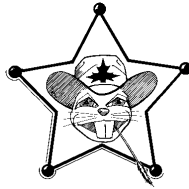


**BEAVER****CHATTER**

The Newsletter of the Prairie Beaver Regional Group of the British North America Philatelic Society, Ltd.

Chairman: **George Dresser** Treasurer: **John Furlong** Editor: **Vic Willson**

Volume 36, No. 1 Whole Number 134 January 2011

## MARCH 12 MEETING IN COLLEGE STATION

We will meet at the St. Mary's Catholic Church 603 Church Avenue, College Station, Texas 77840, meeting wing on the second floor, room to be determined, but should be easy to find. Map p.2

## SEMI-OFFICIALS TO THE U.S.

If you follow ebay or Canadian auctions, you have undoubtedly seen a lot of semi-official material up for sale. While I have not collected much of it, I have needed to add it into my Admiral postal history collection and exhibit to fully represent the airmail area. One thing I have noticed in reviewing semi-official covers is the relatively small number of covers that were sent to the U.S. or

overseas (Roessler covers excepted). A further limitation is the payment of the U.S. airmail rate for air service in the U.S. before the reciprocal agreement for air service in August 1928. The cover on the left shows the service. Intended to go from The Pas to Cold Lake using the Western Canada Airways service and then on to Winnipeg and on to Minneapolis and the U.S. CAM system to Chicago and then New York. I have only seen a handful, mostly either Patricia Airways or Western.



## BNAPEX2011 EXHIBITING

In the last issue I mentioned the problem with the exhibit process at BNAPEX 2011- it turns out the locals all had first call, filled up most of the frames, allowed 10 frame exhibits, all of which was done in the context of a limit number of frames. Since the frame number is again going to be comparable at North Bay, the folks there heard the complaints and have taken some steps to make entry more equitable. The maximum number of frames for exhibits is 8, which will help a lot. I have been assured that no one will be given an early start, although a few frames are reserved for special events.

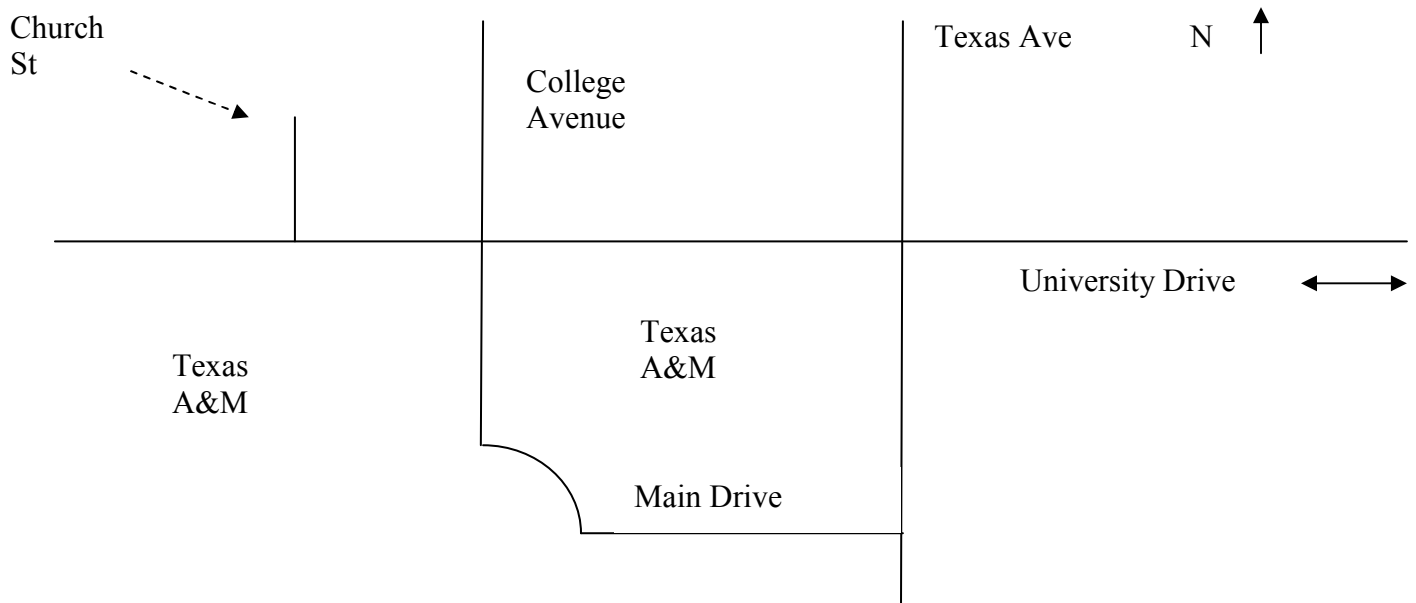
Victoria was lucky that the venue was a real must-go-to destination, because some would-be exhibitors probably didn't go, and some would not go to North Bay without the opportunity to exhibit. Face it, for many attendees they want to put forward what they have been working on. Take away the required attendees (officers and committee chairs) and many members just won't come without such a reason. Canadian collectors are spoiled by so many shows- they get to see the dealers regularly. One reason shows in different parts of Canada can be successful is if they get dealers who do not travel nationally, so attendees can get at material they otherwise do not get a chance to see. My experience is that Toronto area BNAPSers are jaded- they just have too many opportunities, and BNAPEX is not that special to them.

Spousal approval of attendance is another reason commonly put forward for going or not. I think this is true because those who can afford to do the traveling tend to be older, without kids at home and with more disposable income- thus their spouse has a say. North Bay has a liability, but the exhibit openness may help.

**PRAIRIE BEAVER MEETING, March 12, 2011  
SCHEDULE OF ACTIVITIES**

<b>8:45 - 9:00</b>	<b>Coffee, donuts, informal</b>
<b>9:00 - 9:15</b>	<b>Introductions</b>
<b>9:15 - 9:30</b>	<b>Book reviews- new BNAPS books</b>
<b>9:30 - 9:45</b>	<b>Internet review (new sites, action)</b>
<b>9:45 - 10:15</b>	<b>Swap, Sell, Buy, Trade</b>
<b>10:15 - 10:45</b>	<b>Presentation:</b> "An Overview of the U.S. Great Americans and the Canadian Bank Note Co. Connection", Jay Stotts
<b>10:45 - 11:15</b>	<b>Swap, Sell, Buy, Trade</b>
<b>11:15 - 12:00</b>	<b>Clothesline Exhibit I: BNA-related</b>
<b>12:00 - 1:30</b>	<b>Lunch</b>
<b>1:30 - 2:00</b>	<b>Business meeting and BNAPS info</b>
<b>2:00 - 2:30</b>	<b>Swap, Sell, Buy, Trade</b>
<b>2:30 - 3:00</b>	<b>Presentation:</b> "Collecting (and maybe someday Exhibiting) the US 1937 Army/Navy Commemorative Issue of 1937", Jeff Switt
<b>3:00 - 3:30</b>	<b>Discussion: Philatelic literature Future- electronic vs. paper</b>
<b>3:30 - 4:00</b>	<b>Swap, Sell, Buy Trade</b>
<b>4:00 - 4:30</b>	<b>Presentation:</b> Admiral Postal History Exhibit Book, Vic Willson
<b>4:30 - 5:00</b>	<b>Wrapup</b>
<b>5:15</b>	<b>Dinner at local restaurant</b>

Map of College Station north side of TAMU



### PRAIRIE BEAVER FUTURE

Folks, I think we have a problem as a regional group, if we are only meeting a couple times a year. While this is the norm for many of the BNAPS groups, they are neither very active nor interesting for the most part. I understand that we have attrited away some of our members, and for some who attend Canada is a distant second or third in collecting interest, but we really should make a better attempt to have regular meetings, at least 3 and preferably 4 if we are to thrive, and perhaps attract new members. On the other hand, we may just be the indicator of the times. With so many electronic means to interact, getting together may be a thing of the past- at least physically.

One of the changes I see in professional life is the increasing use of video conferencing rather than traveling to meetings. This will clearly increase greatly in the future, as travel costs continue to rise with budgets continuing to get squeezed. In principle, much of what we do can be handled that way, although it is tough to search a box of covers electronically. There is no substitute for directly inspecting material, but perhaps for those who cannot make a meeting, we need to consider setting up video meeting options as the technology advances. All of us are aging, and at some point travel beyond local spots becomes just too hard, especially if overnight stays are needed.

Philately is a visual hobby, so seeing material is critical to understanding talks and discussions. We have had a few forays in the past, and perhaps we, and BNAPS, can begin to plan for such approaches to serving ourselves and other members of the Society. Who knows, with video meetings we might attract people from around the world with proper planning and advance announcements. Vic

### UPCOMING EXHIBIT BOOK ON ADMIRALS – I

have turned in to Mike Street approximately 200 pages of my Admiral postal history exhibit. Of course this is larger than can be put into 10 frames, so I actually fudged, given the opportunity to put a comprehensive showing together. It will be out sometime this year, sort of to coincide with the 100<sup>th</sup> anniversary of the issue next year (actually a few stamps got out in December 1911 as there are a few stamps with late 1911 dates- no covers that I am aware of, however. At right is a page from the exhibit.



4c. to China  
Rate 11M 17<sup>th</sup> or 5¢ 0¢ addnl.  
Chenaiwas BC July 10, 1924  
Peking June 8, 11 receivers  
Shanghai June 17 transit

Registration 11c  
July 15, 1920 to  
1991  
Used, One  
May 25, 1922  
7 BC transit  
Peking June 23 receiver



Registration 11c  
Douglas ONT Jan. 9, 1923  
Montreal Jan. 10 transit  
Vancouver Jan. 15 transit  
Shanghai 7 Feb receiver



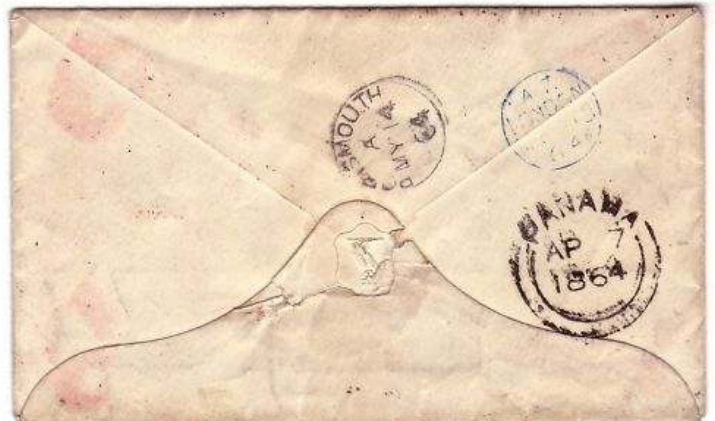
## Canada to Tobago 1864- Vic Willson

A recent ebay lot put up by Mr. Greg Sutherland of Freeman's Postal History provides a new finding about Decimal era mail to the southern Caribbean. The cover was mailed from Hamilton, Ont., Mar. 19, 1864, to Captain W. P. Bar?, H.M. Ship Bacchantes, Tobago, Bay of Panama. The postage was paid in cash, shown as 30¢, with a "PAID" over "CANADA 30 CENTS" in red. A "PAID 5" in red was obliterated with a circular bars around 16 of Hamilton. A Panama receiver is dated April 7 on the back. The address is struck out, with Spithead (England) and "To Await Arrival" in red ink.

Mr. Sutherland conjectured the cover went "from New York to either Havana, St. Thomas, or Kingston, and then by British packet. Per the Royal Mail Steam Packet Co. steamer Tamar, departing St. Thomas 1-Apr-1864, arriving Jamaica 4-Apr-1864, departing Jamaica 5-Apr-1864, arriving Colon (Panama) 7-Apr-1864. At this point the cover was rerouted to Spithead, England. Departed Colon 10-Apr-1864, arriving St. Thomas 28-Apr-1864. Per the RMSP Co. steamer La Plata departing St. Thomas 29-Apr-1864, arriving Southampton 13-May-1864." Given the many ships plying the New York to Caribbean trade (even with the Civil War raging), it is at present not possible to determine exactly which ship might have carried the cover southward, or the specific first stop.

The Canadian Postal Guide of 1863 does not list either Trinidad or Tobago in the countries to which mail could be sent, either by Canadian Packet via the UK or via New York. It does list the rate to Panama, however, at 30¢ per half oz. This would fit well with the rating. It is quite likely that the routing Bay of Panama prompted this direction. Whether or not the cover could have easily gotten to Tobago from Colon is something specialists in the area might answer. Certainly there were many coastal steamers and sailing ships along the north coast of South America that could have delivered it. While there is at lower left a "PAID 35" manuscript in black ink, I believe this is a charge to a box rather than the postage rating. Such designations were common in this period. The use of a canceling device to mark out incorrect ratings is quite common in this period, for example FREE marks are found with 4 ring cancels obliterating them.

I have not recorded this rate before, nor is any such listing in the Arfken et al book on the Decimal Era. I have recorded a stampless cover to Trinidad paid at 23¢. This was the rate via the United Kingdom, and although Trinidad was not listed in the 1863 guide, Venezuela was at that rate, which would be proximate for delivery.



**Russia Service Suspended- Vic Willson**

The January 1919 Postal Guide noted that mail was suspended to all of Russia in Europe and Asia except to Finland and Murmansk. Mail could be sent to Siberia to Canadian soldiers via the Pacific. In addition, before the suspension mail to Russia was censored as of March 1918. It is not clear when mail resumed, but the June 1924 supplement to the Guide noted that Russia was now the Union of Soviet Socialist Republics and that was the correct listing. I believe mail addressed to "Russia" was not accepted by the USSR in this period- in fact it was dangerous even to receive a foreign letter, according to my mother, who was born and reared in Kiev (1922 – 2009). Such people were accused of being collaborators with counterrevolutionaries, and as we know from Dr. Zhivago, they were either sent to Siberia for a "Fiver" or "Tenner" or were just shot. My great uncle did a "Fiver" in the '30s and came back with steel teeth, a curved bar, since all had been lost either due to beatings or poor nutrition.

The cover shown here was sent from Vancouver Feb. 2, 1919, to Mankovka, Ukraine, which is about 200 miles SW of Kiev, near the Moldova border. It was registered (5¢) at the UPU rate of 5¢ per oz., a total of 10¢. I have not previously seen the "SERVICE SUSPENDED" handstamp in purple from Vancouver, perhaps BC collectors can comment.

**1870 Tobacco Stamps- 15# Red**

Below are illustrated two different varieties of the 15 pound tobacco stamps in brownish orange red shade. Both exhibit in the top selvedge, as they are from the top of the sheet, partial print of the bottom of the design. The stamp with serial # 36091 is on horizontal laid paper, with a watermark not listed in Brandom. It consists of vertical lines spaced about 24 mm

apart, which does not correspond to any of the three watermarks found on tobacco stamps. It may be part of the listing of M280, which notes a different watermark from the normal diagonal crown, but no part of the crown appears and the lines are definitely vertical. The other stamp is a variety of M278 on wove paper, which has the block watermark, 4½mm serial number 74471, although the paper is thinner than the thick paper this usually is found with.

Why is there a partial impression of the stamp in the selvedge? Both exhibit a horizontal line from the right letter O of TOBACCO, and in the laid paper stamp the line extends across the whole design and to the end of the stamp left and right, also present at left in the wove paper stamp. This appears to be a guide line for the sheet, as the line does not appear on the stamp design proper. Like all the stamps of this period, the plate was laid down from the hardened die, so perhaps the person began to lay down a larger pattern and it was incomplete or burnished off. The sheet consisted of two wide by 5 rows (which can be inferred from a block of 2 x 2 that I have), but the platen may have been larger, thus the initial larger layout. Other ideas?



### Earliest Canada Paquebot Cover? Victor Willson

The cover shown here is extraordinary in that the 5 cent Small Queen paying the UPU rate to Japan is canceled with a Yokohama, Japan, May 5, 1895, circular date cancel. The Kobe May 6 receiver is shown as an inset. The third cancel is a boxed "PAQUEBOT" cancel.

At the Vienna Universal Postal Union conference in 1891, the procedures for mailing letters at sea were codified (see John Burnett, 2006-2007). Basically, letters "mailed" at sea were given to a ship's officer to be held until a port was reached at which they could enter a UPU mail system. The letters were supposed to be franked with the country the ship's flag flew under, but the accepted custom seems to have evolved into stamps of any recent port of call. Such covers were to be handstamped with the word "Paquebot" from the French for mail boat. Several countries used their language's ver-

sion version, such as "Packetboat". Packet boats historically were skiffs or small vessels used to transport letters, small goods, and passengers between land and a ship lying offshore, when there was no harbor suitable or weather prevented landing.

While Canadian Paquebot covers are relatively easy to find from the 1920s onward, I do not recall seeing any from the 19<sup>th</sup> century prior to the one shown here. The straight line "PAQUEBOT" was specific to the ship the letter originated on, although it appears likely ship's pursers or those charged with handling mail ordered such a handstamp from a supplier, as this appears similar to others found on both 19<sup>th</sup> century and later covers. A variety can be seen in articles on this topic.

The cover probably was posted aboard one of the Canadian Pacific Railway "Empress" ships: *Empress of India*, *Empress of Japan*, or *Empress of China*. These were in service as of 1891 and all continued at least until 1914, the *Japan* serving much longer (Unwin, 1999). If someone has the sailing and arrival dates for these ships, then this cover can be assigned to the ship.

Anyone else possessing paquebot covers or cards from the 19<sup>th</sup> century, please correspond with me at my address in *TOPICS* or [lloydwill@aol.com](mailto:lloydwill@aol.com).

#### References

Burnett, John, Paquebot Covers: Mailed on the High Seas. British North America Philatelic Society, 2006-2007. At <http://www.bnaps.org/education/eph6.asp>

Unwin, Alec M. Canada's Transpacific Maritime Mails, BNAPS Exhibit Series #17, 1999. British North America Philatelic Society.



Kobe receiver