
| MOONS, MOTOS, & POCONS | specimen overprints |
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CR McGuire wins Pratt award

THE Collectors Club of Chicago has announced this year's winner of the Pratt Award, given to the author or authors of last year's best philatelic articles dealing with Newfoundland. The \$1000 (US) prize goes to **CR McGuire** for his articles on the stamps and postal history related to the Newfoundland ferry ss *Caribou*, that appeared in the *Postal History Society of Canada Journal*. Congratulations, Ron! He is of course a regular and very important contributor to both *Topics* and the *Journal*, and has won many other awards.

Last year, the prize was awarded to Dean Mario. The award is named for Robert H Pratt, the eminent Newfoundland collector, researcher, and author. While not a member of the Collectors Club of Chicago, he left a large portion of his philatelic library to the Club. In appreciation, the Club initiated the annual *Pratt Award*.

WAY-BILL OF MAILS FROM NEWFOUNDLAND AND ST. PIERRE ET MIQUELON

For *Mas.*

Received ex steamer *Caribou* at *North Sydney* at *8:30* A.M., on *Nov. 25* 193*9*

Despatched from *L* by train No. *1* at *5:25* P.M., on *Nov. 25* 193*9*

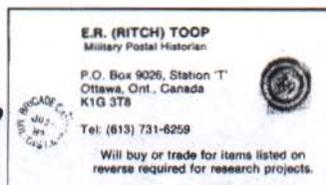
Despatching Clerk *P. McIntire*

FROM	FOR	RED LABEL	LETTER NEWS	EMPTY BAGS	PARCEL POST	
					FULL	EMPTY
	St. John's, Newfoundland					
	North Sydney					
	Halifax					

Way-bill for mail received at North Sydney from the *Caribou* (1939) Top of the form (foolscap size) and reverse are shown. For the mail to Massachusetts; there are five RPOs on reverse. The date has been corrected on the purple Sydney & Truro RPO (same clerk). Just one letter was recorded.

Keywords & phrases: Newfoundland, Pratt Award

Major ER (Ritch) Toop, 1923–1995: a tribute



CR McGuire

THIS is the first (philatelic) tribute that I had prepared. It was for my good friend, Ritch Toop, one of Canada's foremost postal historians. What follows includes the "In Memoriam", which appeared in *PHSC Journal* (#84). It also contains material from the two volume *Major ER Toop Collection of Canadian military postal history* [MN] that Hank Narbonne and I did to preserve Ritch's fine collection for posterity before it was broken up and offered to others to add to their collections, as Ritch had instructed Hank to do. These two volumes are actually forerunners of the *BNAPS Exhibition Series*, now numbering 27, with several in colour.

Ritch's original manuscript, prepared over a twenty year period for what he referred to as his "encyclopædia of BNA & Canadian postal history," has recently been published with additions by Thomas A Hillman. Thus Ritch's research and work continue to appear for our benefit, almost ten years after his passing.

I still miss Ritch and the sessions we had together discussing our common interests. Let this tribute remind us of what a great man Ritch was, and the contributions he made in many ways to Canada, and to its civil & military postal history. It will also introduce Ritch to those not fortunate to have known him personally. I want to thank our Editor for making this possible.

A few recollections about Ritch¹

Like many of Ritch's fellow stamp collecting members of the armed forces, he did not begin collecting Canadian military postal history until after retiring from the Canadian Forces (Royal Canadian Air Force prior to 1968)—his first public service career. However, Ritch first began collecting postage stamps in the early 1950s, forming specialized collections of the 1967 Centennial issue including its postal stationery and the United Nations, with emphasis on its postal history, particularly the various Emergency Forces. It was the latter interest that led him to specialize in the material for which he became so knowledgeable and well known.

In May 1976, Ritch became member number 34 of the *BNAPS Canadian Military Mails Study Group* (CMMMSG). He was soon a stalwart and it became

Keywords & phrases: Ritch Toop, military postal history

¹[MN, ii–iii]

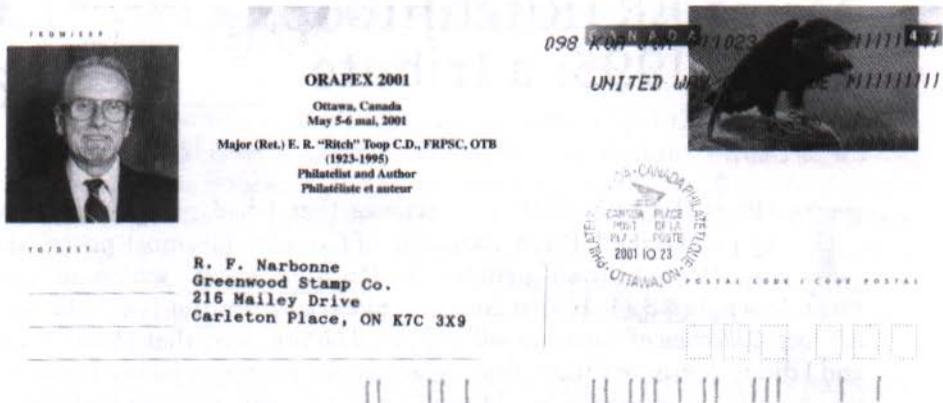


Figure 1. ORAPEX 2001 stationery (2001)

Beginning in 1991, ORAPEX has overprinted the current #8 & 10 postal stationery envelopes in order to recognize local philatelists. Ritch was so honoured in 2001.

his particular favourite of the many groups to which he belonged. He contributed regularly to the newsletter and to the production of the superb anthology that commemorated completion of its hundredth edition in 1990. As he did with many organizations, in various capacities, Ritch served the CMMSG for several terms as Secretary and Chairman.

In 1978, Ritch's interest in Canadian military postal history greatly increased with the acquisition of the collection formed by his friend WJ (Bill) Bailey [*unfortunately passed away 2 May 2003*]. Ritch immediately began even more serious study of what was now his main collecting passion. He eventually built an extremely fine collection, particularly in his several areas of special interest on which he wrote numerous definitive articles, prepared award-winning exhibits, and conducted seminars (Figure 2).

Some of the things that impressed people about Ritch's collecting habits were that he was not an accumulator but was satisfied with one example of a specific item in the best condition he could find or afford. Once [it was] acquired he would research and write up a piece in draft, put it in its proper place for easy retrieval for reference and later preparation of an exhibit quality page and often, that informative article. Ritch always knew what he had and where to locate it, a benefit of his being well organized. When a better example of an item was acquired, Ritch would dispose of the version of lesser quality (when possible, through trade with a friend), giving others a chance to add it to their collection.



Figure 2. Ritch at ORAPEX (May 1988)

Dick Malott, Ritch, Maureen, and Doug Lingard, prior to the ORAPEX banquet, at which Ritch was guest speaker. He gave a slide-illustrated talk on an aspect of Canada's Hong Kong "C" force (the two prisoner/mail exchange voyages of the Swedish ship *Gripsholm*), one of many he prepared and conducted. *Courtesy of the late Ron Kitchens, well known for taking such photos at philatelic events.*

When Ritch did gather items of a similar nature, it was to conduct a study of different printings, varieties, uses, etc, as he did to form his airgraph and air letter collection. The culmination of his work on these will form an important chapter *Air Mails of Canada and Newfoundland* [A, p 380–391, section 15]. After completing the aforementioned, his expertise was requested a second time and he prepared the book's invaluable listing of the complex air mail postage rates [A, p 411–416]. These were two of the last major projects Ritch took on and completed.

Despite his declining health and great work load, including trying to finalize volume four of the handbook series, he agreed on short notice to do the air mail project. Ritch was the first to complete his assignment and well before schedule. This was all typical of the dedication and commitment of Ritch Toop. His efforts were recognized; his chapters in this long awaited air mail handbook were dedicated to his memory.

As the foregoing also illustrates, Ritch was always generous with giving help to others. He was forever answering requests for information that he received almost daily by telephone, through the mail and while attending philatelic functions.

During a session, sometime in 1975, Ritch and I were studying Harry Guertin's *Wartime Mails and Stamps—Canada 1939–1946*. I remember him

observing the long overdue need for a comprehensive handbook on Canada's military postal history. A publication or series Ritch envisaged, that would bring together the findings of pioneers such as de Volpi, Morgan, Sharpe, Richardson and Webb. In addition, it would include the data in the newly established and flourishing CMMSG newsletter, particularly its surveys that were gleaned much from respondents input. He also intended obtaining the postal information buried in National Defence and Post Office Department records and published elsewhere.

At the time, Ed Richardson was editing a manuscript that Lt-Col Rolland Webb had written. The Webb family had donated Webb's collection to the National Postal Museum soon after its establishment in early 1972. The Webb legacy was made in good faith with the understanding that the Museum would publish the manuscript as part of its handbook series. By the 1980s it became apparent that the Webb book might not be published. Therefore, Ritch decided to commence his own manuscript. With the assistance of Bill Bailey, it became two editions of the detailed checklist of *Canadian Military Post Offices* and three award winning handbooks, considered by Canadian and foreign military postal historians as indispensable references. Ritch's last volume was finalized by Bill and published in two volumes, realizing what Ritch had seen a need for over two decades before.

In Memoriam²

Our good friend and fellow member ER (Ritch) Toop, OTB, FRPSC, passed away on October 13, 1995 after long, bravely-fought battles against several illnesses. He was indeed an inspiration to all who knew him. Ritch was born on August 28, 1923, and was raised on his family's farm north of Carleton Place, Ontario. Despite several relocations across North America, Ritch remained an Ottawa Valley lad. He always enjoyed travelling "up country" to visit family and the places where he grew up.

As it did those of so many people, the outbreak of war in 1939 altered the direction of Ritch's life. In January 1941, he volunteered and joined the RCAF. He served with distinction, retiring in 1972, having proudly risen through the ranks from aircraftsman to Major (Squadron Leader).

Ritch's retirement was most opportune for Canada's Post Office Department. It acquired him as a manager in the expanding Philatelic Services Branch, where he worked from 1972 to 1978. He then became an indispensable asset to the National Postal Museum. Initially, Ritch was a Special Projects Officer. His military logistics background made him ideal to assist with coordinating the various aspects of the institution's expansion

²[M]

and relocation from its original site to what was to be a permanent home in downtown Ottawa [in 1979]. His vast experience and philatelic knowledge enabled him to make other invaluable contributions, and he was promoted to Philatelic Research Officer in 1980. His career was involuntarily terminated in 1985 when Canada Post virtually destroyed the Postal Museum he helped create.

Ritch continued his service to philately when he and Maureen, his wonderful wife, joined forces and together (Maureen had been doing the job since 1983) administered the office of the RPSC from their home until 1987. Among many improvements, the Toops brought the Royal's operation into the computer age. Ritch had considerable talents; one was being extremely computer-literate. He made tremendous use of the *beastie*, as he named his always-up-to-date equipment.

Ritch wrote numerous articles on a wide variety of subjects, co-authored five authoritative handbooks concerning Canada's military postal history, and always had work in progress. This included a sixth military handbook, intended to be the last word on the subject. [*It was completed and published in two volumes in 1997—crm*].

While he was a stalwart of all the philatelic societies, Ritch had a special interest in the BNAPS Military Study Group, of which he was a founding member. He was an editor, advisor, and regular contributor to its Newsletter.

Ritch held positions, too numerous to list, with local and national philatelic organizations. This included long-term service to the PHSC as a Director since 1987, and on the Journal's Editorial Committee since 1990.

It will be of interest to readers that Ritch was especially proud of the impressive family genealogy he compiled and published with his nephew Darren Toop. Their ongoing work on the project will eventually require another volume.

Maureen and Ritch were popular, regular, and helpful participants at exhibitions and conventions. They will be sadly missed, as will Ritch's continuous flow of interesting, well-researched and well-presented exhibits. He published and exhibited simply for the fun of it and to get "the right gen" out to as many people as possible. Unlike some philatelists, Ritch never cared about the level of gong his exhibit was awarded. Nevertheless, his collections and publications consistently received high praise and medals at local, national, and international events. As Ritch intended, his Prisoner-of-War collection [was] shown at CAPEX '96. Officials of Ottawa's RA Stamp Club also requested that the exhibit be in the Court of Honour at ORAPEX '96, in recognition of Ritch's long-time association with the club, where I first met him in 1970.

Ritch Toop was a true and genuine friend to many. I am most grateful that I was fortunate to have had him as both a friend and colleague. There is much that will be missed about his presence. I will never forget his wide, almost mischievous grin and firm hand-shake each time we met. I will miss his friendship, understanding, and the opportunity to “knock heads” in discussing common interests.

Ritch had an endless array of appropriate, quaint, often unique sayings to describe things. I have used some of them in quotations in my tribute to a man who certainly added much “lustre to the cluster” of everything he did. May Ritch rest in well-deserved peace and his memory live on, like the work he did for the benefit of posterity.

Overview of [MN]

[My summary of the then-recently published two volume Toop military postal history collection was submitted to BNATopics, but was never published—crm]

 *The Major ER Toop collection of military postal history ([MN]), edited by CR McGuire & RF Narbonne, BNAPS, two volumes.*

Volume one has 469 pages from Ritch's collections, up to the end of the second World War. A quantity of 100 were printed, selling for \$26.95 each. Volume two has 234 pages from the post-second World War collections, and only 50 copies were printed, to sell for \$22.45. *[Both volumes were sold out, and subsequently reprinted in 2000.]*

Many of the pages are from Ritch's several award winning exhibits and were the basis for his numerous articles and five publications, three of which are the bibles of Canadian military postal history. A number of items in Ritch's collections are unique, such as the 1886 BRIGADE CAMP MIL. DIST. NO. 4 circle date stamp (Figure 3), the 1900 Canadian Contingent—en route—South Africa oval on an unused envelope as distributed to troops on board ship travelling to the Boer War, and the 1908 QUEBEC (PARC SAVARD) QUE. circle date stamp, to specify a few.

While not Canadian-related, one of the highlights of Volume two is a correspondence Ritch discovered with its writer, a British soldier who later became Canadian. The envelopes are from the man to his mother while he was a POW during the Korean War. Ritch did extensive research on this group and put together an impressive story with this material—rare from any of the allied troops held by the enemy, because so little was permitted or saved. Not all the pages are philatelic; some utilize illustrations, picture post cards, documents, maps, and other collateral material relating to the subject concerned. Nevertheless, all are interesting, informative, and indicative of Ritch's collecting and presentation methods.

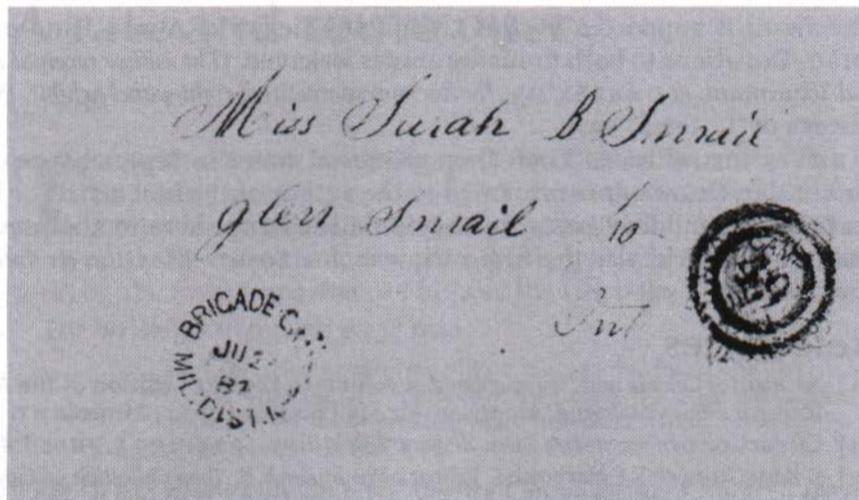


Figure 3. Brigade Camp Military District #4, (25 June 1886)

Ritch's *pride & joy*. Only known cover with this marking. Proofed 19 June 1886, this is the first military cancellation used in Canada. There are four strikes (two are very weak and do not show on the illustration), one tying the 3¢ small queen; also tying it is a two-ring numeral 49 (Prescott). ex-Narbonne

Several of Ritch's extensive studies are included, for example, his second World War POW mails and airgraph/airletter collections, with charts and descriptive texts.

These volumes are meant to be a tribute to Ritch and his many contributions to Canada's military postal history in particular, and philately in general. Equally important, they preserve his collections for posterity and make them available to interested collectors to enjoy and study. I hope and encourage other collectors to record their work and treasures in the same way, prior to disposing of them.

I commend BNAPS' officers for their initiative with this project, which I am confident will be successful.

Ritch Toop Memorial Awards

Initiated by Maureen Toop, both the Postal History Society of Canada (PHSC) and BNAPS offer awards to remember Ritch Toop. The PHSC presents its Ritch Toop memorial award twice annually, at two national-level philatelic exhibitions, ORAPEX (Ottawa) and the Edmonton National Exhibition. It is awarded to the best military postal history exhibit at the show (provided it receives at least a silver), regardless of the country of origin. Originally a plaque was awarded, but this has been replaced by a certificate and a cheque.

The award is supported by the Ritch Toop Memorial Award Fund of the PHSC. Donations to both funds are always welcome. [*The author received a special Toop award, at ORAPEX '03, for his non-competitive eight-panel exhibit, Postal history of "C" force.—ed*]

BNAPS instituted its Ritch Toop memorial award in September 2001 at BNAPEX in Ottawa. It is presented to the author of the best article or book on Canadian military postal history published anywhere in the previous year. Dean Mario was the first recipient, for 2000. [*Ron also received this award in 2003—ed*]

References

- [A] *Air mails of Canada and Newfoundland*, a volume in the sixth edition of the American Air Mail Catalogue, American Air Mail Society (1997) Mineola NY.
- [M] CR McGuire *In memoriam Ewen Richard (Ritch) Toop, 1923–1995*, PHSC J #84.
- [MN] CR McGuire & RF Narbonne, Editors *The Major E.R. Toop Collection of Canadian Military Postal History*, Volumes 1 & 2, BNAPS (1996). Reprinted 2000.

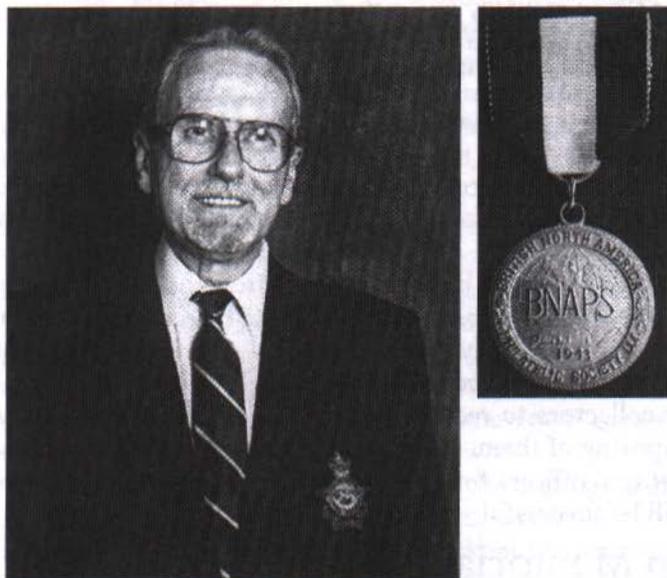


Figure 4.

Ritch wearing his favorite blazer (with RCAF crest); on right, is Ritch's BNAPS Order of the Beaver medal. He was elected OTB at BNAPS '93 in Toronto. He had been elected Fellow of the Royal Philatelic Society of Canada in 1987.

Shown in this article are examples of the 29 photographs on seven pages in [MN], depicting Ritch and events in his philatelic and professional life.

A rate and route query

Len Belle

THIS cross-border cover (Figure 1) from Belleville to New York is illustrated in [HAL, p 35, Figure 65]. It is now in my collection. It is a money letter posted 20 May 1850 at Belleville. The only other postmark on the cover is the almost illegible large circle Sackets Harbor (New York) on the front (reported use in [ASC] is 1841-53).

The write-up in [op cit, p 33] reads

The [US] exchange office for Kingston was moved from Cape Vincent to Sackets Harbor when the lake was ice-free; the Canadian postage was calculated on the distance from the originating office to Sackets Harbor, based on the evidence of the cover in Figure 65.

[While [HAL] consistently spells the American town "Sackett's Harbor", the stampless cover catalog [ASC] equally consistently spells it with a single "t" and no apostrophe. I have changed all the spellings in the article to agree with the latter.—ed]

This was lot 448 in the Firby (re-)sale of October 2003. Part of the description follows:

... from Belleville May 20 1850 by boat through the Bay of Quinte and across Lake Ontario to Sackets Harbor, faint handstamp u[pper]/l[eft] (70 miles away and usually a summer time exchange office with Kingston). It was rated PAID 7d and collect 10¢ US. Note: had this gone to Kingston (only 50 miles), the Canadian postage would have been only 4½d. ...

I hesitate to argue with the experts, but think that this letter was routed through Kingston. I have never seen any reference to Belleville as an exchange office. I have three cross-border letters (not money letters) from Belleville, all rated 7d:

- (1) Posted at Belleville 7 November 1838, addressed to Ballston Spa, Saratoga County, New York. It has a Kingston transit mark (next day) and is rated 7d plus 18¾¢ all collect (the latter is the domestic US rate for under 150 miles). There are no US postal datestamps.
- (2) Posted at Belleville 21 August 1839, again addressed to Ballston Spa. It has a Kingston transit mark dated five days later. The only US datestamp is of Saratoga Springs, whither it was missent, dated 31 August. It is rated (all) paid 7d plus 18¾¢.
- (3) Posted at Belleville 20 January 1849 and marked **Too Late**. Addressed to Utica, New York. There is no Kingston transit mark, but it has a Cape Vincent marking dated 28 January (Cape Vincent was the winter exchange

Keywords & phrases: money letter, exchange office

office for Kingston). It was rated 7d plus 5¢ all collect (by this time, the US domestic rate had dropped to 5¢ under 300 miles).

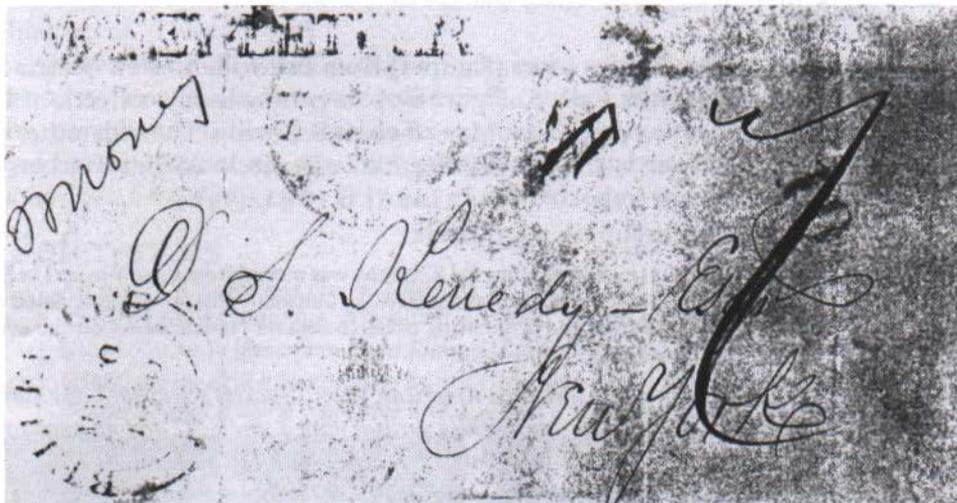


Figure 1. Cross-border money letter, Belleville–New York (1850)

Part of the Kennedy correspondence. Cross-border money letters are scarce.

There is a Belleville double broken circle, a manuscript *Money* (likely written by the sender), a large straightline MONEY-LETTER handstamp (likely applied at Belleville), and red PAID 7 (indicating prepayment of 7d, the Canadian domestic rate for a single letter 61–100 miles, in this case to the border).

In the US, the PAID handstamp was struck through and replaced by a handstamp 10—over the 7—for 10¢, US domestic rate over 300 miles, to be collected from the recipient, and the Sackets Harbor datestamp as described in the text. There are no Kingston markings.

Canadian domestic rates in effect during the period of all of these covers were 4½d for 60 miles or less, and 7d for 61–100 miles, both of these “per rate”. The table of distances and rates in [HAL, Appendix A] shows the distance Belleville–Kingston as 59 miles. Hence the distance to the border would have exceeded 60 miles. According to [RL, pp 105 & 125], the postage “to the lines” (that is, to the border) was based on the distance to the actual frontier. Hence the charge of 7d.

There is an anomaly in the table cited above. The distance Belleville–Kingston is given as 59 miles, but the rate shown is 7d. Was this a simple error?—Or did the post office think, it was so close to 60 miles that they could make a bit more money and no one would notice? Perhaps I am being too cynical! In any event, a 4½d rate *was* used from Belleville to Kingston.

I have single rate letters Belleville–Kingston dated 23 September 1841

and 7 April 1843, both rated $4\frac{1}{2}d$. I also have money letters as follows: triple rate ($1/1\frac{1}{2}d = 3 \times 4\frac{1}{2}d$) of 13 August 1842, quadruple rate ($1/6d = 4 \times 4\frac{1}{2}d$) of 26 July 1842, and tridectuple rate (!) ($4/10\frac{1}{2}d = 13 \times 4\frac{1}{2}d$) of 19 April 1843.

Did the postmaster use his initiative, or did he query the incorrect rate with headquarters?

The circumstances under which there is a difference in rates to the exchange office and the actual border must be quite unusual. In the majority of cases, the two distances would fall in the same mileage range.

Is my interpretation of the route and rate correct, or am I barking up the wrong tree? Can anyone confirm (or refute) my opinions?

References

- [HAL] Horace W Harrison, George B Arfken, & Harry W Lussey *Canada's registration mail 1802–1909*, edited by Gray Scrimgeour, Collector's Club of Chicago, Chicago (2002).
- [ASC] *American stampless cover catalog*, Vol 1, fourth edition, David G Phillips Pub, Florida (1985).
- [RL] Robson Lowe *The Encyclopædia of British Empire postage stamps*, Vol v, Robson Lowe Pub, London (1973).

Help! Help! Help! Help! ...

The situation is still desperate, and the Editor needs:

articles!

letters to the editor (e-mails are OK!)

fillers!

literature for review!

more articles!

still more articles! ...

A continuing feature The late Hans Reiche compiled a number of interesting short philatelic stories. These will be used to fill the white space on the last page of articles. They will be marked **HR**. Unfortunately, we cannot verify these anecdotes—they are presented here for entertainment only!

Origin of the standard perforation gauge

RA Johnson

THE philatelic literature has seen a steady trickle of articles debating whether metric or Imperial measure was used in perforating stamps. From this, the question arose which of the standard or Kiusalas perforation gauges was more appropriate. Most recently the assertion has been made that the early British stamps and therefore those of North America spanned exactly two centimetres along one side, that is, from perf to perf, and from that it followed that the metric gauge had been anticipated all along by British and North American manufacturers. We examine the 1867 publication which illustrated (apparently for the first time) a version of the standard gauge using two centimetre length, and gave the reasoning behind the choice of that length. It is clear from this that the aforementioned assertion is incorrect.

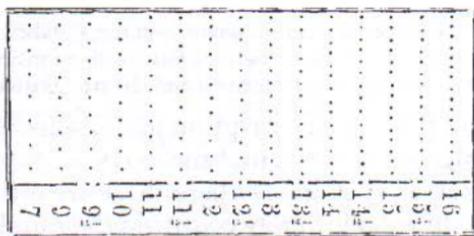
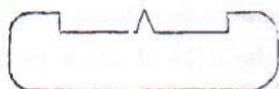
The article *Dentels et non dentels* was written (in French) by Dr J A Legrand under the pseudonym Dr Magnus, and appeared in a series of six instalments in *Le Timbre Poste*, October 1866–April 1867. In it, the author introduced what has evolved into the standard gauge now used for specifying stamp perforations. The first of the articles explains the significance of accurate determination of *les dentelures*, and criticizes English authors for denigrating the importance of this aspect of philately. He also summarizes early attempts at perforating by Henry Archer and others, categorizes the two major types of separation techniques, that is, perforating and rouletting, analyzes the deficiencies in methods for identifying the fineness of separations, and finally, introduces his proposed scale and its use.

His second article discusses *percés* (rouletted stamps) in detail; the four remaining articles identify the types and sizes of perforations and roulettings found at the time. The following extracts and discussions focus on the development of a fixed scale for identifying the fineness of the separation method. As noted above, this took a form much like today's standard gauge, but its construction and use described in the article are very different.

A few notes are needed to clarify the translation of several terms.

- 1 He uses the terms *piqués* and *percés* to distinguish between separation methods in which paper is removed and where paper is only slitted without removal. The former is translated "perforated", the latter "rouletted".

Keywords & phrases: perforation, rouletting, gauge



Figures 1 & 2. Legrand's device

- 2 Having identified the two different types of separation methods, he introduces generic terms to include both in the one discussion, namely *dentels* and *dentelures*. As these seem to have no direct equivalents in modern philatelic use, I have occasionally translated the first as “toothed” and generally used the second (which describes the results of applying either method of separation) in its original form rather than the literal “jagged outlier”, worse still, “toothiness”. (Another possibility, “serration”, seems too ambiguous as it could mean either the process or the result.) The term *dentels* describes the result of either perforating or rouletting; either produces an irregular edge to the single stamp, because the paper bridges have been torn and leave irregular protrusions (teeth), between what were the perforated holes or the rouletted slits. (See *trou* in note 3 below.) To quote directly from the article,

As to the word *dentel*, we propose to keep it as a generic term, including the perforated stamps and the rouletted stamps, and an expression which does not prejudice the mode of separation will have the advantage of providing us with a general term. That is the reason for our having chosen the title . . .

- 3 He uses the word *trou* to describe what falls between two dents or teeth. If the stamp were perforated, this would be a hole, but if rouletted it would be a cut line between the teeth left by that process, that is, a gap. Since the second describes both possibilities, *trou* has usually been translated here as “gap”.

Summary of first section The first part of the paper makes much of English authors who criticize the French focus on perforations, quoting at length the critical comments, but noting, with pleasure that at least one English author supported their use. Then Dr Legrand makes the following point.

. . . not all teeth are spaced the same; not all holes are the same size; and up to the present, we are satisfied to describe it [*la dentelure*] by the vague terms of large, medium and small teeth; but we recognized the need to provide more precision, and that is what we wanted to achieve by indicating the number of teeth that the stamp carries on its height and on its width. This is another way to determine the method of separation, however it is not accurate enough. Research shows that two stamps could have the same number of teeth and not

come from the same machine, the difference being sometimes only one or two teeth in a length of four or five centimetres; however, that is enough to conclude that the teeth and the troughs on juxtaposed stamps do not correspond.

There follows a description and discussion of the uses of the \times notation for designating horizontal and vertical counts of the number of teeth or gaps on the sides of stamps (where these are different), and lengthy illustrations which show how simply counting the number of teeth (or gaps on the sides of stamps) can lead to error. He then concludes with

The Important Proposal

So, the number of teeth on two sides does not give exactly the *dentalure*. It is important to note whether the indentation is more or less close [tight]. In order to do this, we have thought that stating the number of teeth or gaps in a uniform length would better determine whether the *dentalure* is more or less dense, and it would also provide us with points of comparison

We take the usual height of stamps, which is around two centimetres, and by adopting this length, we will indicate by a single numeral the number of teeth or rather of the gaps contained in this interval. According to this, we place 0 at the level of a tooth and we count the number of gaps included between the 0 and 2 (centimetre marks). [Apparently Dr Legrand anticipated that the gauge would be used with vertical rather than horizontal lines, as is the case with most current devices, although the original illustration in the article shows it vertical. It is reproduced here, with horizontal orientation, as Figure 2.]

We prefer to count the gaps, because they are produced directly by the machine. However, it does not matter, because by placing the 0 in the middle of a gap [*concavité*], we will have to count the teeth and the number will be the same. We count on the side of the stamp which exceeds two centimetres, in order to have distinct beginning and end points. By this, we avoid all sources of error. Now here are the results that we obtain in the two preceding examples . . .

This is followed by a set of examples in which the proposed method is reported to determine accurately whether stamps are differently or similarly perforated. The range found by examining stamps worldwide is 9–16 (omitting the 7 of the French *Susse* perforations).

This manner of counting will have the advantage of not overloading the memory and the books with a lot of boring and repetitive numbers. Two or three numbers at most will be sufficient in each country to make the *dentalure* precise as it will be easy to notice in the rest of this article.

Since the diameter of the gaps and the size of the teeth are not always the same, perforated stamps of the same numeric description do not have to match exactly. It is enough that the place of the teeth and the gaps correspond. If expressing this difference in size is of interest to a collector [enthusiast?], he could mention it separately.

Refinement. Several objections have been made to this proposal. The difference in the number of teeth on two similar sides of the same stamp or on two stamps from the same sheet is not important for us, as we prefer to count on the

sides of length exceeding two centimetres. Sometimes there are *dentelures* which differ so little that there is only a single tooth of difference on the whole length. Then there will be fractions on a more restricted length. This objection is valid, but it is the same as saying that it is necessary to accept halves and quarters, or that it would necessary to take the standard length to four or eight centimetres. We prefer to accept fractions; we needed only halves, as neglecting the rest is of very little importance; the following will demonstrate this. [Apparently the reference is to the remainder of the six parts of the article which includes a detailed analysis of perforations and “roulettings” country by country.]

Scales. Therefore to have an equal measurement, should we not always have a ruler? If our *contradicteurs* find it, like us, of some convenience, they need only take a little card and mark on one of its edges three points separated by one centimetre. In the place of the centre point, they will make a little pointed tooth which will indicate halfway. On each side of this tooth they will remove a two millimetre strip up to the spots where the end points are, forming in this way a length of two centimetres. Now they will have a handy instrument that fits easily in a wallet or a stamp compartment. [The device described here is reproduced in Figure 1.]

We prefer to make use of a graduated scale which, with height two centimetres, carries a series of parallel lines of points, each of these lines representing different modes [of indentation] from 7 to 16. At the bottom of each line, the number of gaps in a two centimetre length is indicated, thus simplifying research. If it please them, collectors [enthusiasts] will be able to call it by a name borrowed from the Greek, *odontomètre*, for example; we do not hold to that name, but we believe that this small scale will render them great service.

As the perforated stamps do not always have exactly the same number of gaps on different sides (witness the French stamps which measure 14 on the horizontal sides and only 13 on the vertical), as it can be easily verified on a sheet of stamps, we will indicate the number of gaps for the vertical side, because it is usually the longer. For stamps of length less than two centimetres, we could take the number of gaps in a length of one centimetre and multiply by two, but we do not know of any toothed stamps in this category.

Analysis Dr Legrand's most important contribution in this series of articles is the idea to develop and use a standard way of describing the fineness of different separation methods, as a method distinguishing otherwise similar stamps. From his lengthy introduction, it is clear that he knew that he was proposing a system that was not going to be universally welcomed, especially across the Channel. So his presentation is done carefully, demonstrating through a number of examples, how misleading the current methods—simply counting the number of *dentels* on the sides of the stamps—were.

Only then does he introduce his more accurate method based on the counting of dents or *trous* in a fixed distance. He adopts two centimetres as his fixed length because most stamps have at least one side of close to that length. *La hauteur ordinaire des timbres, variant peu autour de deux centimètres* It is surprising that he applies his proposed method only to the larger

side of each stamp even though he seems to recognize in his discussion of horizontal and vertical notations that there may be different *dentelures* on the two sides.

While there is no doubt that his suggested *chelle gradué* has evolved into the now common standard gauge, the construction of his scale and the use proposed of it in the article are very different from that currently in use. His convenient little device reproduced in Figure 1 is intended to facilitate the counting of gaps or teeth (the former is favoured by Dr Legrand) between the two ends of the range of the device. There is no mention of calibrating the two centimetre distance with a marked scale, nor any such in his illustration.

That he intended this type of use is further substantiated by the wording introducing the list of stamps that the collector could use to construct a scale of his own—he constructed his scale by using the stamps in the list, ... *nous donnerons la liste des timbres qui nous ont servi à l'établir* ... ("... we will list the stamps we used to establish it.") There is no mention of using linear metric scales in order to position the dots uniformly within in the two centimetres.

Furthermore, a careful examination of the arrangement of dots in his scale suggests that it was by actually placing the stamps on the scale and marking the positions of the *trous* that he constructed it. The dots are rather irregularly placed but sufficiently accurate to allow a matching with the *trous*. The method suggested makes sense when one realizes that there were no methods available for the reader to take a copy from the illustration at the appropriate size. Copies with accurate scales had to await the commercialization of the device.

On the other hand, there are 15 stamps required for the reader to construct his own scale. At the time, this might have been a reasonably priced activity; now, it would run to considerable cost as all are early and generally rare issues. Ironically, at least two of the identified model stamps are currently described as having irregular perforations!

Conclusion While two centimetres was a convenient size to use as a standard length, it was not introduced in order to provide a metric measurement of perforation or rouletting distances between holes or slits. What is also striking is the fact that it took two decades after Henry Archer's first successful demonstration of a perforating machine, and thirteen years after the first official issuance of perforated stamps, for there to emerge a scale that could be used universally for accurately reporting perforations. It seems quite clear from the slow development of the process and its late recognition that perforating was an afterthought and not accepted for many years as an integral property of the stamp.

Postal history of Trail (BC)

Pete Jacobi

THIS is a sequel to the article in the previous issue of *Topics*, (Vol 497) "Postal history of Rossland" (pp 23–41), which dealt with Rossland and Cominco.

Trail Creek Landing, as it was originally known, owes its existence to the enterprising Eugene Sayre Topping, the mining recorder from Nelson, who, after selling his *Le Roi* claims to Spokane interests, saw a business opportunity catering to travelers bound for the budding mining camp of Rossland. He formed a partnership with fellow American Frank Hanna, and moved from Nelson to the mouth of Trail Creek on the Columbia River.



Figure 1. Early photograph of Trail Creek Landing (1895)

It shows Topping and Hannas Trail House and a sternwheeler of the Columbia and Kootenay Steam Navigation Company at the dock. The mouth of Trail Creek is to the left of the boat.

At the time, this area was virgin bush country where no white man had tread. The partners built a two storey log cabin known as *Trail House*, offering meals and accommodation to the passengers disembarking from the Columbia River steamers landing at the beach right in front of their building. In 1894, the original building was carried away by flood waters and replaced with a more substantial structure. The first post office was opened in Trail House on 1 July 1891 for the community known as Trail Creek.

Keywords & phrases: Trail



Figure 2. Provincial Archives photo of Trail Creek (ca 1899)

We can see the beginning of Bay Street (bottom left), a sternwheeler is at the docking point, and a collection of tents is still visible at the far end of the photo.



Figure 3. Trail Creek split ring (8 January 1897)

One week after the official closing of the post office. Single rate 3¢ domestic postage paid by three 1¢ small queens.

In 1892, the partnership pre-empted 343 acres of the flat land around them and had a townsite surveyed. Lots sold slowly until 1895 when interest in the Rossland mining camp began to grow and Fritz Augustus Heinze purchased one third of the lots and the level bench above the townsite, for

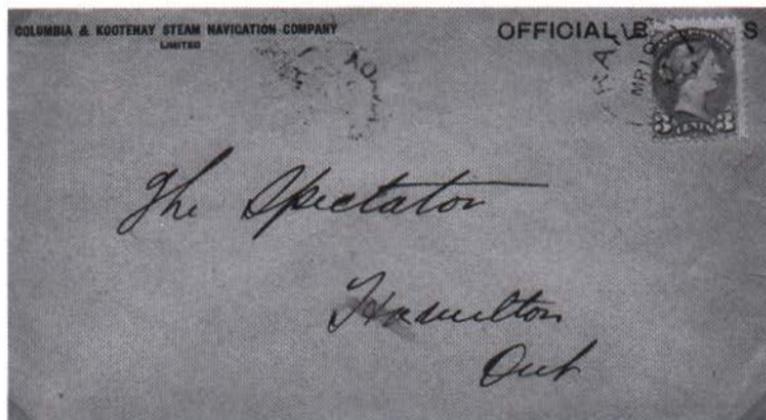


Figure 4. Early Trail split ring (10 March 1897)
Stationery of the Columbia & Kootenay Steam Navigation Company.



Figure 5. Pass of the C & K SN Company (1893)
Made out to Walter Shanley CE and signed by JW Troup, Manager.

the purpose of building a copper smelter. The viability of the community was thus assured and growth of the new town was rapid. On 1 January 1897, the post office was moved to more spacious quarters in a new building at the corner of Bay & Helena Streets and its name shortened to Trail.

Columbia & Kootenay Steam Navigation Co

In 1888, three transportation pioneers of the West joined forces to the Columbia & Kootenay Steam Navigation Company. They were Capt J Irving

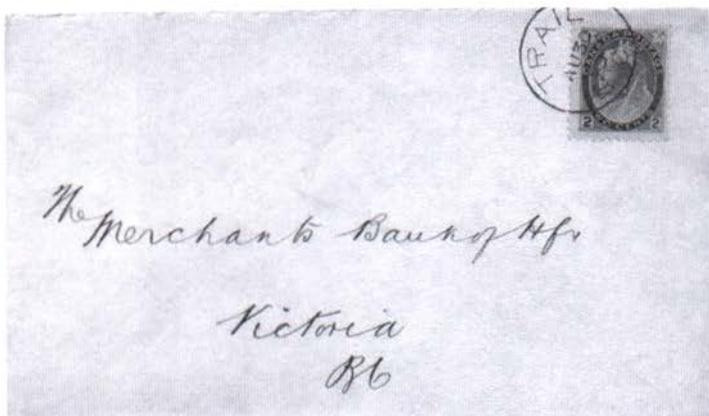


Figure 6. Early Trail full circle (30 August 1899)
Diameter 24 mm, distance between dots in B.C. is 8 mm.

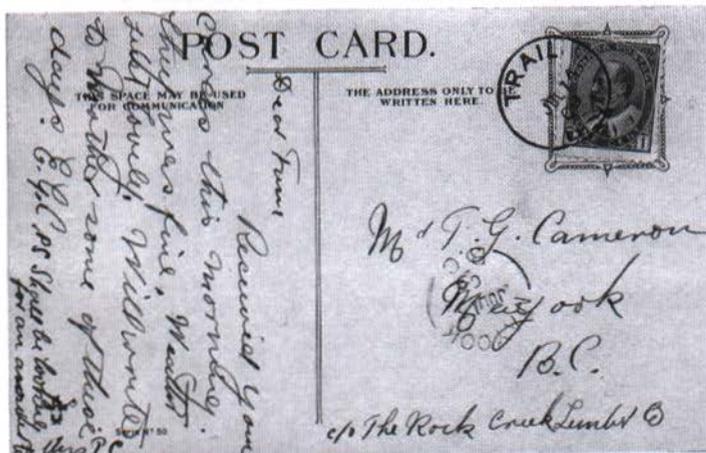


Figure 7. Full circle (1909)
Diameter 22 mm.

of lower Fraser Valley fame, J A Mara from Kamloops, and F S Barnard, son of the founder of Barnard's Express Company. The company built and operated a fleet of sternwheelers on the Columbia River Arrow Lakes system and hired Captain James Troup, a prominent steamboat captain from Oregon as their first manager. The company's offices were located at Trail.

Trail cancellations

The first device was a split-ring cancel (Figure 4) followed by numerous full circle cancellors with large letters and then series of five different duplexes.

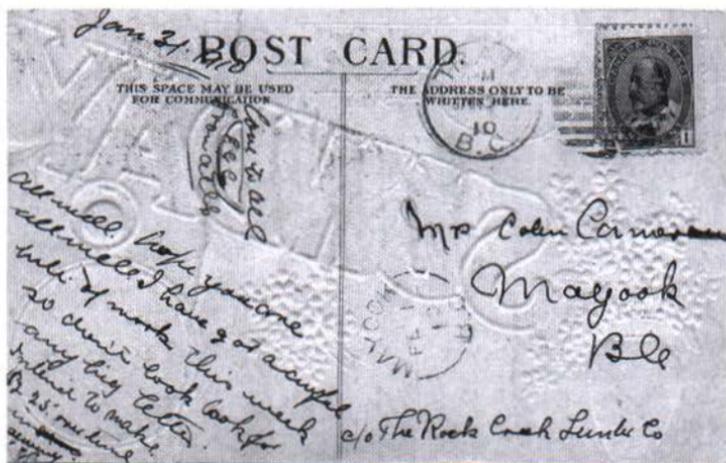


Figure 8. Trail duplex DBC-378 (31 January 1910)

This is the earliest recorded strike.

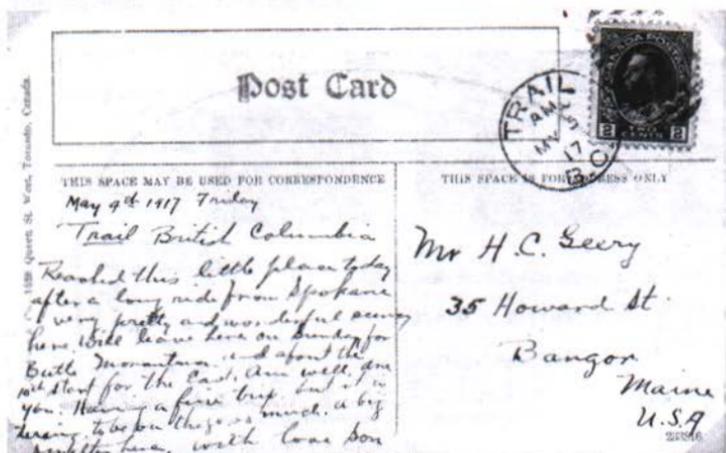


Figure 9. Trail duplex DBC-379 (1917)

Killer 28.5 × 17 mm.

A number of these will be illustrated here followed by some of the more unusual cancels found on Trail correspondence.

Trail duplexes run from over DBC-378-382 (Figures 8-10). We also see a MOOD (Figure 11), and registration devices (Figures 11-13) and various circles (Figures 6, 7, & 16)

Trail Nude Machine Cancels These were applied to printed matter (per four ounces) and my guess is that the post office did not wish to be held account-



Figure 10. Trail duplex DBC-382 (1923)
Killer 26 × 14 mm.



Figure 11. MOOD and registration box (1935)
Postage made up of 10¢ registration fee and 3¢ surface domestic or US rate.

able for prompt delivery for such relatively unimportant mail to reach the addressee in time, thus leaving out the dating hub.

Commercial covers

I have been collecting covers from Trail and Rossland for the same length of time and with the same intensity. However, the ratio of Rossland to Trail



Figure 12. Registration Branch Trail (1937)

Postage made up of 10¢ registration fee and 6¢ single rate airmail to the UK.



Figure 13. Small circle and registration box (1965)

The straightline REGISTERED is probably a company marking. Postage of 35¢ registration fee (minimum indemnity) and 5¢ domestic rate.

covers in my collection over the period 1895 to ca 1910 is 20:1. Where are the equivalent Trail covers from banks, stock brokers and hotels from that era? Aside from a few commercial covers relating to CM & S, the Meakin Hotel is the only one that falls into that time period. The next time period starts roughly at the beginning of WW II. The author would appreciate informed commentary on this.

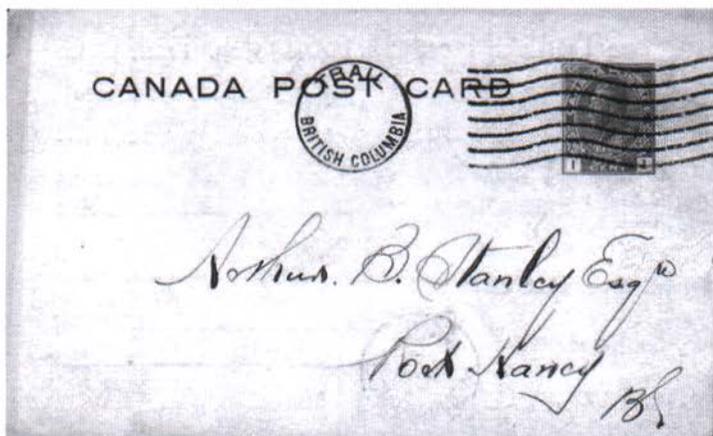


Figure 14. Stationery post card with nude dater (1930)

Sent by the Trail and Rossland 1500 Club, Trail requesting the remittance of \$1, owing to the death of another member. This was obviously to either help with funeral expenses or to provide a small stipend to the family.

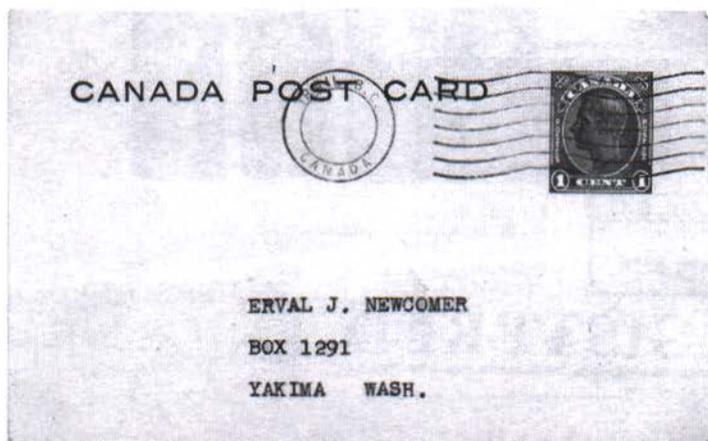


Figure 15. Stationery post card with nude dater (ca 1943)

Not dated on the back. It was sent by Monty Brothers in Trail, as Campaign Manager, to a member with the request, "We solicit the support of your club to vote for Herb Clark of the Trail Rotary Club for Governor (Rotary District No 103)." The guide to postal rates shows The 1¢ printed matter rate came into effect on 1 April 1943, so this is mailed after that date.

The Meakin Hotel (Figure 16) had three storeys and 40 rooms, with elegant furnishings, fine bar and a restaurant. Built by Mrs Mary Ann Meakin in 1896, it had several owners and was demolished in the mid-1950s.

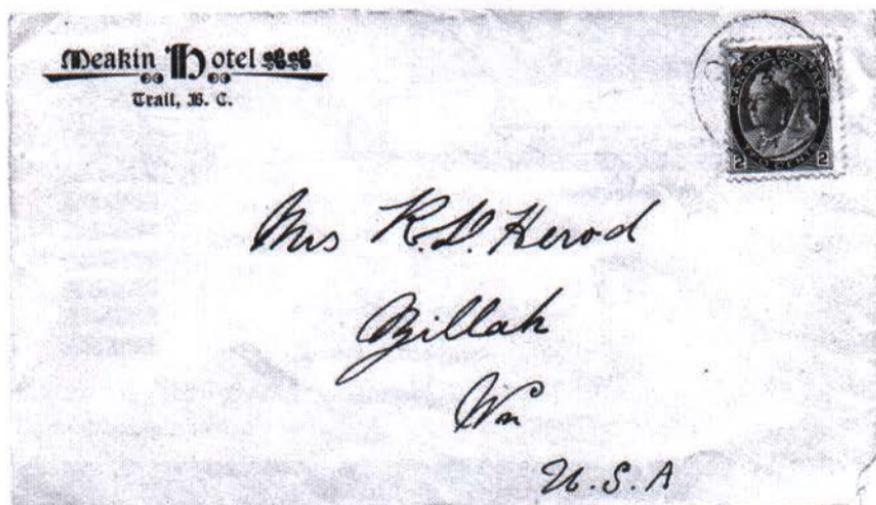


Figure 16. Meakin Hotel corner cover (1899)
Circle cancel.

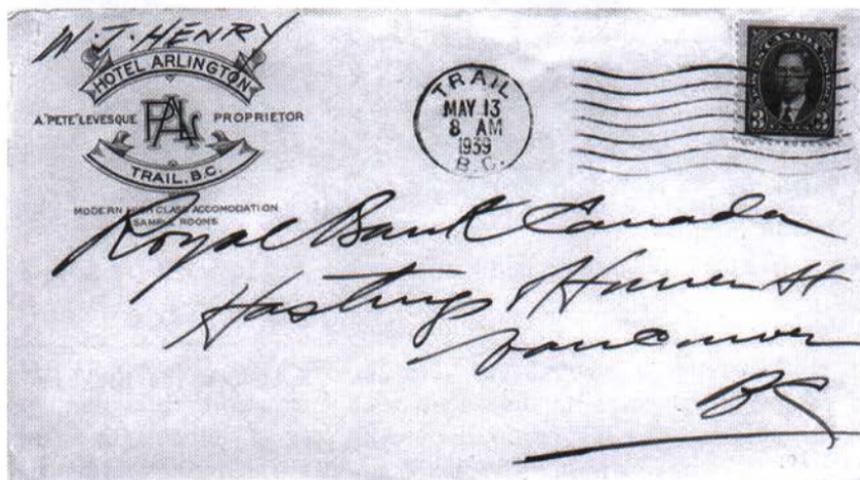


Figure 17. Arlington Hotel (1939)

Built by RT Daniel of Spokane in 1896. Originally a four storey structure with 45 rooms, its furnishings and interior appointments were reputedly the best available and it was known as *The finest Hotel in the West*. It has undergone considerable changes since that time but both the Arlington and the Crown Point Hotels (below) still exist.

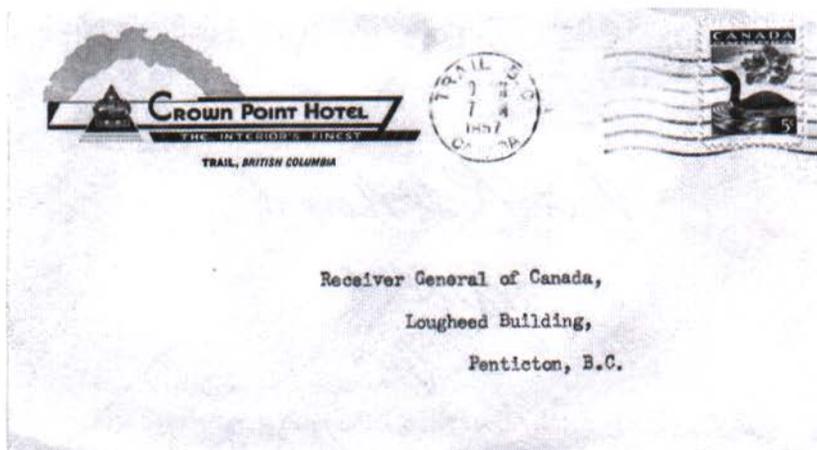


Figure 18. Crown Point Hotel (1957)

Built in summer 1895 by SF Petersen. It was a three storey building with 40 rooms, well appointed inside and served often as the centre of Trail's social life. The original Crown Point was demolished and rebuilt on the same site with the same name in 1929.

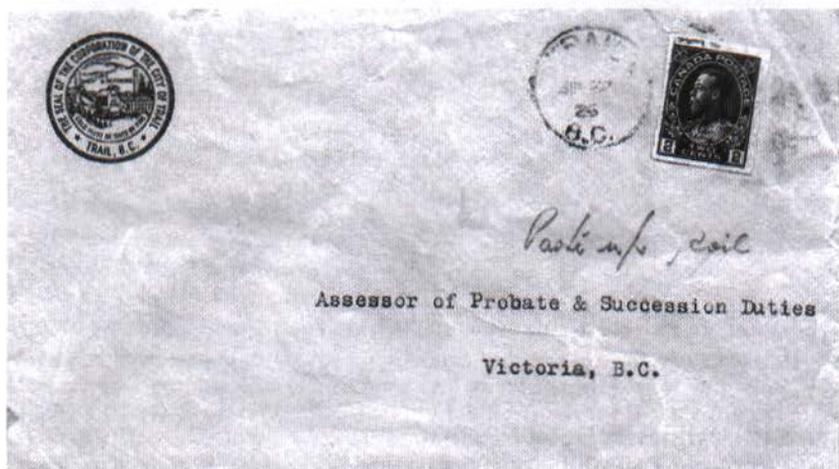


Figure 19. Seal of the city (27 July 1926)

Franked with 2¢ paste-up coil paying the first class domestic surface letter rate. (The 1¢ war tax had been removed at the beginning of July.) The inscription reads *Smelting & Refining Gold must be tried by fire.*

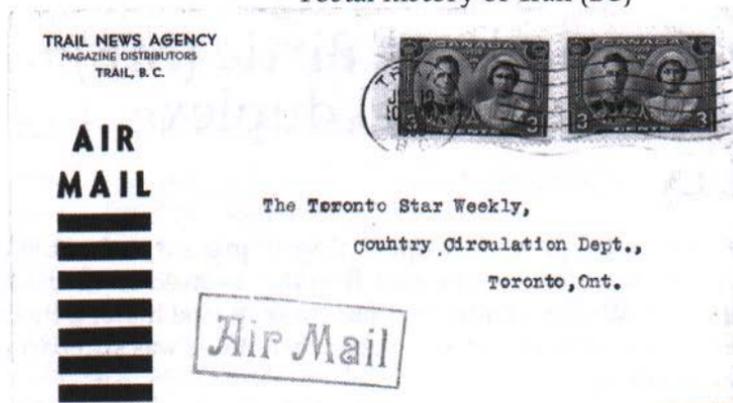


Figure 20. Trail machine cancel (10 June 1939)

Domestic single airmail rate (6¢).

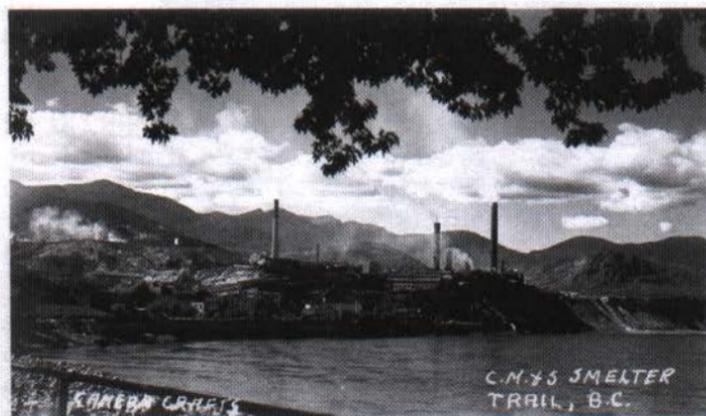


Figure 21. View of CM & S metallurgical complex (mid-1950s)

From across the Columbia River.

HR *Another major find* My surgeon told me that a patient of his, a divorced woman, had a huge, very valuable stamp collection from her husband. She just bought a new house and needed money. So, I went to see this collection. It had more than 110 albums filled with stamps from all the world. I began looking these over one by one, but soon became worried and asked her if she could remember from whom her husband had purchased all these stamps. She told me that every month, he went to Woolworth's to buy some packets full of stamps. She obviously believed there was a fortune in stamps here. I asked her to sit down and told her that if she sold the collection, she may realize enough money to buy another door for her new house. She almost fainted. (*Hans Reiche*)

Early postmarks of Birtle (MB); a possible unofficial duplex

Robert Lane

BIRTLE, Manitoba (post office open 1879 to present) is located north and west of Brandon, on the CPR line that evolved from the Manitoba & North Western Railway. It has a long postal history, by Prairie standards, beginning with a hammer issued when Birtle was still part of the North West Territories.

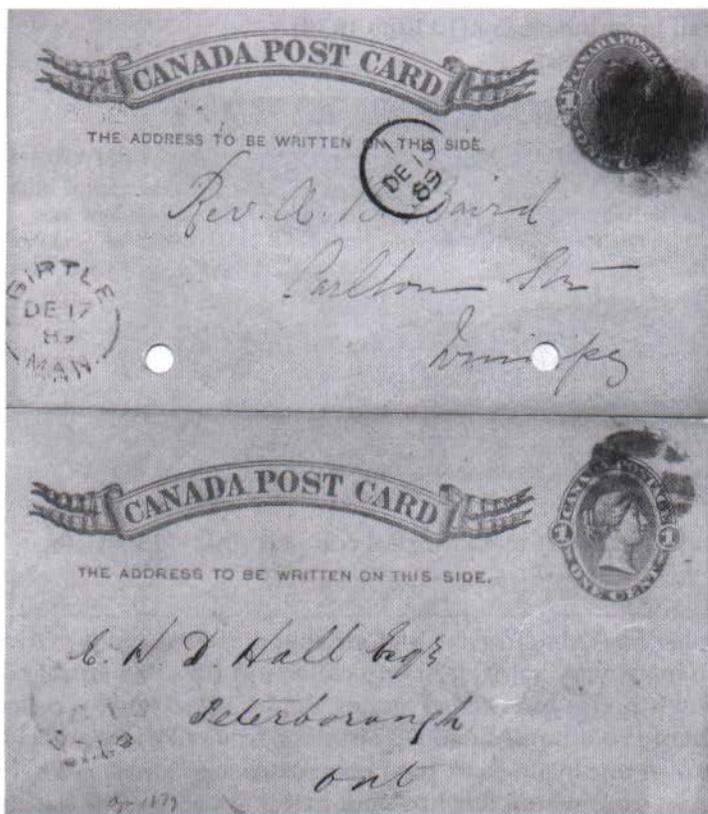


Figure 1. Birtle MAN. split ring (1889 & ?)
With carrier mark (Winnipeg?).

Keywords & phrases: Birtle, unofficial duplex

The early hammers, with dates of those shown in proof books, include:

Early Birtle hammers

Name	proofed	type	desig	diam (mm)	use	comments
SR-1	OC 8 79	split ring	N.W.T.	23	79-81	
SR-2		split ring	MAN.	21?	89-18(?)	
SC	NO 30 93	squared circle	MAN.		93-02	
DMB-?		unofficial duplex	MAN.		99-00	discussed here
CDS-1		full circle	MAN			discussed here
DMB-23	AP 25 13	duplex (circle)	MAN.		13-37	oval 11-bar killer
SR-3	AU 19 15	split ring	MAN			
CDS-2	MY 12 17	full circle	MAN.		08-13	

Blank in the "proofed" column means not in proof book. "Range of use" is based on proof date, and examples in catalogues and collections, but need not represent continuous use during that period. Collectors are invited to help fill the gaps.

Birtle NWT, became part of Manitoba in 1881. I have no date parameters for the first MAN. (at base) split-ring hammer (SR-2) as this is not in the proof book; an example is shown in Figure 1. This hammer is smaller than the N.W.T. hammer (SR-1), so could not have been modified from it, as was the case for the Brandon transition from N.W.T. to MAN. The killer is blurred but another example (also in Figure 1) shows a grid type.

Examples illustrating a possible unofficial duplex (DUN-?) for Birtle are shown in Figure 2. Two from my collection are dated 1900. A transparency of one nicely fits the other, except for a small rotation of the dater. The dater is the SR-2 shown in Figure 1. Ed Harris kindly provided a scan of the 1899 example from his collection. This suggests (if these are examples of an unofficial duplex) that both dater and killer could be rotated. More examples are needed to boost confidence in that claim.

There is also a circular date stamp (CDS-1) that was apparently used prior to the one in the proof book (CDS-2, MY 12 17). I have one dated NO 21 11 (Figure 3), just before the recognized duplex (DMB-23) was issued—the latter is recorded in the duplex catalogue.

The marking CDS-1 also requires confirmation, as the year date is a bit obscure (the vertical arm of the 7 in the proof book 17 is leaning, while the 1 in my 11 is vertical). Also, the CDS-1 does not exactly conform to a transparency of CDS-2. The Edward VII stamp fits the 1911 date. Why would a CDS would be followed by another split-ring (SR-3)?

The record is quite open between the period of use of the squared circle and the use of duplex DMB-23. This is from late 1902 to early 1913, during

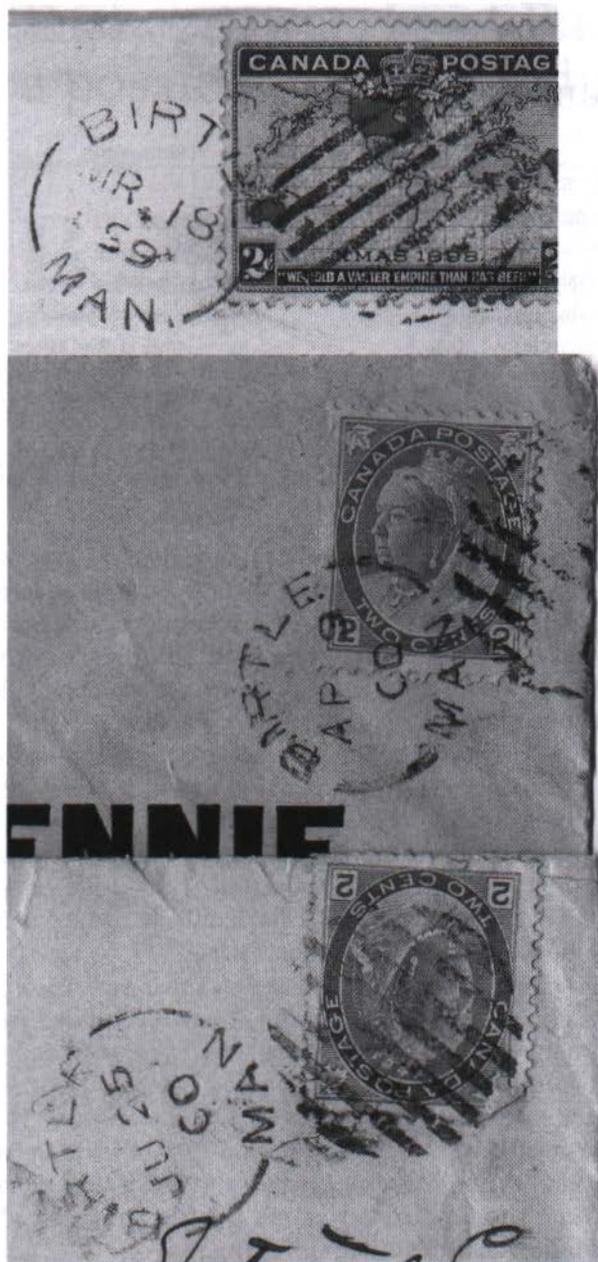


Figure 2. Possible unofficial duplexes (1899–1900)



Figure 3. Birtle CDS-1 (year?)

which no new hammers are shown in the proof books. Could CDS-1 have filled the void?

Anyone with Birtle post marks from this period is invited to help me fill in this interesting prairie postal history. Advice from Ed Harris, Gray Scrimgeour and Stéphane Cloutier is gratefully acknowledged.

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A 1949 Egyptian-censored Canadian cover

Doug Lingard

WHEN I first unearthed the 1949 cover shown in Figure 1—mailed from a Toronto address to a Toronto address—I thought that it was being sent to a member of the crew of an Imperial Oil Great Lakes tanker. As a boy in Cobourg, I had seen these small Great Lakes tankers come and discharge their cargoes at the local fuel storage tanks. It seemed that the sender had probably franked the cover with 4¢ rather than the 3¢ local delivery fee in order that the letter could be forwarded without additional charges to whichever lake port the ss *Imperial Charlottetown* was situated.

All very well, but how did the letter's contents end up being censored by Egyptian authorities—especially since there is no indication that the cover was redirected to the Middle East. There were hostilities in the region at the time—hence the censorship—but it is highly unlikely that Egypt had a censor office in Toronto!



Figure 1. Toronto to Toronto, censored in Egypt (30 October 1949)

At right is a portion of the reverse showing the other side of the censor tape, as well as a censor handstamp. Also on reverse (not shown) is the return address, Merton Street, Toronto. The 4¢ postage paid the domestic Canadian rate. Addressed to someone on board a ship.

Keywords & phrases: censor, tanker

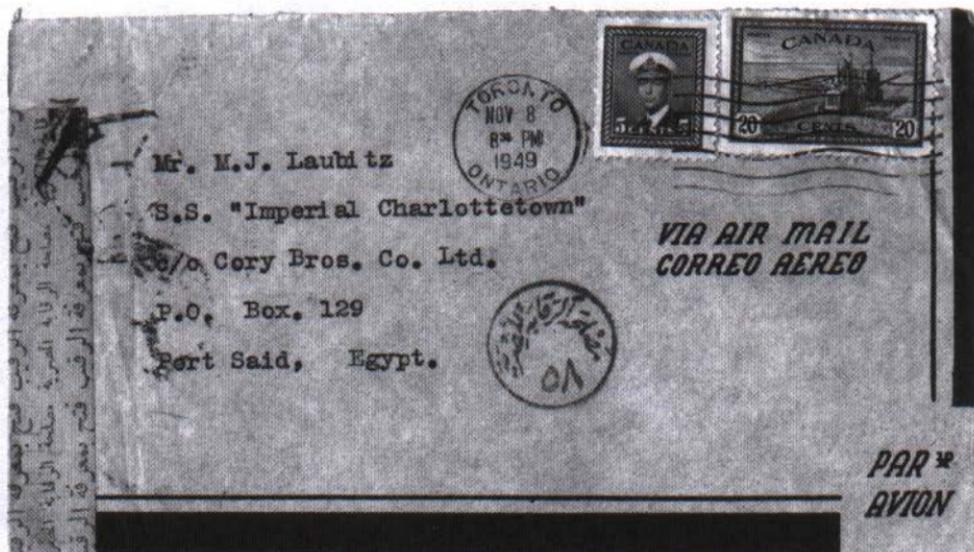


Figure 2. Toronto to Port Said (8 November 1949)

With Egyptian censor tape and handstamps. Cover was sent to the ship care of Cory Brothers. Postage of 25¢ pays the single rate (quarter ounce) air mail rate to Africa.

After puzzling over the use of Egyptian censor tape on a cover with no indication that it had ever left Canada, I purchased it. One seldom finds foreign civilian censor tapes on Canadian covers, except during the periods of WW I & II. I was certain that there was an interesting story behind this cover, and I hoped to discover what it was.

As I continued through the dealer's cover box looking through his peace issue covers, the reason for the Egyptian censorship suddenly appeared. There was an airmail cover posted nine days later (Figures 2 & 2a) addressed to the same individual on board the same ship, the ss *Imperial Charlottetown*. It was also censored; however, this cover was addressed to the ship care of Cory Brothers Co, Port Said, Egypt. This was a British shipping agent that provided services for ships and crews at many large ports. Rather than being a small Great Lakes tanker as I had surmised, the *Imperial Charlottetown* was actually a large ocean-going tanker, and was in the Middle East picking up a cargo of oil.

The answer to the puzzle would seem to be that Imperial Oil Shipping collected covers for the crew members of the ship at their Toronto address, and then forwarded them in a larger airmail packet to their shipping agent in Port Said. The Egyptian authorities would have opened the larger packet, likely duly marked with an incoming Cairo datestamp (as was the case for the



Figure 2a. Reverse of cover in Figure 2

With Cairo machine cancel transit mark dated 16 November 1949 and the Cory Brothers receiving mark dated two days later. This was sent by Mrs Laubitz, who was not the sender of the first letter.

letter sent directly to Cory Brothers), and then inspected individual letters in the packet.

This accounts for the Egyptian censor tape but no redirection markings on the first cover. Mrs Laubitz likely knew that Port Said would be a port-of-call for the ship, and sent her letter directly to Cory Brothers, getting the full treatment by Egyptian postal authorities, and in the process, helping me solve the mystery of Egyptian-censored Canadian covers.

[This article first appeared in issue number one of the King George VI post & mail, newsletter of the BNAPS King George VI study group.]

HR Twelve penny blacks Alfred Lichtenstein, invited to the Ottawa Philatelic Society, brought with him sixteen 12d black stamps. We invited him for supper at the Chateau Laurier Hotel before the meeting, and asked him to take the collection with him. "No that was not necessary" he said, leaving these valuable stamps in the room. Leaving for supper, he forgot to lock the door to his room. After supper, we returned to pick up the collection for the meeting, and found the door was unlocked. Well, we thought that was it. The maid who had come to prepare the room for the night must have moved the collection from one table to another, and was just leaving the room when we returned. She obviously was not aware of the value. We found it on the other table. What a relief! Today these stamps would be worth about \$400,000. (*Hans Reiche*)

Canadian usage of FPO Hammers 95–99 in 1940

CD Sayles

IT has been recognized for many years that there was Canadian usage of the British forces post office (FPO) hammers #95–99. It therefore seems curious that Canadian usage of these hammers is not recognized at all in the Bailey & Toop catalogue, and only one number is so recognized by Proud. To satisfy my curiosity, I decided to study these covers to try to establish whether FPOs 95–99 should in fact be listed as being held by Canadian FPOs.

Earlier reports that I am aware of include Guertin, who illustrates three Canadian Army covers using these hammers in his seminal *The Wartime Mails and Stamps of Canada*. In 1981, a similar cover was illustrated in the Canadian Military Mail Study Group Newsletter, and the Toop collection illustrates an additional two, in all cases used by Canadian troops. Figure 1 shows a typical example from my collection.

First, some background. The first Canadian Division had started arriving at Aldershot in December of 1939. By May 1940, the entire Division, as well as specialist units destined for the yet-to-be formed Canadian Corps, were present. On 10 May, the German attack in the West began, and within three weeks had defeated the Allied armies in France. Before this, on 23 May, it was proposed to send First Infantry Division (1 CID) to France to assist the British Expeditionary Force (BEF), then withdrawing towards the Channel coast, and warning orders were issued to the first Brigade. Parts of the other brigades moved to Dover to embark for France, but the plan was cancelled and they returned to Aldershot.

It was thought desirable and possible to salvage something from the debacle by retaining a foothold on the continent in Brittany. Around 8 June 1940, the Canadians received orders to move to France via Brest to be part of the force holding Brittany. Many units of the first Brigade actually landed in France, and penetrated almost to Le Mans. Meanwhile, the remainder of the Division had moved advance parties to southern English ports, and the main body was ready to depart Aldershot on instant notice. Fortunately, the Brittany venture was recognized as hopeless, and called off on 14 June. Almost all of the Canadian troops were back in Aldershot by the 19th. It is easy to imagine that between frantic preparations to get the units on a war

Keywords & phrases: Force post office (FPO)

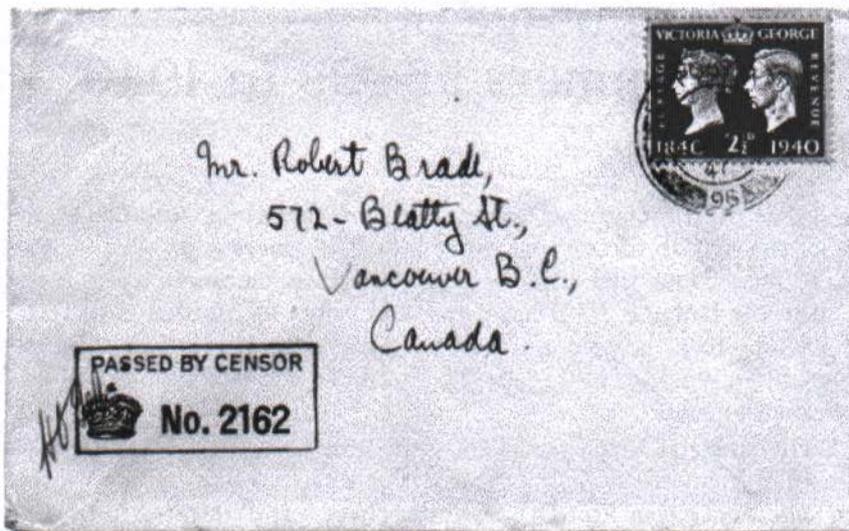


Figure 1. A typical cover from FPO 96

These covers are always seen censored with a Daynes type A102 stamp, and always with full postage (no postal concession for Canadian servicemen was in place at this time).

footing, and actual unit movements, mail services were not a priority, and indeed I have not seen letters postmarked 12–19 June, nor have I seen any covers directly related to the earlier movement to Dover.

Covers from this period bearing the FPO 95–99 dater marking are scarce. With the help of several other World War II collectors, I was able to locate only 31 examples. All are dated in the time period 2 June 1940–7 July 1940, and where identification is possible, all are from Canadian troops of the 1 CID and its auxiliaries. No example of non-Canadian use has been seen. Entries in the 1 CID Postal Unit War Diary explain the scarcity. On 27 May 1940, the diary records that “the NCOs i/c of the three Brigade FPOs were issued with their FPO stores and initial supply of postal orders and stamps.” I make the assumption that FPO hammers were part of the “stores”, and that these hammers were in the FPO 95–99 range.

I also believe that one of these hammers was issued for use at Divisional HQ at the same time or shortly after. On 8 July 1940, the War Diary records that the Canadian FPOs started using a new series of datestamps, and that the others were to be returned to the Home Depot, Bournemouth. These new hammers were the FPO 310–314 series. No reason is given for the change, and it is difficult to imagine why it was necessary.

It therefore appears that FPO 95–99 hammers were in Canadian use for six weeks, and given the alarms and excursions experienced by the Canadian troops over the period, it is not surprising that examples are scarce. All of the covers that I have seen are censored by unit (rather than base) using a Daynes type A102 censor stamp. I don't know when this unit censorship started, but would speculate that it was 27 or 28 May, as discussed below. The War Diary tells us that unit censorship was ended as of 12 July 1940.

It is interesting to consider why these FPO hammers were issued at this particular time. Until 27 May, 1 CID used local civil post offices, and in fact had a detachment working in the Aldershot civil post office. When the Brigades went in turn to the Salisbury Plain for training in April and May, the troops used the Salisbury civil post office.

On 27 May 1940, orders were issued to form the division into several mobile groups for the defense of England and two days later, they began moving to the Northampton area to implement that role. With that order, 1 CID passed from being a static unit based in barracks and engaged in training, that is, not "in the field", into a mobile active service field unit which was entitled to and needed the services of Field Post Offices. It is tempting to think that this change in status also initiated unit censoring of the outgoing mail.

Owing to the small number of samples, it is difficult to identify the daters and censor stamps used by specific units. The War Diary entry for 21 June 1940 gives us a head start: "NCO i/c FPO C.1 [HQ First Infantry Brigade] reported the loss of all stores and equipment of FPO C.1." This was almost certainly at Brest in France, where the withdrawal order produced a panic that led to the unnecessary abandonment of virtually all wheeled transport with contents.

We also have the 28 June 1940 entry in the diary, which places FPO C.1 at Aldershot, and indicates that it is not operating, due to the loss of all equipment in France. I thought that it would be possible to identify the hammer used at FPO C.1 by simply looking for a hammer whose usage ends in mid-June. This has not been seen, but a gap in the use of FPO 95 from 11 June 1940 to 2 July 1940 is suggestive, and three weeks does not seem an unreasonable length of time to replace a postal hammer.

There is some evidence (four identified covers) that FPO C.2 (HQ Second Infantry Brigade) was using the FPO 96 hammer. The War Diary for 27 June 1940 tells us that nine ORs, together with supplies for one FPO (designated FPO TC.1) moved to Eynsham Hall, where they were co-located with Corps troops Supply Column. Based on the dates seen, this FPO could have been using the FPO 98 hammer, but this is close to pure speculation. One identi-

fied cover links FPO 99 with the 1 CID HQ. More examples will be required before we will be able to identify the units with certainty. The censor hammer usage will be dealt with in a future article, hopefully after more of these covers become available for study.

As stated above, Bailey & Toop do not list any Canadian usage of these FPO hammers. Proud does not list FPO 95 as a British hammer, which indicates that this hammer was not reused after its return to the Home Depot after 8 July 1940. Proud does list FPO 96 as "Canadian APS" in 1940, and this seems correct. FPOs 97 & 98 are listed as used by 11th Armoured Division beginning June 41 and March 42. This does not conflict with what we have learned, but is incomplete in not noting the earlier Canadian usage.

FPO 99 is shown as used in France from 13 April 1940, and with the (British) 11th Armoured Division beginning 10 June 1940. This latter unit/date is in definite conflict with my observations: I have seen nine examples of Canadian usage of this hammer 5 June–5 July 1940. I therefore do not think 11th Armoured Division usage could begin until after the hammer was returned to REHome Depot, that is, sometime after 8 July 1940.

Post Offices of the 1 CID, May–July 1940

Unit	Cdn FPO#	Opened	Hammer to 27/5	27/5–8/7 (1)	after 8/7
1 CIB	C.1	27May	Civil POs	95	310
2 CIB	C.2	27May	Civil POs	96	311
3 CIB	C.3	27May	Civil POs	97	(2) 312
Div Supply Point	TC.1	27 June	Civil POs	98	(2) 313
HQ 1 CID	DC.1		Civil POs	99	(2) 314

- (1) The hammer numbers line up: 95 with 310, 96 with 311, and so on. It might be coincidence, but it might also be an indication that the attributions here are correct.
 (2) Guess.

From the evidence above, I conclude that in the period 28 May–8 July 1940, these five Canadian FPOs were being operated by the Canadian Postal Corps, using the FPO 95–99 hammers, and serving the units of the First Canadian Division. There is no doubt in my mind that the FPO 95–99 series of hammers belong in any list of Canadian FPOs.

I would like to acknowledge the very considerable assistance that I have received from Mr Kim Dodwell, who has been unstinting in his encouragement of this study, and who has freely shared his considerable knowledge. Thanks Kim.

References

- [1] H E Guertin *Wartime mails & stamps of Canada*, Private printing, Toronto, no date.
- [2] C R McGuire & R F Narbonne, Editors *The Major E.R. Toop Collection of Canadian Military Postal History*, BNAPS (1996).
- [3] Col C P Stacey *Six Years of War*, Queen's Printer, Ottawa (1957).
- [4] War Diary, First Canadian Division Postal Unit.
- [5] W J Bailey & E R Toop *Canadian Military Postal Markings*, Charles G Firby Pub, Waterford MI (1996).

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The “double deficiency” era is over

Mike Street*

FOR many years, with assistance from the mailroom staff, I collected envelopes from incoming mail at work to help a postage meter collector feed his habit. Occasionally an unusual postmark or similar interesting item would pop up as a reward. I was also able to watch development of the use of spray-on cancelling machines in Canada, and even discovered an instance of a spray-on being used only for a few days and then dropped, apparently for political reasons. (See *Comic book spray-on cancels hold surprise*, BNATopics Vol 53, #1, 1996.)



Figure 1. Postage due 91¢ markings (August 1995–December 1998)
Made up as 45¢ first weight domestic rate plus 46¢ administrative charge.

At some time in 1998, an unstamped cover with a T .91 CENTS postage due mark (Figure 1, left) appeared on my desk. The 0–30g first class domestic postage rate (hereinafter *the 0–30g rate*) at the time was 45¢. Since postage due charges were supposed to be double the deficiency and thus could not produce an odd number, I assumed the handwritten .91 was an error and put the envelope aside as a curiosity. Then a second envelope arrived with a T/.91 CENTS postage due charge (in red ink) indicated by type set in a rubber hand stamp (Figure 1, centre). Apparently someone in Canada Post Corporation caught the decimal error; another typeset example, T/91 CENTS with no decimal point, turned up still later (Figure 1, right).

* Author's note: The original version of this article appeared in *Maple Leaves*, the journal of the Canadian Philatelic Society of Great Britain, # 285, July 2002, p293. It has been updated to 2004 by additional information and figures, with the quality of the latter much improved over what was technically possible for me in 2002.

Keywords & phrases: postage due, double deficiency, administrative charge

The fact that 91 was twice set in type clearly indicated that the amount was not an error. A visit to the local (rural) post office and a look at the then-current Canada Postal Guide led to Section B, Chapter 6, Paying for a Mailing. The Outgoing mail section covered shortpaid or unpaid mail carrying a return address, but said nothing about processing such mail without a return address destined for a recipient in Canada. Nowhere in the guide could the Postmistress or I find what was to be done with such mail.

Then we noticed, at the very end of Section B, Chapter 6, the somewhat cryptic statement, "The administrative charge does not apply to incoming international mail." Seeing this, the Postmistress recalled something and advised me that the 91¢ charge on my envelopes was the total of the missing postage plus this "administrative charge". Deducting the 0-30g rate of 45¢ from the 91¢ told us that the administrative charge was 46¢, but we were unable find text specifying the meaning or application of the charge or confirming the amount.

Pressures of work and other activities forced me to put the matter aside. Sometime in 2000, another unstamped envelope arrived carrying (in bright red ink) an attractive but even-denominated T/0.92\$ postage due mark (Figure 2, left). In addition to the colour, this marking was also unusual because, apparently for the first time ever, a Canadian Postage Due marking included not only a \$ instead of ¢, but also the Canada Post wing symbol (see [4]). The rate at the time was 46¢, exactly half of the amount indicated. Were we back to double deficiency?



Figure 2. Due 92¢ and 94¢ markings

The 46¢ + 46¢ charge in effect January 1999–December 2000; the 47¢ + 47¢ fee in effect January 2001–January 2002.

In May 2001, one of my first (and still unfinished) post-retirement tasks was to deal with the many covers acquired and put away during the previous 25 years. After sorting out peace issue rate material, my prime area of inter-

est, I turned to envelopes received at work and not forwarded to my meter man. When the 91¢ postage due cover appeared, I resolved to find out what was going on and, if there had been a change from double deficiency, when the change had occurred.

The first step was to send myself an unstamped cover without a return address. It arrived with an old-style (i.e., dull) 94¢ handstamp (Figure 2, right) applied—and uncollected. The rate at the time was 47¢, also nicely half of the amount indicated as due. A visit to Canada Post's Internet site showed that the wording of Section B, Chapter 6 of the 2001 Postal Guide was very close to that used in 1998, but the sentence dealing with "administrative charge" was missing.

An electronic search of the guide for "administrative charge" turned up nothing, but a search for "deficient postage", a term also used in Section B, Chapter 6, led me to Section C, Chapter 7, Lettermail. There, in a table titled Pricing Information / Feature and Option Prices, was an entry for "Deficient Postage Fee", given as, "\$.47" plus the amount of deficient postage, effective January 1, 2001." The first question was answered! Adding 47¢ unpaid postage to the 47¢ Deficient Postage Fee yielded 94¢, as indicated on the cover returned to me. Obviously, the 92¢ charge in 2000 was made up as 46¢ + 46¢. The discovery confirmed the earlier surmise that during 1998, the Deficient Postage Fee was also 46¢; however, it did not explain why the fee then was not equal to the single domestic rate at the time (45¢), as had been the case in 2000 & 2001.

Additional sorting work led to an approximate date for the beginning of these changes. In one of the boxes I found Press Release 85 16 of 10 April 1985, from the Corporate Communications Department of Canada Post Corporation, advising the public as follows [1].

CHANGING TIMES CATCH UP TO "POSTAL" PRACTICE

Since 1875, Canadians have been charged double the postage owing on mail that they receive with insufficient postage. Now, 110 years later, Canada Post has proposed replacing this practice with one that would make the sender responsible for paying any postage due.

Times and modern living patterns are behind the change. Today, the trip to the post office is no longer a part of most Canadians' daily routine, and fewer and fewer people are home when the postman calls. The move into cities and apartments, and the growing number of women in the work force, are major factors in this trend.

The collection procedure was effective when it was introduced in the late 19th century, because it suited the times. Until 1875, postage could be paid either at the time of mailing or on receipt at a higher rate. When prepayment of postage (paying at the time of posting came) into effect, however, the "Double Taxing" penalty was introduced by Departmental Order Number 15. It ensured

that full postage could be collected, and that partially paid letters would not languish or be disposed of in the Dead Letter Office.

The new procedure was simple and convenient for the post office and postal customers alike because few Canadians received their mail any other way than at the post office.

As postal customers' mailing habits changed, however, the system was slowly modified to reflect the changes that were occurring in Canadian society.

In 1954, an honour system for payment of postage due was introduced in rural delivery areas.

By 1970, rising collection costs led the Post Office Department to expand the honour system to letter carrier areas.

With nearly 20% of Canadians living in apartments, three million Canadians changing addresses annually, and both husband and wife working in half of Canadian families, collection at the doorstep today has continued to be costly, and the alternative, a special trip to the post office, increasingly inconvenient to customers. A recent customer survey has shown that while many people intend to pay, they often do not get around to it because of the small amounts and inconvenience involved.

Today, Canada Post Corporation estimates losses from shortpayment at fifty million dollars per year. These losses become one of the costs of doing business which are reflected in the prices the Corporation must charge all its customers.

Under the proposed procedure, shortpaid mail would be returned to the sender. Instead of the addressee being billed for double the postage due, the sender would make up the missing postage and remail the item. There would be no additional charge. The Corporation would continue to forward shortpaid mail to the addressee in the event that the sender can not be identified. The addressee would have the option of refusing delivery, or paying the amount owing plus a 25 cent administrative charge.

The Corporation believes simplifying the procedures and shifting responsibility to the mailer will control losses, better reflect normal business practices, and be fairer to postal customers and consumers, who will no longer be penalized for postage errors made by others.

With the time frame pinpointed by the press release, a search of Canada Postal Guides at the National Archives and National Library of Canada was in order. The end of double deficiency and the introduction of the administrative charge plus single deficiency was confirmed as follows.

Canada Postal Guide, issue/supplement effective 24 June 1985; topic: General Conditions; Key Subject: Unpaid and Shortpaid Mail, Section 48.12—Delivery:

First, Third and Fourth Class Mail that is unpaid or shortpaid is:

Effective 31 August 1985

forwarded to destination; and double the deficiency is subject to collection on delivery

Effective 1 September 1985

returned to sender for application of the deficient postage

—with no return address:

forwarded to the addressee for collection of the single deficient postage; and rated up \$0.25 (administrative charge)

Further research in the Postal Guides over 1985–2004 produced the information in the table, which shows changes in the administrative charge (denoted “fee” in the third column) from first implementation to the present. Dates are given as day month year.

Administrative charges, 1985–2004

Start-up date	dom rate	fee
1 9 1985	34¢	25¢
1 4 1987	36¢	36¢
1 1 1988	37¢	37¢
1 1 1989	38¢	38¢
1 1 1990	39¢	39¢
1 1 1991	40¢	40¢
1 1 1992	42¢	42¢
1 1 1993	43¢	43¢
1 1 1994	43¢	44¢
1 10 1994	43¢	45¢
1 8 1995	45¢	46¢
1 1 1999	46¢	46¢ (1)
1 1 2001	47¢	47¢
14 1 2002	48¢	48¢
12 1 2004	49¢	49¢

See [2 & 3]. “Start-up date” is the date the particular administrative charge became effective. “dom fee” refers to the 0–30g domestic first class rate; “fee” means administrative charge.

- (1) “Administrative charge” changed to “Deficient Postage Fee” in 1998.

At the time of the implementation of the administrative charge in 1985, the 0–30g first class domestic postage rate was 34¢. As can be seen from the table, in April 1987, Canada Post raised the charge from 25¢ to 36¢, making it equivalent to the 0–30g rate (and thus creating the appearance of double deficiency for a 0–30g domestic letter mailed with no postage).

The practice of raising the amount of the charge to match the rate as it increased continued until 1994, when the charge was set at 1¢ above the 0–30g rate. This occurred at a time when the Canadian Government, facing public and business opposition to constant postal rate increases, refused to let Canada Post raise the rate from 43¢ to 44¢. Canada Post went along, of



Figure 3. 34¢ + 25¢ returned to sender, Montreal (March 1986)
 Showing portion of reverse (of warranty card) on right.

Courtesy of Danny Handelman

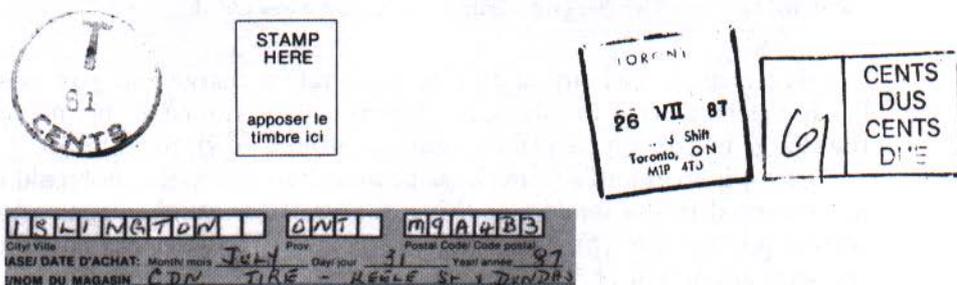


Figure 4. 36¢ + 25¢ misrated administrative charge (July 1987)
 Mailed from Islington and Montreal respectively. Correct administrative charge at this time was equal to the domestic letter rate, 36¢; it had changed 1 April. The left item (*courtesy of Danny Handelman*) has the rate typeset.

course, but added the penny to the administrative charge presumably as a way of getting some increased revenue. This 1¢ difference continued until 1999 when the 0–30g rate went to 46¢ but the charge was not altered.

Figures 3–12 illustrate various aspects of the “Administrative Charge/Deficient Postage Fee”, as well as cases where no or modest charges were made, and a short paid foreign destination cover (to which the charge did not apply).

Figure 3 shows a 59¢ postage due assessment, made up of the 25¢ administrative charge and the missing 34¢ postage. Figure 4 shows two examples

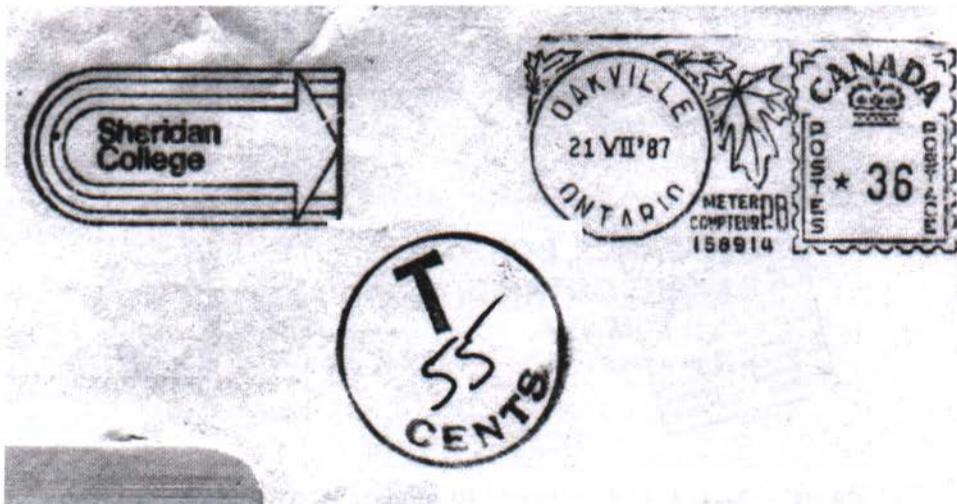


Figure 5. 19¢ + 36¢ second weight (July 1987)

Paid at single rate, but second weight (30–50g) applied, which required an additional 19¢, to which the 36¢ administrative charge was added.

of a 61¢ charge, made up of 25¢ administrative charge and 36¢ postage, but is a clerical error in July 1987. Obviously the notice of the increase in the charge to 36¢ on 1 April had not yet filtered down to all ranks!

Figure 5 is an example from the same month in 1987 of a shortpaid letter not returned to the sender. In this case, the letter weighed over 30g and correct postage was 55¢. The 36¢ charge and 19¢ deficiency added up to the same amount, 55¢.

Figures 6 & 7 show short payment by 1¢ (caused by rate changes a week or so earlier) resulting in a drastic charge. In these cases, double deficiency would have been much better! In contrast, Figure 8 shows an example which was also 1¢ shortpaid, but was marked 1¢ due, and the sender had a chance to apply an additional stamp to make up the difference.

Canada Post occasionally allowed a grace period after a rate change, as in Figure 9. Figure 10 is a weird example from Danny Handelman's collection. Figure 11 is a classic banana seal used as postage stamp, which was caught by Canada Post. Finally, Figure 12 illustrates that the administrative fee did not apply to international mail.

Collectors should watch for examples of non-double deficiency postage due markings especially those with odd-number values in the 1985–87 & 1994–99 periods.

Acknowledgments My thanks to Cimon Morin of the Canadian Postal Archives

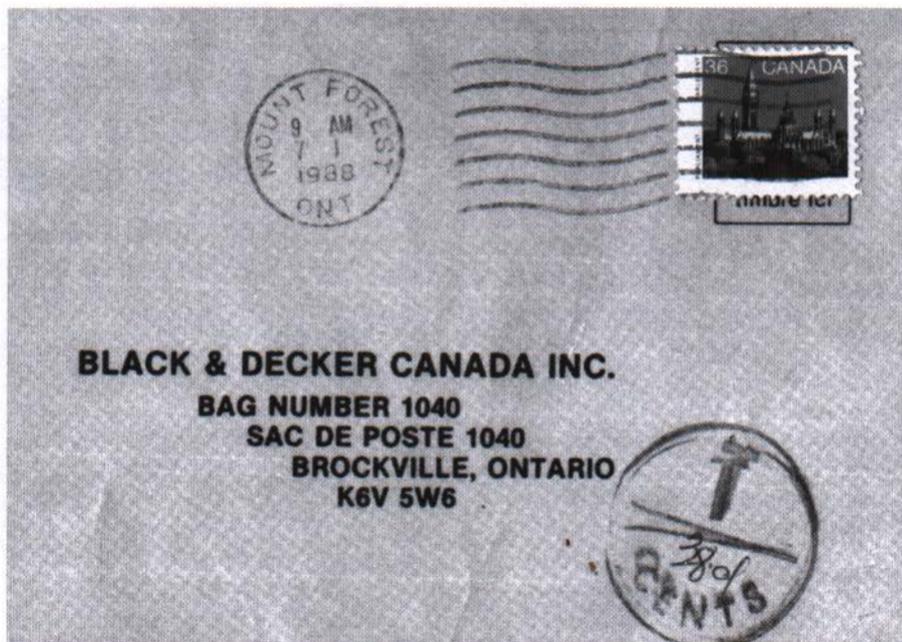


Figure 6. Draconian application of the rules $1\text{¢} + 37\text{¢}$ (7 January 1988)

The first class rate changed from 36¢ to 37¢ the week before this was mailed, so the warranty card was 1¢ short. Adding the administrative charge gives the total, 38¢ . Usually a grace period was allowed after a rate change, during which the covers paid at the earlier rate were allowed to go through at no extra charge (as in Figure 9 below). At double deficiency, this would have been charged 2¢ !

Courtesy of Danny Handelman

(see [5]); Anne Whitehurst and Dale Ward (now retired) of the National Archives of Canada, and Steve Johnson of the National Library of Canada, for their help in locating and accessing the Canada Postal Guides necessary for the completion of this article. Thanks also to Tom Hillman, formerly Archivist responsible for the records of the Post Office at the National Archives of Canada, for the reference to the origin of double deficiency [1]. And thanks to Danny Handelman for the numerous images he provided.

Notes & References

[1] New general postal regulations were introduced on 1 October 1875. Pre-payment of postage was mandated and unpaid letters were sent to the Dead Letter Office. Double deficiency postage was introduced whereby mail short paid would be charged double the deficient amount and to be paid by the

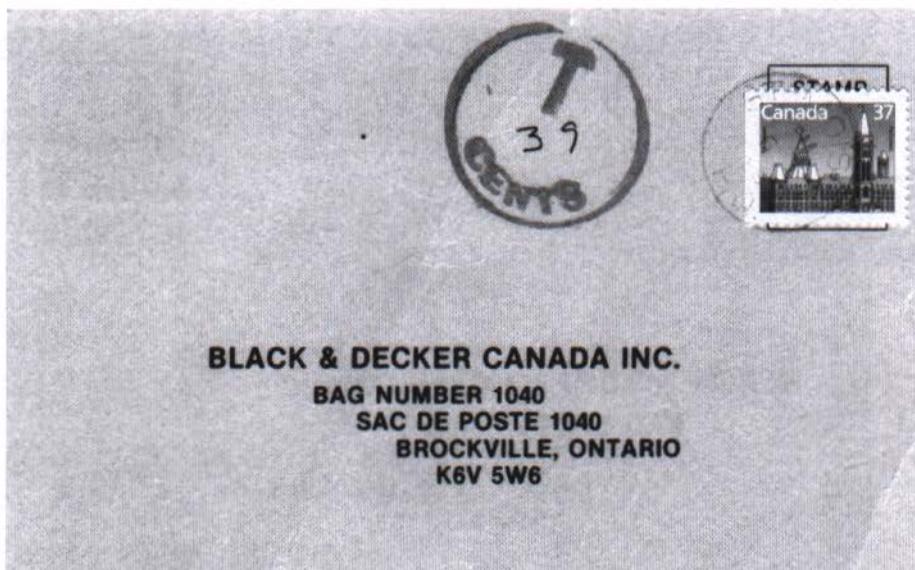


Figure 7. Another draconian charge 1¢ + 38¢ (8 January 1989)
 Similar to the example in Figure 6, the rate increased from 37¢ to 38¢ on 1 January 1989. The letter was 1¢ postage due, and charged the administrative fee of 38¢ in addition.

addressee. (National Archives of Canada, Philatelic Records, The Post Office Department Circulars Collection, Accession 1995-156 Department Order No 15, 1 September 1875; Canada Post Office Department, *Canada Official Postal Guide*, Ottawa, October 1875, p vi.

[2] As Canada Post has changed the format and numbering of the Canada Postal Guide at least four times between 1985 and 2004, obtaining the data in the table was not straightforward. Over the period 1985-1997, the amount of the administrative charge was found under "Unpaid and Short-paid Mail, Delivery". For 1985-88, this was in Section 48.12; for 1990-92, in Section 3.2; for 1993-95, in Section 8.2.2 and later in 1995, in Section 8.17; from 1996-97, in Section 8.16. For 1998-2003, the "Deficient Postage Fee" is found in Section C, Lettermail, Chapter 7, Pricing Information / Feature and Option Prices. In 2004, Section C, Lettermail, was moved to Chapter 8.

Theo-30g first class domestic postage rate was found under Lettermail. For 1985-88 this was in Section 10.21; for 1990-92 in Section 35.2; for 1993-95 in Section 4.2, later in 1995 through to 1997 in Section 3.2; for 1998-2003, in Section C, Lettermail, Chapter 7, Pricing Information / Feature and Option Prices.

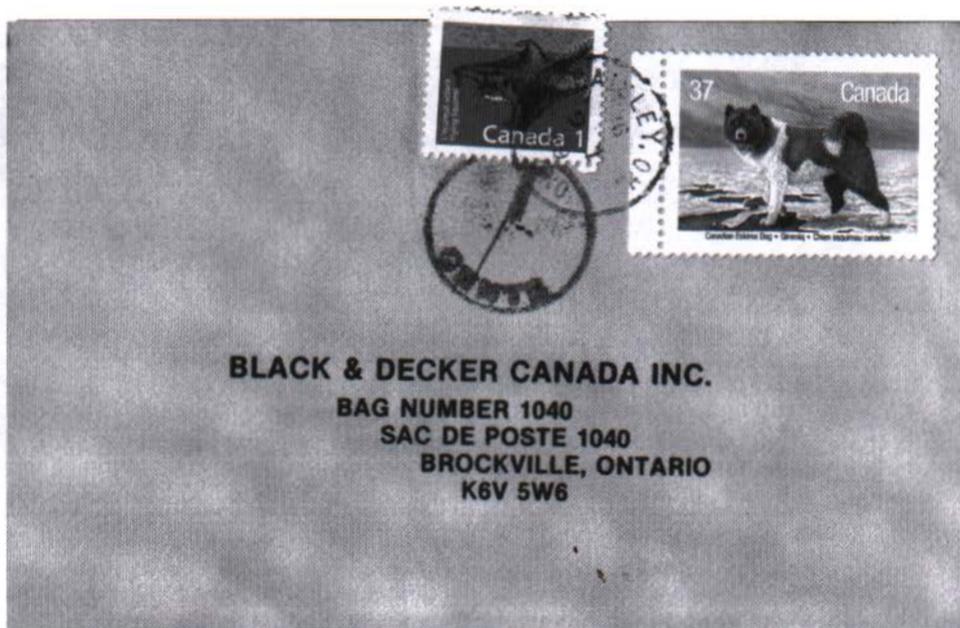


Figure 8. More reasonable 1¢ charge (9 January 1989)

This time, the 1¢ short paid resulted in only 1¢ postage due (no administrative charge), and the sender was given the opportunity to apply additional postage.

Courtesy of Danny Handelman

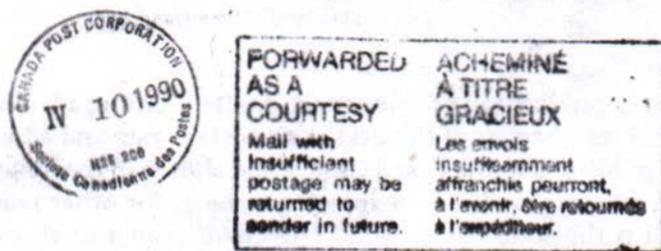


Figure 9. Grace period (4 October 1990)

The rate change occurred on the first of the month. Sometimes Canada Post did have a heart and an insufficiently paid letter was delivered without any charges.

Section numbers given are for the English editions of the Postal Guide. Section numbers are different in the French editions. Most Postal Guides and supplements up to 1996 can be found in the National Archives Library. Postal Guides and supplements from 1990 to present are in the collection of the National Library of Canada.

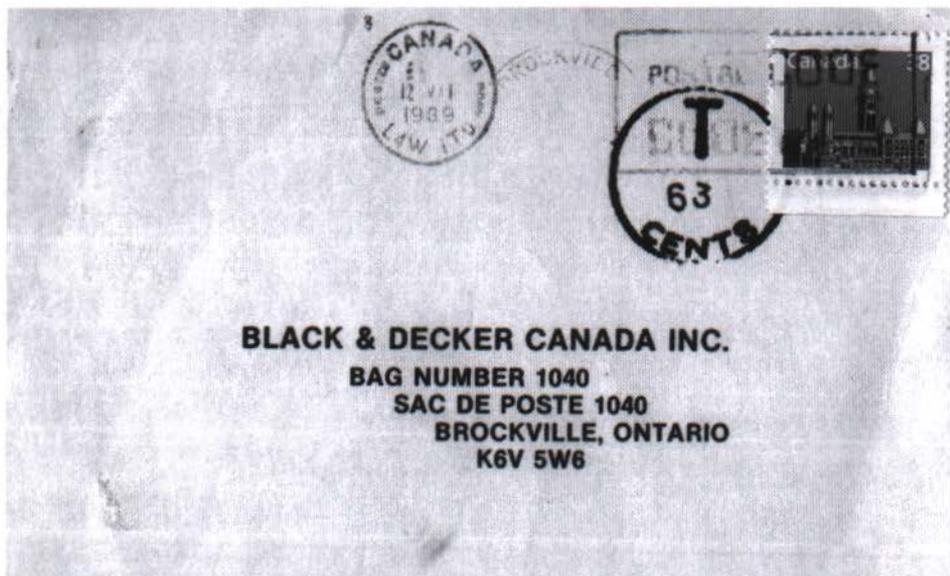


Figure 10. Explain this! (12 July 1989)

The postage due handstamp indicating 63¢ is under the stamp, which in turn is tied by the machine cancel. Presumably, this was sent without stamps; at this time, the rate was 38¢, and for some reason the clerk thought the administrative charge was still only 25¢. He may have returned it to the sender, who applied the 38¢ stamp. It was mailed from Mississauga.

Courtesy of Danny Handelman

[3] After the original publication of this article, Andrew Chung advised the author that some of the changes of the first class postage rate and administrative charges, as published in the Postal Guides and shown in the table may have been delayed due to postal service interruptions or for other reasons. Andrew will publish the actual dates of all rate changes in a forthcoming book when research is completed.

[4] As noted, this article was first published in *Maple Leaves* in July 2002. In the coincident issue of the Postal History Society of Canada *Journal* (#110, July 2002, p48), my very good friend Ron McGuire illustrated a second example of the unusual T/o.92\$ marking shown in Figure 2, and asked if anyone had seen others. In issue 111 of the *Journal* (p68) my example was noted, and Conrad Tremblay showed an example of a T/o.94\$ mark, modified so that only the word *POSTE* and the Canada Post symbol are shown below the line. To the best of my knowledge, no explanation of the initiation or apparent discontinuance of these marks has been published.

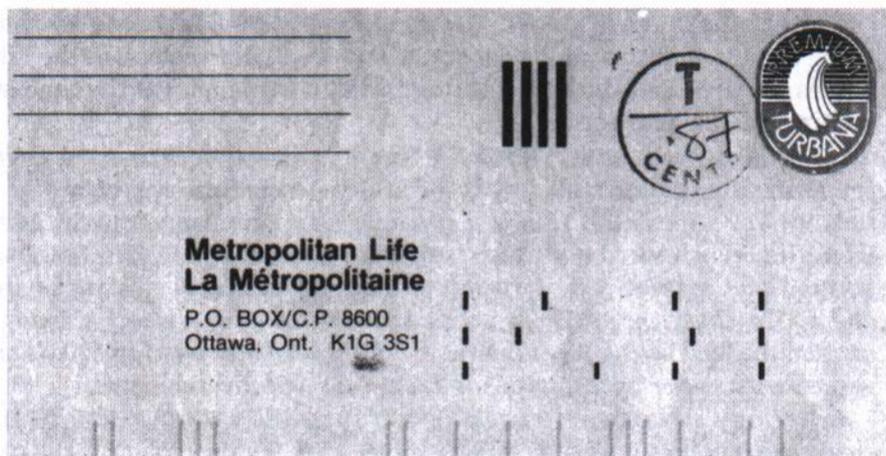


Figure 11. Banana seal used as stamp 43¢ + 44¢ (January–September 1994)

No postage due collection is complete without a banana seal (*Turbana*, in this case) used as postage. The cover is undated, but must have been used in the nine month period indicated, because of the 87¢ due. *Courtesy of Danny Handelman*

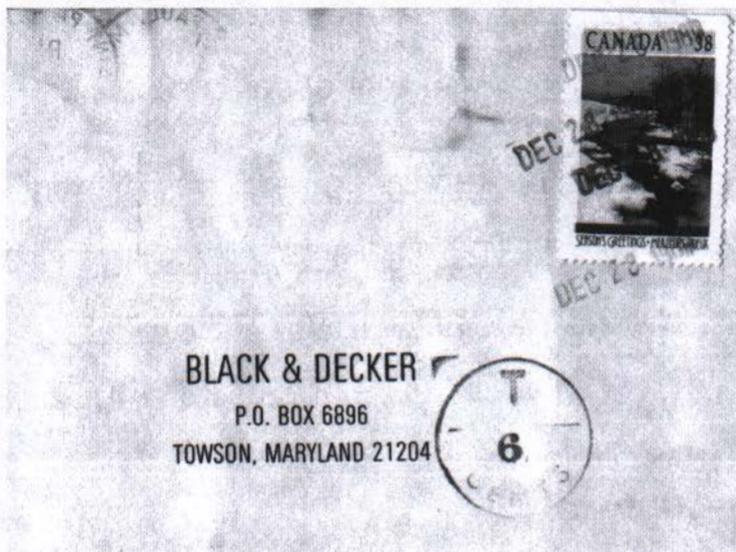


Figure 12. No administrative charge to foreign destinations (December 1989)

Postage to the US was 44¢; sender applied domestic postage, and the warranty card was charged just 6¢ postage due (not even double deficiency). Return address is given as Winnipeg, but the stamp is cancelled with multiple images of a straightline date, in the same colour as the due marking.

Courtesy of Danny Handelman

[5] The National Archives of Canada and the National Library of Canada are being combined into a single agency. Bill C-8, a bill to establish the Library and Archives of Canada, is proceeding through Parliament at the time of this writing, March 2004.

EDITOR'S COMMENTS. Shown in Figure 13 is a 1987 covering envelope for returning undeliverable mail. (These are sometimes described as "ambulance envelopes", but this is a *grossly* inaccurate term; it might emanate from the French word *ambulant*, meaning "travelling".) As can be seen, the printed 26¢ service charge for returning the mail has been struck through and a 36¢ charge applied. Can it be that in 1987 (or earlier), Canada Post unified the fees, so that the administrative charge discussed in Mike's article agreed with the service charge for returning undeliverable mail?

Covering envelopes are very difficult to find in this period (if you look closely, you will see that I have left visible a dealer's pencilled comment, *very scarce, \$10*, at lower right). For more information on undeliverable mail, see the book by Brian Plain, *The dead letter office in Canada 1830-2002*, Auxano (2003). The rates given on page 111 stop at 1983.

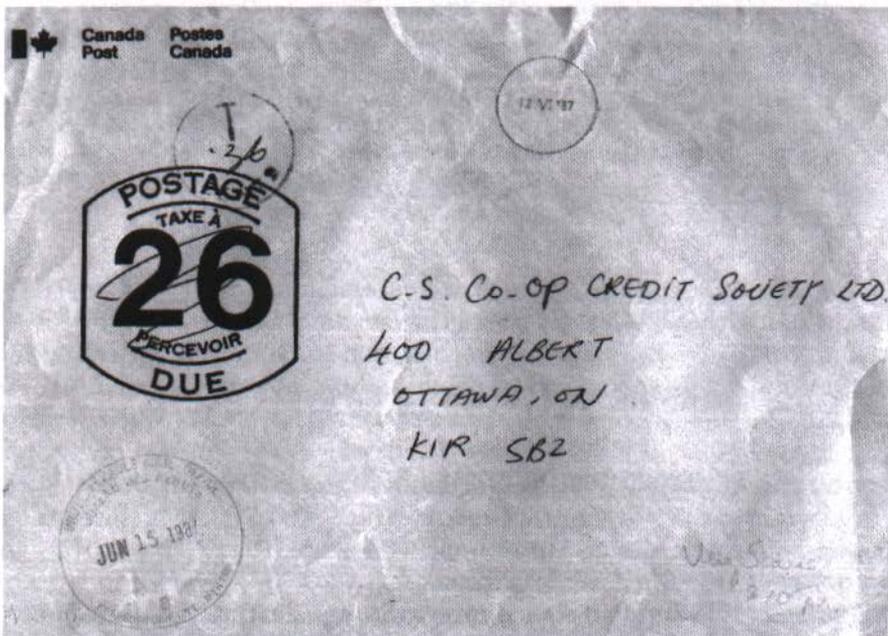


Figure 13. Covering envelope for returning undeliverable mail (June 1987)

Faint circle datestamp of the Undeliverable Mail Office (successor to the Dead Letter Office). On reverse, the printing data reads 33-085-024 (3-83) (printed in March 1983?).

1999 was the year of the rabbit

Dale Speirs

MEMBERS of the Calgary Philatelic Society received an invitation to attend the unveiling of the Year of the Rabbit postage stamps (Figure 1). The ceremony was held 8 January 1999 at the Chinese Cultural Centre in downtown Calgary.

Many members of the CPS attended. Also seen were a number of Edmonton Stamp Club members who made the four-hour drive down from the north on icy highways.

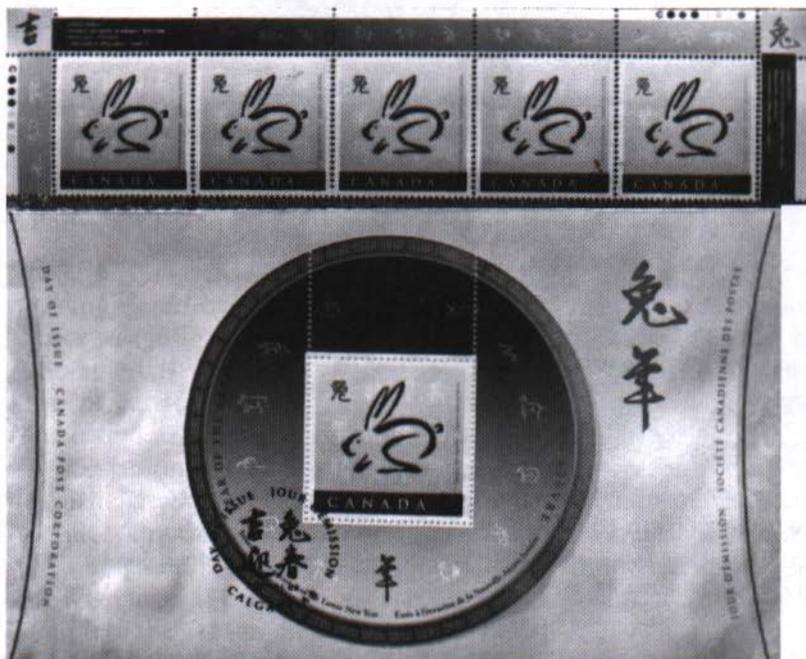


Figure 1. Year of the rabbit stamps (1999)

At top is a strip of 46¢ stamps from the sheet. The FDC was handed out at the Calgary ceremony by the God of Wealth.

The invitation to the event was bilingual in English and Chinese (Figure 2), which struck me as peculiar because every federal ceremony I have

Keywords & phrases: rabbit, new issues

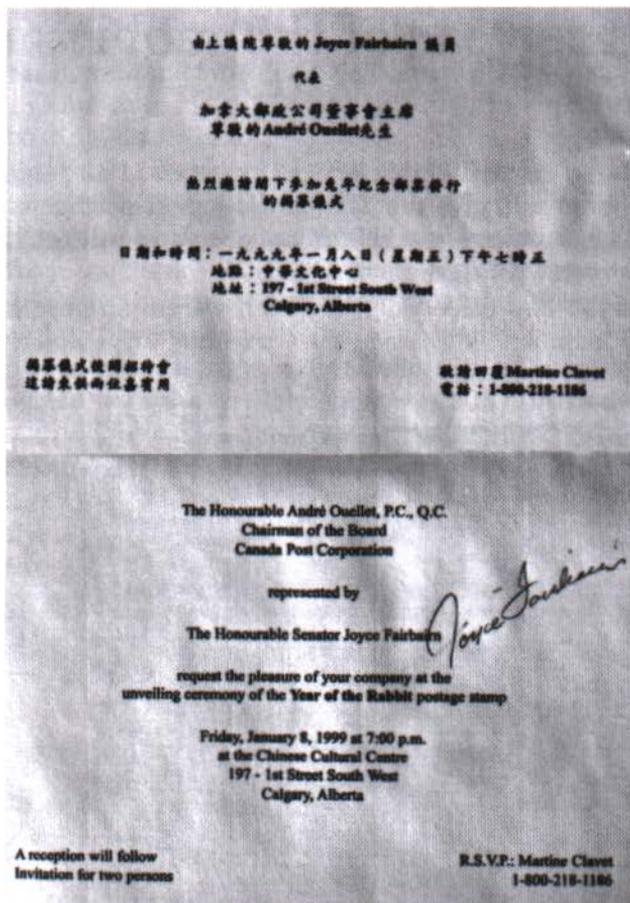


Figure 2. Invitation to first-day ceremony

Subsequently signed by Senator Joyce Fairburn [*representing currently suspended Canada Post CEO André Ouellet—ed.*].

attended, philatelic or otherwise, always throws in a bit of French. As an aside, I and many CPS members were on the OLYMPLEX '88 committee, the official philatelic exhibition of the 1988 Calgary Olympic Winter Games, and we had posters or other printed material rejected by Canada Post and Olympic officials because they weren't fully bilingual. The Rabbit FDC for the event did, however, have some French on it. It had the 95¢ circular souvenir sheet, tied by a trilingual postmark to the cover.

There was a full crowd for the ceremonies. The curtain rose on a traditional Chinese dance by one woman, very colourful in both costume and



Figure 3. Canada Post wish list from the God of Wealth

scenery. She danced through the dry-ice fog swirling along the stage and flowing down over the footlights, a flurry of fans and long scarves. The dance was followed by a Cultural Centre official dressed in mandarin robes, who acted as the master of ceremonies. In the absence of André Ouellet, CEO of Canada Post, the feds were represented by Senator Joyce Fairbairn. The ceremony was bilingual in English and Cantonese.

Next up on the stage was an actor dressed in scarlet robes as the God of Wealth. If you can imagine Santa Claus as a mandarin, then you have the picture. The God came down into the audience and handed out FDCs with the stamp and postmark (trilingual) and a wish form (Figure 3). The idea of the wish form is that you put your name and telephone number down, then complete the sentence:

My wish for the God of Wealth to relay back to Heaven is . . .

The Cultural Centre staff later sorted through the forms in time for the Chinese New Year and selected winning entries. The form is a Canada Post ephemeral, depicting the God of Wealth.

Then came the dragon dancers, always a favourite. Noisy drums and cymbals, and every colour of the rainbow. The dignitaries unveiled the stamp design, presentations were made, and the MC announced the end of the ceremonies. Half the audience rushed the Canada Post sales booths for Rabbit stamps and press sheets, and the other half rushed the steam tables for

shrimp toast and pork dumplings. Experienced philatelists went for the food first, since the booths were selling Rabbit items that could be easily bought elsewhere. My observation was that most of those who went first to the stamps were non-collectors unaware of how readily available the Rabbit stamps would be. Those who attended enjoyed a great time, with splendid dances, good food, and freebies.

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(39) Canadian Postal Guide **ILLUSTRATED**

C R McGuire

One of a series (initially 1983–89, and recommencing in 2001) illustrating points from Canada Postal Guides.

IF an international letter were franked with invalid stamps, UPU regulations from as early as 1878 required that the postal clerk mark zeroes (o) to the side of the stamps. This indicated to foreign authorities that the stamps were of no value, and postage due should be calculated accordingly. This is explained in George Arfken's *Canada and the UPU* (BNAPS, 1992) p 52. A British example is shown there.

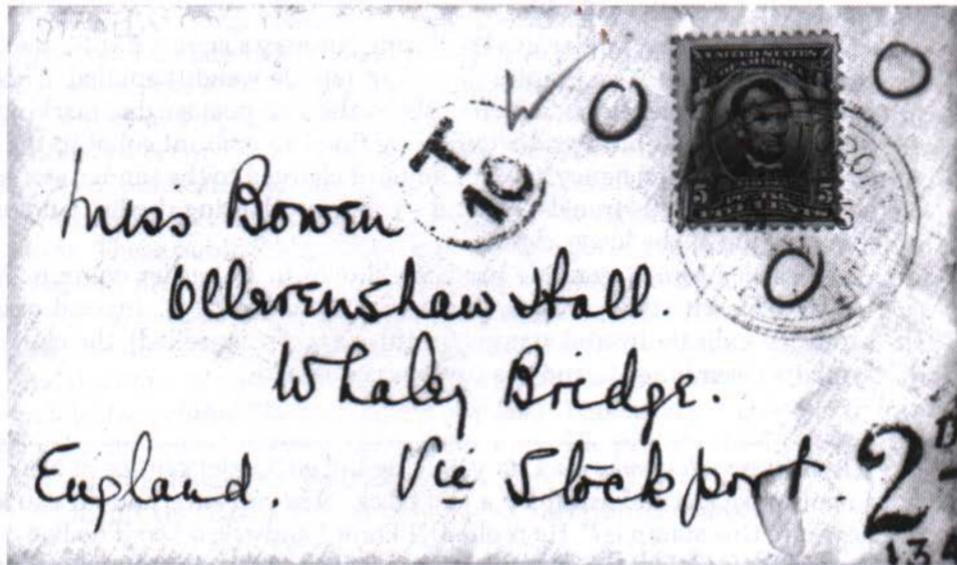


Figure 1. Zeroed stamp (1907)

US stamp; of no value when applied in Canada. The 2¢ Empire rate was doubled to 2d, the amount payable by the recipient.

Shown in Figures 1 & 1a is a Canadian example from 1907. Mailed from Toronto (Station F) to England, the two-ring "orb" dater ties cancels the

Keywords & phrases: invalid stamps



Figure 1a. Backstamps

The British postage due marking (lower right of front) was applied at Bristol; the letter then travelled to Whaleybridge, and finally the destination, Stockport.

stamp (normally, invalid stamps were left uncanceled). The adhesive of course is a US 5¢ stamp, which was invalid when used on a letter originating in Canada. The stamp is surrounded by the zeroes (I guess the clerk wanted to be on the safe side).

Not only did the sender use the wrong country's stamp, but he also used the incorrect rate. The Empire rate of 2¢ (single weight) applied. This was equivalent to 10 centimes, which explains the T 10 postage due marking (applied in Canada). Short paid letters were fined an amount equal to the deficiency ("double deficiency"), so the amount charged to the sender was equivalent to 20ctm; this translates to 2d sterling, explaining the British postage due marking at the lower right.

An earlier zeroed example has been shown in an earlier column (*Topics*, January–March 2003, # 494, pp 63–64, Column # 35). Instead of using zeroes to indicate invalid stamps (in this case, precanceled), the clerk used symbols resembling ⊗, and the cover was domestic.

HR *Another twelve penny black story* Sitting in Leo Scarlet's office in New York, a man walked in and asked for a 12d black. "Are you sure, and do you know how rare this stamp is?" He replied, "I know," and asked Leo if he had a copy for sale. Leo replied that it happened that he had purchased one recently at Harmer's auction. "Can I see it?" "Of course." The man looked at this stamp for a few minutes asked if he had a certificate for it. Satisfied, he asked about the price. Leo told him that he bought it for \$23,000. "How about \$25,000?" The man took a bundle of bills from his pocket and handed Leo \$25,000. I am sure that he had enough bills in his pocket to buy another copy. (*Hans Reiche*)

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

Cimon Morin

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

Web site

Canadian Post Office Publications to 1900 available online. The Canadian Postal Archives web site has developed a new research tool! The online database "Canadian Post Office Publications" provides access to about 26,000 pages of official administrative directives concerning the Canadian Post Office. Published between 1759-1900, these directives come primarily from three types of publications: the Canadian Official Postal Guide (1863-1900), administrative circulars (1812-1900) and a few federal government publications. These publications, digitized in both official languages when they are available, provide access to over 675 documents. An exhaustive list of publications, by type or chronological order, is accessible from the *Choose a document* search screen. The database allows users not only to consult the original documents online (*choose a document*) but also to search full-text digital publications (*search by word, phrase and date*). This makes it possible to locate a post office, find the postage rate for a specific period, obtain instructions for mailing dangerous goods, etc.

Consult the database at: <http://www.collectionscanada.ca>

Canadian Philatelic Bibliography now online

The Philatelic Bibliography database on Canadian philately provides access to the three-volume publication *Canadian Philately: Bibliography and Index* by Cimon Morin. The database represents more than 10,000 bibliographical references published between 1864 & 1993 and compiles the titles of publications on stamps, postal stationery, postal history and postal markings

Keywords & phrases: National Archives of Canada

in Canada and British North America. This bibliography covers published monographs, brochures, specialized catalogues and auction catalogues, as well as articles that have appeared in periodicals, exhibition catalogues and more general works. It provides bibliographic references for English and French language publications.

The vast majority of these publications are available within the Philatelic Library. It is also possible to consult the *Periodical collection* for further details about the holdings.

New scanned images

More than 16,000 images are now available on the Canadian Postal Archives site. Consult the *What's new* section in the web site for additional details.

Former acquisitions

Douglas Patrick fonds [multiple media] 1931–1980, 8.23m textual records and other material, 296 audio reels (75 hours). The fonds consists of material accumulated by Douglas Patrick in the course of his various careers as a Globe and Mail advertising agent and philatelic columnist, host of the long-running radio series, *CBC Stamp Club*, published philatelist and collector. The bulk of the collection relates to his involvement with the *CBC Stamp Club* 1944–1971. This includes CBC scripts and other material 1944–1971, correspondence 1948–1979, exhibitions, 1948–1972, manuscripts 1946–1979, photographs/slides/negatives 1960–1976, research notes 1931–1980, and scrapbooks 1935–1979. [R3332]

JE Peacock collection [philatelic record, textual record] 1849–1883, 3 postal covers, 4 leaves. Collection consists of three stampless postal covers, each containing one letter sheet. One cover is addressed to Mrs William Mundie, Canada West, bearing Kingston & Hamilton Upper Canada postmarks, dated 1858, another (from Great Britain) to Mr William Mundie, Superintendent of Government Grounds, Toronto, Canada West, North America, dated 1855, and a third to John Catto, Merchant, King Street, Toronto, dated 1883. Collection also includes one folded letter (one leaf) dated 1849, sent from Hamilton, Upper Canada to William Marshall, Berwickshire, England. [R5227]

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Study group centreline

Robert Lemire

THE purpose of this column is to bring to the attention of BNAPS members some of the fascinating specialist work being done within each BNAPS study group. Highlights are provided for newsletters that have arrived in my mail box from late December 2003 through mid-March 2004.

RPO cancels The November–December RPO study group newsletter is largely devoted to RPO service on the Credit Valley Railway lines, including operations by its successor, the Canadian Pacific Railway. The line was originally built from Toronto through Streetsville and up the Credit Valley to Orangeville. Later, in 1879, the main line was extended past Streetsville to St Thomas, and a branch line was built from Cataract Junction to Elora. Covers are shown with the early CREDIT VALLEY RWY / ELORA BR. markings, as are covers from the period 1891–1907 with the CPR markings, TOR. & ST. THOS. M.C., STREETS & ELORA M.C., STREET & ELORA M.C. and TORONTO & ELORA R.P.O.

British Columbia postal history research The history of the Gambier Travelling Post Offices is traced in Vol 12, #4 of the newsletter. The Gambier TPO was established in July 1908 to serve small settlements around the coast of Howe Sound. The office was operated by at least five different companies over a period of sixteen years, and was located on at least three different ships. There is also the usual listing of unusual modern BC markings, and a list of office openings and closings for 2003 (provided by staff at the Pacific Division of Canada Post).

Military mail The January 2004 issue of the newsletter contains some Christmas leftovers in the form of pictures of three illustrated armed forces air letters from 1944 (provided by Wilf Whitehouse). Doug Sayles shows several items that can be added to the survey of WW I internment censor markings. Markings are shown from Kapuskasing, Morrissey, Lethbridge, Spirit Lake and Vernon. Editor Dean Mario discusses the difficulty in obtaining information about modern Canadian Forces Post Offices (CFPOs) in Afghanistan and Bosnia, and markings from these offices.

Cancels submitted by Eugene Sonmor (CFPOs 5112 & 5113) and Eric Yendall (CFPO 5006) are shown, and Werner Habrich raises some interesting questions concerning these large “daters”. In the March issue, Colin Pomfret shows covers processed through the mail service for Canadian merchant seamen during the latter part of World War II. Through PO Box 9000, an

average of 35,000 letters per month were received and forwarded to ships all over the world. Doug Sayles discusses mail for troops who volunteered and trained for the Canadian Army Pacific Force in mid-1945.

Fancy & miscellaneous cancels The December 2003 newsletter contains a number of short comments from editor David Lacelle, and some pictures of cancels from Brian Hargreaves. There is also a discussion on roller cancels—does anyone still collect them? David asks for any additional information on the oval “Enquiry Office / Post Office Toronto” cancellation which seems to be found only on high-denomination stamps and only in 1896 & 1897.

Newfoundland The latest issue of the *Newfie Newsletter* shows the first two pages of Colin Lewis’ outstanding Newfoundland postal history exhibit. This is to be a continuing series. Mel Boone contributed photocopies of some “lobster” stamps from the late 1930s. These are not listed in the catalogues, but reportedly were similar to unemployment insurance revenue stamps. Further information is solicited. Carl Munden provided examples of cancels from several small Newfoundland and Labrador company town post offices, including Gull Pond, Grand Village, Twin Falls and Camp Boggy. Some of these offices were open for very short periods.

Queen Elizabeth II The January–February issue of the *Corgi Times* has arrived—16 pages full of information. The latest definitives and the *Year of the Monkey* stamps are discussed. There is evidence that the “new” \$5 Moose definitive has been sitting on the shelf for several years.

Leopold Beudet provides a thorough discussion of the five distinguishable printings (and three pane types) of the 50¢ seashore definitive, and describes how constant cylinder flaws provide information about the way the stamps were printed. John Aitken shows two interesting rate covers, and editor Robin Harris give list of earliest known uses for a number of modern Canadian definitive varieties (1973–1996) for which there was no official first day of issue. David Peppar has passed along a photocopy of a copy of the \$5 La Maurice National Park stamp with a CNR perfin—probably the first report of this item.

Re-entries How many re-entries can be found on stamps in a single proof sheet? Well, in Vol 21, # 4 of the re-entry study group newsletter, full-page photographs are shown of nine different re-entered stamp impressions—all from a proof sheet of the 1864 printing of the 10¢ Province of Canada cents issue. There is also a picture of a nice re-entry on the 1¢ Admiral War Tax stamp (plate 16).

Postal stationery In the latest issue of *Postal Stationery Notes*, Brian Cannon provides a list of all the PostCard Factory (PCF) prestamped cards issued from 2001–2003. Four new (2004) PCF cards are also reported (by Pierre Gau-

thier), as are two other prestamped cards from Canada Post. Earle Covert describes some new XpressPost products that were used by *Chapters* during the 2003 Christmas season. There is also another instalment of Earle's extensive illustrated listing of the prestamped meteorological envelopes.

Large & small queens In newsletter #25, Vic Willson shows a 1¢ post card with added 1¢ yellow small queen addressed to Dar-es-Salaam with an Aden transit marking. Ron Ribler discusses how to distinguish Scott #37 & 41 (3¢ small queen stamps). There is also more from the pages of Herb McNaught's exhibit on the half cent small queen; covers to Italy, Austria, Portugal and New Zealand are shown.

Squared circles The December 2003 issue of the *Round-Up Annex* contains another batch of new reports and updates on squared circle cancels, and pictures of some cancels listed in the previous newsletter. Jim Miller continues his series on the Toronto 3-ring orb cancels. Hammer 3-T2, was used in two periods, 1893-1897 and 1899-1903. Hammer 3-T3 apparently replaced hammer 3-T1, and was used 1896-1899.

Post cards New editors of *Post Card Matters*, Don & Louise Kaye, show a selection of leap year cards in Vol 5, #1. Wally Gutzman has provided photocopies of more cards with metal attachments, including another Stedman Bros card, a card for the 1910 Eucharistic Congress in Montreal and a 1915 calendar card. Colin Campbell provided a picture of a 1913 card with a scene of the funeral of G M Bailey of the RNWMP.

Revenues In issue #44 of the Canadian Revenue newsletter, the series on Quebec's tobacco tax stamps of 1940 (by Chris Ryan & John Harper) continues. The American Bank Note Company record cards regarding the production of the 5¢ denomination of the first design, the production and destruction (a month later) of the dies and die-proofs of the second design, and production of the dies and stamps of the third design, are illustrated. Chris also continues his series on unusual examples of excise stamps on commercial paper. He shows four different railway-company drafts (1919, 1925, 1936 & 1951) that were used to pay for goods and services.

HR A map stamp block signed by Mulock Colin Bayley once owned a block of the map stamp on cover. The block was signed across the stamps by J V Mulock. This cover was sold to a collector in Montreal, but eventually returned. It had been cancelled by an RPO that had ceased to exist a year before the map stamp was issued. The signature appeared to be genuine. Now this block resides in a collection of fakes and other oddities. (*Hans Reiche*)

New issues

William J F Wilson

CANADA Post has joined with the postal administrations of Denmark and Greenland to produce an interesting combination of stamps honouring the Danish explorer Otto Sverdrup. In 1898, Sverdrup began a five-year expedition in which he charted the west coast of Greenland and a significant portion of the Canadian arctic islands. He also claimed the islands for Norway, a claim that Norway asserted internationally, but did not back up with actual occupation.

In the years after Sverdrup's voyage, Canadian explorers laid claim to the entire arctic archipelago and the RCMP established a presence throughout the islands, even operating a post office on the Bache peninsula on the east coast of Ellesmere Island at 79 degrees latitude (mail delivery once a year), despite an absence of Canadians for hundreds of miles around. Norway abandoned its claim in 1931. More detail can be found in the Canadian Encyclopædia (www.thecanadianencyclopedia.com) under "Arctic Sovereignty".

Table 1. March 2004

Stamp	Ramon Hnatyshyn	Army Cadets	Otto Sverdrup
Value	49¢	49¢	SS 49¢, SS \$1.40
Issued	16/03	26/03	26/03
Printer	L-M	CBN	Post Danmark Stamps
Pane	16	8	SH 16, SS 1
Paper	C	C	C
Process	4CL + 2 metallic	7CL (1)	4CL + 1 colour engraving
Qty (10 ⁶)	2.5	2	SH 4, SS .4
Tag	G4S	G4S	fluorescent paper
Gum	PVA	P-S	PVA
Size (mm)	24 × 38	40 × 40	SH 28.8 × 33.5, bk 29 × 33.5 (2)
Perf	12.5 × 13.2	diecut	SH 13.2 × 13.1, bk 13.1 × 13.1
Teeth	15 × 25	NA	19 × 22

(1) Listed as 8-colour lithography by Canada Post, but the stamp selvage shows only seven colour dots.

(2) Listed by Canada Post as 28.84 × 33.44 mm for both.

See Table 3 for the abbreviations.

Keywords & phrases: new issues

The stamps were designed and printed in Denmark, and are excellent examples of modern steel engraving. There is a small but measurable size & perforation difference between the 49¢ and \$1.40 stamps. According to Canada Post's *Details* booklet (Vol XIII, #1, January–March 2004), both stamps have a width of 28.85 mm; but my own measurements give this width (to one decimal accuracy) only for the 49¢ stamp; the \$1.40 stamp measures 29.0 mm, verifiable by measuring all three “stamps” and dividing by three. Both stamps have 19 teeth, so the perforation, given by (number of teeth)×(20 mm)/(width), is 13.17 for the 49¢ stamp and 13.10 for the \$1.40 stamp. The difference is easily measurable with an Instanta gauge.

Table 2. March–April 2004

Stamp	Urban Transit	St. Joseph's	Home Hardware
Value	4×49¢ S-T	49¢	49¢
Issued	30/03	2/04	19/04
Printer	CBN	L-M	LM
Pane	16	6	10
Paper	C	C	C
Process	10CL	8CL + varnish	6CL
Qty (10 ⁶)	5	1.5	8
Tag	G4S	G4S	G4S
Gum	PVA	P-S	P-S
Size (mm)	56×26	48×30	42×30
Perf	12.5×13.1	diecut	diecut
Teeth	35×17	NA	24×17

There is a caveat in measuring the 49¢ stamp—the comb perforations do not always match precisely, so one has to be careful to select a stamp with teeth of completely even width. On my upper left block of four, the left-most stamp is like this, but on the stamp to its right, the join between the two combs occurs between the second and third perforation holes from the left, and the third tooth from the left is considerably wider than the others. This alters the width of the stamp, and use of the above equation gives a false result.

The information in the tables is from Canada Post's *Details* booklet (Volume XIII #1, January–March 2004) and the Canada Post website, <http://www.canadapost.ca/personal/collecting/default-e.asp?stamp=stamps> and from philatelic inscriptions on the stamps. Size, perforations, and number of teeth are my own measurements, and are given as horizontal×vertical.

Table 3. May 2004

Stamp	Sherbrooke U	Montreal Children's H	U of PEI	Audubon's Birds
Value	49¢	49¢	49¢	SH 4×49¢ s-t, bk 80¢
Issued	4/05	6/05	8/05	14/05
Printer	CBN	L-M	L-M	L-M
Pane	bk 8	bk 8	bk 8	SH 16, bk 6
Paper	c	c	c	c
Process	10CL	5CL	6CL + tag	SH 11CL, BK 8CL
Qty (10 ⁶)	1.5	2.5	1.5	SH 6, BK 2.1
Tag	G4S	G4S	G4S	G4S
Gum	PVA	P-S	PVA	PVA
Size, mm	36×45	50×32	36×45	32×48 (1)
Perf	13.4×13.4	diecut	13.4×13.4	SH 12.5×13.3, bk diecut
Teeth	24×30	24×17	24×30	SH 20×32, bk NA

(1) Listed by Canada Post as 31.96×48mm.

Abbreviations (for all tables). 5 (6; 7; ...) CL: five (six; seven; ...) colour lithography; bklt: booklet; A-P: Ashton-Potter; c: Tullis Russell Coatings (coated paper); CBN: Canadian Bank Note Company; cc: Crown Canada; CONT: continuous; DC: die cut; FE: foil embossing; FL: fluorescent; G4S: general tagging (four sides); GSV: gloss spot varnish; L-M: Lowe-Martin; GC: Gravure Choquet Inc; NA: not applicable; P: Peterborough paper. PA: pane; P-S: pressure sensitive gum; S-A: self-adhesive; S-T: setenant; SH: sheet stamp; SS: souvenir sheet; sim'd: simulated; ST: straight; v: varnish.

HR *The Elster Bavaria collection* Johannes Sigmar Elster, a businessman born in Berlin, had one hobby—collecting the best available classic Bavarian stamps. When I was young (1922), I met him. His collection contained many spectacular rarities of early Bavaria. From the famous 1 kreuzer black to the coat of arms issues, practically all were in full mint sheets or rare large multiples. He owned a full double sheet of 90 of the 1 kreuzer stamp; this catalogues (Michel) at 300,000 Deutschmarks as a single. The collection was exhibited a number of times and was always highly praised by judges and collectors.

After Mr Elster died, his son continued the collection but its whereabouts was unknown. It was believed that it had been destroyed during the bombardment of Berlin. Suddenly, a few years ago, the collection re-appeared, and Corinthia of Zürich auctioned it off. The colour catalogue is an excellent reference for this famous collection. The total sale amounted to more than 1,900,000 Swiss francs, equivalent at the time to about c\$2,200,000.

Hans Reiche

—30—

We're all out of Hans Reiche stories. Readers are invited to contribute items of a similar nature.—ed

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