

Each conductor had two stamps, e.g. Conductor No. 1 would have stamp No. 1 for Montreal and stamp No. 1 for Kingston.

The conductor received a free cabin and meals from the contractor and the Post Office paid him £50 per season. The contractor provided the conductor with an office which was also used for mail storage. A letter box was set up near the entrance to this room for the convenience of passengers and those wishing to mail letters at points where the steamer called.

By 1866 steamboat service in the east had dwindled to about six, such as the Collingwood-Owen Sound, Belleville-Kingston, Kingston-Cape Vincent, U.S., Grandbaie-Quebec, Belleville-Pictou and Bracebridge-Orillia routes. Railways were then carrying more and more mail, passengers and freight and the heyday of the steamboat for general transportation in the east was past.

THE 'MATTHEWS' COLLECTION OF NEWFOUNDLAND AIRS

It was quite a thrill to be at the F. W. Kessler auction in New York on Oct. 25, 1960, to see the Newfoundland section of this famed collection offered for sale at auction. Evidently we weren't the only ones to feel that way about it because among the BNAPSers that we recognized were Ed Richardson, John Cornelius, Dr. R. Shradly, Bernard Harmer, and Dr. Jim Matejka. There may have been others present that we didn't recognize and if so we apologize for not mentioning them here.

The sale started with an o.g. copy of the Hawker, Scott C1, and this was sold for \$1650; a flown cover of the same went for \$1300. An unused copy of the manuscript "MARTINSYDE" described as the only known copy, never stopped until the figure reached \$5000, and a flown cover with the same stamp changed hands at the very reasonable price of \$3000. Mint sheets of the Alcock-Brown and the Halifax, Scott Nos. C2 and C3, showing the complete setting of the surcharge, were knocked down at \$260 and \$330 respectively. Two inverts of the Halifax from the sheet with the misplaced surcharge went at \$260 and \$360 each, and a vertical pair from the same sheet at \$425, a most reasonable figure. A mint well-centered copy of the de Pinedo, Scott C4, has a new owner for the price of \$2650, while a flown cover with the same stamp was sold for \$500. The Columbia was certainly well represented, as a mint copy sold for \$410, a mint block (one of three known) realized \$2900, and a copy on flown cover changed hands at \$360.

Original artist designs as used for the three 1931 values, Scott C6-8, started at \$975 and never stopped until the figure reached \$2100. A die proof of the 15c, in issued color on unwatermarked paper and complete with the die sinkage, sold for \$26, as did a die proof of the 50c in exactly the same condition. For some reason the die proof of the \$1 as above but without the die sinkage went at better than the two preceding values when it was sold for \$62.50. The die proofs in black on unwatermarked paper showing the die number

There were, however, several other types of water conveyance in use for transporting mail that year. The St Antoine-Ste. Denis service was performed daily with a scow, while Mattawa-Rapides des Joachims exchanged mail weekly by canoe. Between Batiscan and St. Pierre les Becquets mail was carried by sailboat and a schooner made about six trips monthly between the Magdalen Islands, Pictou and Gaspe Basin or Perce.

The mail for the Red River country was still carried by steamboat between Collingwood and Fort William bimonthly. A few years later this service was increased to carry mail to the expeditionary force sent to the west in 1869.

Some sidewheelers operated in the west and sternwheelers plied the Mackenzie, Athabaska and Peace Rivers for many years after Confederation. ★

but without die sinkage went at \$26, \$26 and \$27 respectively. The same three die proofs in black but this time complete with the die sinkage sold as one lot at \$105. Three progress proofs of the 15c, Scott C6, sold at \$42, \$37.50 and \$70 respectively, while strips of three of the 15c and 50c values and a strip of four of the \$1 value, all perforated "SPECIMEN", went for \$105. The part perforate pairs fetched nice prices as horizontal and vertical pairs imperforate between of the 15c, Scott C6, sold for \$180 and \$195 respectively, and in the 50c value, Scott C7, for \$190 and \$195 each, and in the \$1 value for \$195 for both varieties. Die proofs of the watermarked set, Scott C9-11, with die numbers but without die sinkage each sold in sets of three at \$100 for the issued color and the same price for the black. A horizontal pair imperf between of the 15c, Scott G9, sold for \$220, while a vertical pair in the same condition realized the very handsome figure of \$350. A copy of the DO-X invert, one of only 20 known, changed hands at \$725. A complete set of the Labrador airs, Scott C13-17, as die proofs with die number but without sinkage printed in black on watermarked paper, was sold for \$310, and the same in issued color realized \$260.

A copy of the 10c Labrador air, Scott C14, with watermark placed sideways, went to a prominent midwest BNAPSer who specializes in air mails, at \$5. A vertical pair of the 5c, Scott C13, imperforate between, realized \$825, while the entire set in imperforate vertical pairs, sold at \$455. A copy of the Balboa invert, repaired as usual, as are all eight copies in existence, still sold at \$1250, while a copy of the same surcharge on the 10c value, of which only eight are known, went to its new owner for \$4500.

In addition to the items described above, the collection was complete with all of the regular issues but since the prices that these items are worth are rather well known, I have bypassed them and only stressed those items that are not often offered for sale.—D. C. Meyerson (BNAPS L3). ★