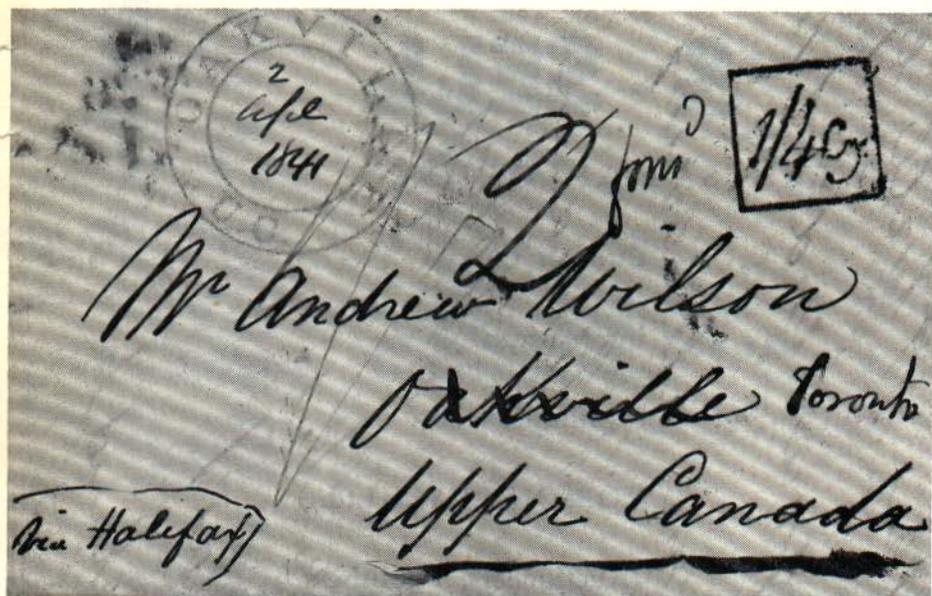


# BNA Topics



Early Post Offices of the  
Oakville - Burlington Area  
See page 96

Official Journal

Of The

British North America

Philatelic Society

Volume 20    Number 4    Whole Number 211    April 1963

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# BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 20 / NUMBER 4 / WHOLE NUMBER 211 / APRIL 1963

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# Official Section



## Monthly Report from the Secretary . . .

JACK LEVINE, 209 PINE TREE ROAD, OXFORD, NORTH CAROLINA

### NEW MEMBERS

- 1965 Fraser, Donald D., 7826 Laburnum Street, Vancouver 14, British Columbia  
1966 Glover, Robert W., 108 Roosevelt Avenue, Newport 4, Delaware  
1967 Korbel, George W., 7651 West Adams Street, Forest Park, Illinois  
1968 Palmer, Ralph A., 509 Cheever Avenue, Geneva, Illinois.

### REPLACED ON ROLLS

- 925 Park, M., Box 306, Temiskaming, Quebec  
1576 Shea, James L., 190 Nonotuck Avenue, Chicopee, Massachusetts  
466 Sparrow, W. H., 125 Lytton Blvd., Toronto 12, Ontario

### APPLICATIONS PENDING

- Bruns, Franklin R. Jr., 7215 13th Avenue, Takoma Park 12, Maryland  
Durning, Richard F., 4649 East Lafayette Blvd., Phoenix 18, Arizona  
Fox, William A., 263 White Oak Ridge Road, Short Hills, New Jersey  
Jeffries, T. D., 84 The Kingsway, Toronto 18, Ontario  
Mills, Ralph W., 17 Cuthbert Crescent, Toronto 7, Ontario  
Munro J. E. R., 711 Sherbrooke, Peterborough, E.C., Ontario  
Ward, Raymond W., 4048 Third Avenue, San Diego 3, California

### APPLICATIONS FOR MEMBERSHIP

(Objections must be filed with the Sec. within 15 days after month of publication)

- Bowen, Edward H. Jr., M.D., 207 Valley Brook Drive, Falls Church, Va (C-CX) CAN, NFD, PROV—19th & 20th century. Canada flag cancels, fancy cancels and R.P.O. Nfd. R.P.O. cancels. SPECIALTY—Can. Nfd. R.P.O. on and off cover. Proposed by R. L. Woolley, No. 359.
- Ellison, Kenneth V., Oyama, B.C. (C) CAN, B.C.—Mint & used postage. SPECIALTY—B.C. cancels. Proposed by G. Melvin, No. 1257. Seconded by H. A. MacMaster, No. 484.
- Foster, Herbert A., 309 Overdale St., Winnipeg 12, Man. (C-CX) CAN—19th & 20th century mint & used postage and blocks. Coils. O.H.M.S.-G. Mint & used booklet panes. Precancels. Mint & used airmails. Proofs & Essays. Proposed by J. Levine, No. 11.
- Freele, Mrs. Margaret, Box 177, Grand Bend, Ont. (DC-CX) CAN, NFD, N.S.—Mint & used postage. Plate Blocks. O.H.M.S.-G. Mint airmails. R.P.O., flag, 2 & 4-ring numerals, squared circle cancellations. Small Queen varieties. SPECIALTY—Squared Circles and Plate Blocks. Proposed by J. Levine, No. 11.
- Hanson, C. Victor Jr., 1555 Oakwood Place, Deerfield, Ill. (C-CX) CAN, NFD, PROV—19th & 20th century mint & used postage and mint blocks. Stampless & 1st Day covers. O.H.M.S.-G. Mint & used airmails. R.P.O., flag, 2 & 4-ring cancellations. SPECIALTY—Small Queens all type cancellations on and off cover. Proposed by J. S. Siverts, No. 59.
- Hilton, M. S., P.O. Box 73, Elkhorn, Wisc. (C) CAN, NFD—Mint & used postage. O.H.M.S.-G. Precancels. Seals. Federal, Provincial & Tax-Paid revenues. Mint, used and semi-official airmails. Postal stationery entires. Literature. Slogan cancellations. Meter permits. Proposed by E. A. Richardson, No. 168.
- Paterson, Neil A., P.O. Box 54, Leamington, Ont. (C-X) CAN—19th century used postage and used blocks. 1st Day covers. Plate Blocks. Used airmails. Proposed by H. J. Hollands, No. 1402.
- Pratt, Robert H., 7912 North Beach Rd., Milwaukee 17, Wisc. (C-CX) CAN, NFD, N.B., N.S.—19th & 20th century mint & used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes and complete booklets. Federal, Provincial & Tax-Paid revenues. Mint & used airmails. Proofs & Essays. SPECIALTY—Proofs & Essays (emphasis on Nfd.). Proposed by J. N. Sissons, No. L17.
- Shortreed, John W. K., 7309 Saskatchewan Dr., Edmonton, Alta. (C-X) CAN, NFD—Mint & used postage and mint blocks. Coils. O.H.M.S.-G. Mint & used airmails. Proposed by W. Rorke, No. 1510. Seconded by R. S. Traquir, No. 1450.
- Taylor, Dr. Ian W., 769 St. Milwaukee Ave., Wheeling, Ill. (C-C) CAN—19th & 20th century mint & used postage. Plate Blocks. Coils. Flag, slogan and all markings from Hamilton, Ont. SPECIALTY—Slogan cancellations from Hamilton, Ont. Proposed by E. A. Richardson, No. 168.
- Vaughn, Gordon D., RCAF Station, Chatham, N.B. (DC) CAN—19th & 20th century used postage and mint & used blocks. 1st Day covers. Coils. O.H.M.S.-G. Postal stationery entires & cut-squares. Proposed by E. A. Richardson, No. 168.
- Wilson, Roy S., 78 Richmond St. W., Toronto 1, Ont. (D) CAN, NFD, PROV—Mint & used postage and blocks Plate Blocks. Coils. O.H.M.S.-G. Mint & used airmails. Proposed by H. J. Hollands, No. 1402.
- Withosky, Robert, Box 134, Dresher, Pa. (C-CX) CAN—Used postage. Pre-stamp & stampless covers. Coils, O.H.M.S.-G. Mint Booklet panes. Precancels entires. Literature. R.P.O., territorial, flag, slogan, Used & semi-official airmails. Postal stationery entires. Literature. R.P.O., territorial, flag, slogan, 2 & 4-ring numerals, squared circle, duplex cancellation. Perfins. R. R. & Steamship post cards. Gov't. commercial stationery. Proposed by G. L. Dodson Jr., No. 941. Seconded by A. H. Kessler, No. 334.

CHANGES OF ADDRESS

- 553 Boronow, Robert R., 1255 University St., Rm. 820, Montreal, Quebec
- 1711 Delange, Victor A., 1309 12th Street S.W., Calgary, Alberta
- 608 Eaton, Lt. Col. F. B., 1491 West 56th Avenue, Vancouver 13, B.C.
- 1313 Hooghkirk, Robert C., Drawer 8, Boynton Beach, Florida
- 1668 Kenwood, Clifford W., 37 Highfield Ave., Town of Mount Royal, Quebec
- 1141 Lee, Walter S., Box 577, Smithers, B.C.
- 1777 Margeson, Paul B., 2187 Dexter Street, Schenectady, N.Y.
- 155 Martin, W. F. B., 150 Argyle Ave., Apt. 411, Ottawa, Ontario
- 763 Pollitz, William T., 40 Court Street, Boston, Mass. (Room 426)
- 1909 Price, Thomas E., 6878 East Boulevard, Vancouver 14, B.C.
- 1397 Shilleto, Jack, P.O. Box 967, Bellingham 9, Washington
- 215 Taylor, Dr. Ross B., 207 Algonquin Blvd. East, Timmins, Ontario
- 1495 Wright, G. B., 2323 Lakeshore Blvd. W., Toronto 14, Ontario

DROPPED FROM ROLLS

L1776 Johnson, John Finlay, 305 Sherwood Bldg., Spokane 1, Washington

RESIGNATIONS RECEIVED

- 867 Chadwick, C. Fred, 140 Leroy Street, Binghamton, New York
- 569 Fhy, Joseph Elton, 1612 Diane Drive, Compton, California
- 1767 Fraser, Major Hugh N., 1002 Forest Brook Drive, Penticton, British Columbia
- 985 Hodgson, Mrs. Sayde, 47 Risebrough Avenue, Willowdale, Ontario
- 507 Marshall, Richard B., Box 647, Presque Isle, Maine
- 668 Metcalf, W. H., 905 Adler Avenue, Moose Jaw, Saskatchewan
- 994 Wiesener, Herman E., 5523 Greene Street, Philadelphia 44, Penna.
- 621 Woodhead, Cyril, 123 Albertus Avenue, Toronto 12, Ontario

RESIGNATIONS ACCEPTED

Armson, Louis; Cohoon, Gordon L.; Forster, H. Walter; Foster, W. J.; Houston, John G.; Ireland, Ed.; Laser, Phill I.; Lenny, Allen; Markovits, Robert L.; Mueller, Col. Harrie S.; Pett, Edward; Verley, Gordon K.; Whitehead, John Henry; Williams, Edward A.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, February 1, 1963 .....	1016	
NEW MEMBERS, March 1, 1963 .....	4	
REPLACED ON ROLLS, March 1, 1963 .....	3	
		1023
RESIGNATIONS, March 1, 1963 .....	14	
DROPPED FROM ROLLS, March 1, 1963 .....	1	
		15
TOTAL MEMBERSHIP, March 1, 1963 .....		1008

OFFICIAL NOTICE

CALL FOR NOMINATIONS

**ARTICLE IV, Section 3. ELECTIONS:** Three (3) members to the Board of Governors shall be so elected each year for a term of three (3) years. Nominations for the offices to be elected may be filed with the Secretary by any Regional Group of the Society or by any five (5) members in good standing in time, at least, for publication in the issue of BNA TOPICS scheduled for release ninety (90) days before the opening of the Convention and Annual Meeting of such election year. At least one hundred and fifty (150) days before the opening date of such election year Convention and Annual Meeting, the President shall appoint five (5) members of the Society to serve and function as a Nominating Committee whose prime purpose shall be to prepare and present a slate of candidates for the elective offices to be voted, which slate shall be published in the issue of BNA TOPICS scheduled for release one hundred and twenty (120) days before the opening date of the Convention and Annual Meeting of such election year. No member shall be nominated unless he shall have first assented to his nomination to his proponent, and his proponent, in nominating him, shall state such assent has already been received. Each nomination made shall be published in BNA TOPICS at least ninety (90) days prior to the election date.

**THE Editor's MAILBAG**

Dear Mr. Editor:

I meant to write this letter some time ago, but wished to be absolutely sure of the facts and I have only just now located a copy of the prospectus for BNAPEX-62. To quote from that prospectus: "Entries shall be limited to ONE (1) exhibit in each classification and each entry shall not exceed four (4) frames."

However, the list of exhibits and awards published in the November "Topics" reveals some interesting facts. Of twenty-six com-

petitive exhibits, eight exceeded the expressly stated frame limitations, and, in two instances, the classification limitation was disregarded. Five of the eight exhibits which were over the frame limit received all the top awards except the Goodwin Trophy.

There is no need to labor the obvious. Those exhibitors who in good faith accepted and observed the regulations are entitled to an explanation.

Sincerely,

Susan M. McDonald, 1200

Dear Mr. Young:

I have forwarded to Hans Reiche for viewing and forwarding to you a World War 1 Cover with MR7b. This is dated Nov. 29, 1916 and advances the date of issue of this coil by two weeks.

No date has been given by the Post Office for the date of issue and the War Tax Study group after considering dated copies came to the conclusion that Dec. 12th 1916 was the probable date. This may have been the date for 7a which is the normal shade. 7b the dark shade is rare and this new dated cover at least has the dark shade appearing two weeks earlier.

I have the light shade on full covers Dec. 16th and 21st but this new date is quite an advance on both of them. Members with World War 1 covers might contribute a great deal to the story of this coil if they would check the dates of their covers and report them to me.

Hans will also be forwarding a Jan. 1917 cover with the light shade which I sent to him for comparison. It would not be of interest in my opinion but the readers might like a picture of the 7b Nov. 29th cover.

Sincerely,

Bill Rorke

Dear Mr. Young:

I am writing to you in search of information concerning a Newfoundland stamp. The stamp in question is Scott #246-1938 Queen Elizabeth (A138 dark carmine).

I have a few, single and in blocks of four, that have two distinct red marks in the letter "A", giving the appearance of an asterisk. It would appear that this marking appears only once per sheet.

I would certainly appreciate hearing from you on the matter.

Thanking you I remain,

Sincerely yours,

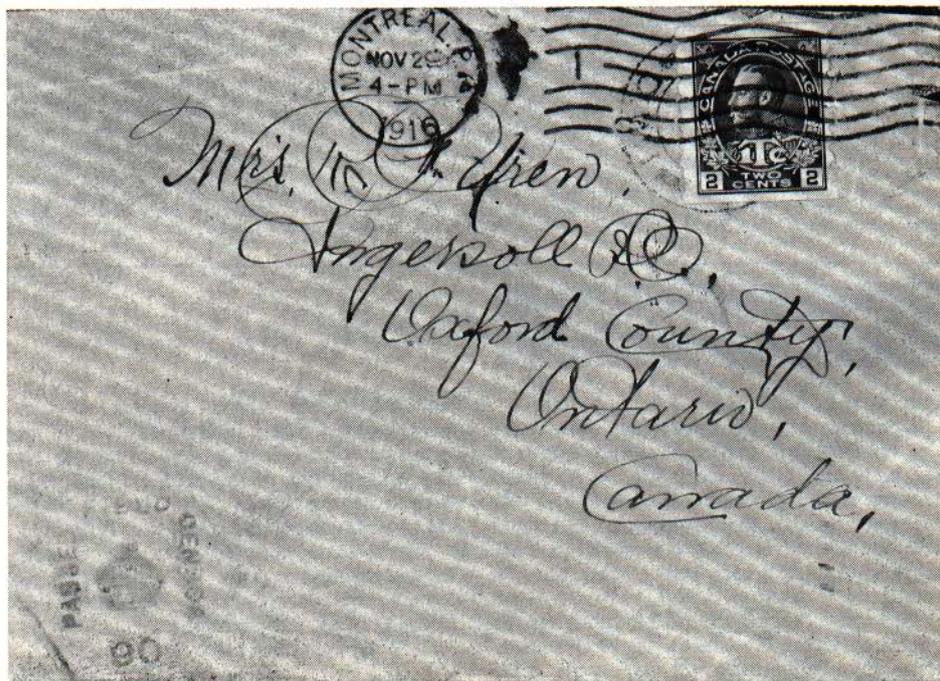
J. J. DeL'Cosser, 1902

Dear Sir:

Enclosed herewith is a drawing of Fancy Toronto "2" Type 69 to be included with the publication of Types 65, 66, 67 and 68 recently forwarded to you. This item has turned up on a 1c yellow Large Queen recently purchased by Mr. Stanley Cohen at a London auction house. If this arrives too late for inclusion with the other additional types, I trust that you will be able to sneak it in to an issue in the near future.

With kindest regards,

Horace W. Harrison





Dear Mr. Editor:

Eric Tizard and myself have been thinking of forming a B.N.A.P.S. Regional Group for the Halifax region and would like to hear from any member interested in this idea. I can be reached at the above address or by phone 422-5602.

Best Wishes,

Bernard Scott  
6151 Pepperell St.,  
Halifax, N.S.

---

### ROLL OF DISTINGUISHED PHILATELISTS

We would like to extend our congratulations to the Chairman of our Editorial Board and Past President of the Society, Mr. Vincent G. Greene on his election to the Roll of Distinguished Philatelists. In the past there have been only three Canadians elected to this high honour — Fred Jarrett, Senator Calder and Gerald E. Wellburn.

---

### **BNAPEX '63**

**Colonial Williamsburg, Virginia**

**Sept. 19 (Thurs.) 20, 21, 22**

**59 — 81**

59 out of 81 room already reserved — and 6 months still to go!

**IT'S NOT TOO EARLY!!**

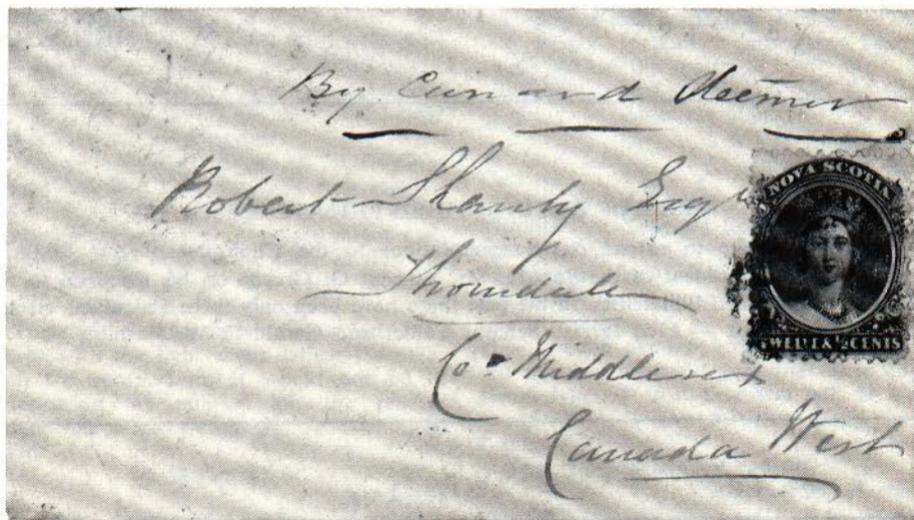
If you plan to come, **SEND YOUR RESERVATION IN NOW. IT'S NOT TOO EARLY!!** Procrastination may mean disappointment. **DO IT NOW!**

If you misplaced your reservation form or didn't receive one, write  
**Jack Levine, 211 Pine Tree Road, Oxford, North Carolina**

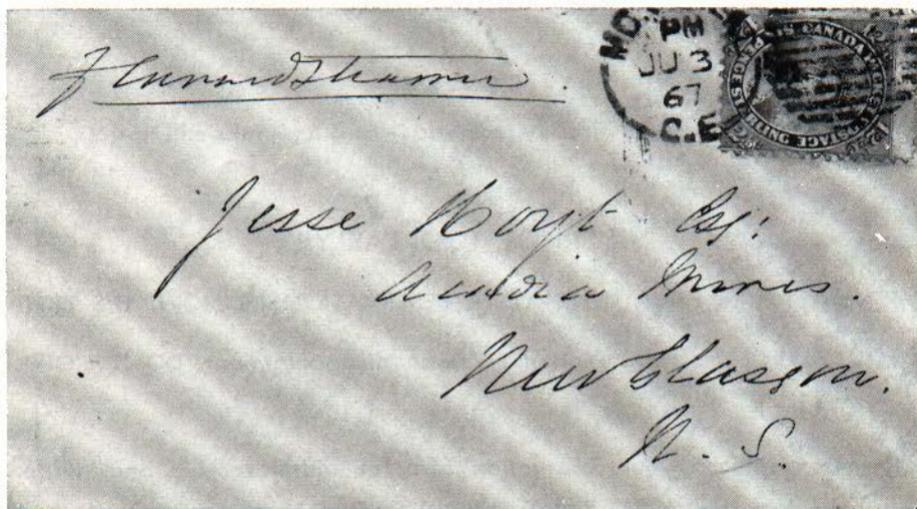
# The President's Page

C. M. JEPHCOTT, 323 ROSEMARY RD., TORONTO, ONTARIO

---



Example of the 12½c Nova Scotia stamp on a letter to Canada by closed mail via Boston



Rare use of the 12½c stamp to Nova Scotia via Boston, Montreal C.E. June 3, 1867 to New Glasgow, N.S.

The President is pleased to announce the following appointments

**Acting Librarian**

**DR. EDGAR C. BLACK**

1726 Western Parkway,

Vancouver 8, B.C.

**Chairman of the Library Committee**

**MR. VINCENT G. GREENE**

77 Victoria Street,

Toronto 1, Ontario

It is requested that any member who has material on loan from the Library return the same to the Acting Librarian at the above address at their earliest convenience to complete the records.

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**OFFICIAL NOTICE**

Beginning on March 1, 1963 Copy Deadlines are as follows:

Display advertising copy must be received by the advertising manager one month prior to the month of publication. Features, articles and classified advertisement must be received by the Editor six weeks prior to the month of publication.

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**BNAPS  
REGIONAL  
GROUPS**

*Philadelphia*—Meets the first Thursday of each month at 7934 Pickering Street, Philadelphia, Pa. *Temagami*—Meet every summer. Alfred P. Cook, Coy Glen Road, Ithaca New York. *Vancouver*—Meets the fourth Monday of each month at Coronation Room Y.W.C.A. 997 Dunsmuir St. Vancouver, B.C. *Winnipeg*—Meets on a Monday in each month to be decided upon at previous meeting. Harold Wilding 135 Traill Ave., Winnipeg 12, Man. *Edmonton*—Meets twice a year in May and October in a public place, time and date to be announced. Out of town visitors to communicate with Secretary, S. Weber—10615-130th Street. *Twin City*—Meets at members' homes on second Thursday of each month. J. C. Cornelius, 2309 Irving Ave. S., Minneapolis, Minn. *Calgary*—Meets second and fourth Tuesday at 8 p.m., in "The Board Room," Anglo American Building, 330-9th Ave. S.W., Mrs. Russel H. Lane, Secretary, R.R. No. 3, Anderson Road, Calgary, Alberta. *Pacific*—Meets twice a year at the call of the Secretary, Brian F. Milne, 14500 San Jose Street, San Fernando, California.

# Sketches of BNAPSers

by V. G. GREENE, 77 VICTORIA ST., TORONTO, ONTARIO

## NO. 97 — ALFRED P. COOK

Our genial and handsome Sales Manager was born on October 10, 1911 in New York City and was educated at Phillips Academy, Andover, Mass., Columbia University and Cornell University, '37.

Al had six years service in World War II — with the Seventh Regiment (Infantry); 207 Coast Artillery and the 1108 Engineer (combat) Battalion and saw active service in Algeria, Tunisia and Italy. His occupation is a Marketing Consultant.

A stamp collector for many years, Al started to collect Canada in 1923 and specializes in Canada and Newfoundland booklets and panes. He has a fine general collection of Canada which is particularly strong in the 1897 Jubilees. He has won a gold award at the Society of Philatelic Americans Exhibition; two silver medals at BNAPS Conventions and several firsts, seconds and thirds in Central N.Y. Federation shows.

When asked what were the problems of the BNAPS Sales Manager, Al replied that he only had two—not enough time and not enough material!

Al's wife is the Hon. Constance E. Cook, member of the New York State Legislature (BNAPS #1833) and they have two children, Catherine age 5 (has attended five BNAPS Conventions) and John age four months (who plans to be at Williamsburg this fall),



In addition to our Society, Al is a member of the Collectors' Club, New York; the Canadian Philatelic Society of Great Britain, Royal Philatelic Society of Canada; Booklet Pane Society; Ithaca Philatelic Society and is chairman of the Temagami "study" Group of the BNAPS which now has seven members!

It is with deep regret that we have to announce the passing of our member Col. Duncan McLellan of Glasgow, Scotland. Col. McLellan who had been in poor health for the past few years was a keen and able student of Canadian Philately. A past President of the Canadian Philatelic Society of Great Britain, Col. McLellan did much for the furtherance of the hobby in his native country. He was one of the first to make a study of the Squared Circle cancellations of Canada, and also did extensive research on the 1859 and Large Queen issues. We extend to Mrs. McLellan and family our sincere sympathy at this time. May the passing of time not dim the memory of an old and sincere friend.

H.J.H.

# FAKED CANCELLATIONS

by K. M. DAY

Any serious collector of fancy cancellations soon becomes aware of the fact that the fakers have been at work in this branch of philately. This faking is not just a recent enterprise but has been going on for a couple of generations. The recent publication of a handbook of 19th Century Canadian Fancy Cancellations can be expected not only to stimulate interest in this philatelic side line but also to create a larger market for the fakers' art. Undoubtedly some fake cancellations appear in the handbook though the authors assiduously attempted to keep these to a minimum. They can not vouch for the authenticity of any fancy cancellations unless these have been seen properly used on the original covers.

There are a number of guides for the detection of fake cancellations of which the most important is knowledge and experience. A few hints are offered here which may be of some help to the collector. Look with suspicion at a strange, fancy cancellation "socked on the nose". A partial cancellation is more apt to be genuine as the faker rarely wastes his time with these. In other words, the cancellation may be too good to be true. The appearance of the ink is important. Is it shiny and of recent vintage? Does the cancellation have a speckled appearance or does it show traces of mesh from an inking pad? The approximate age of the ink can be determined by spectro-analysis but this is too expensive a procedure to be commercially feasible. Does the cancellation show through to the back of the stamp? The fakes often do as the 'cancellation' has been applied to the stamp after it has been removed from the original cover and old, dry paper readily soaks up the ink.

The cancellation itself may be bogus or a copy of a genuine cancellation. Probably the most widely counterfeited Canadian cancellation is the relatively common Ottawa crown in use between 1880 and 1900. Smythies will shortly publish an article on this cancellation showing examples of the various fakes.

All fancy cancellation collectors seem to be endowed with a vivid imagination. This

is a fine attribute but can lead to rather far fetched conclusions. A broken or worn cork cancellation can strike the eye as showing a bird, a letter, or some intricate design whereas it actually may be nothing more than a blob. Admittedly, a few of these appear in the handbook, one of which could well be the widely faked "Toronto butterfly", #312. Authorities whom the writer has questioned have not seen this cancellation on cover and doubt its existence.



Fig. 1



Fig. 2

An example of this cancellation is shown above, #1. It is a rather glossy India ink and appears to have been applied with a fine brush. A very fine work of art. Even the antennae and tail are clear and distinct. However, on close examination a very faint circular town cancellation can be made out beneath the fancy one. The writer calls this one the Atlantic City bed bug, in memory of its acquisition.

#2 shows an intricate, interwoven 1881 facing in four directions. The cancellation is a bright blue. The faker stubbed his toe on this one because the 1881 cancellation was applied to an Ottawa printing of the late nineties.



Fig. 3



Fig. 4

#3 and #4 are well known cancellations (D & S #227 and 261) first illustrated in Jarrett's book in 1926. Whether or not these exist as genuine cancellations is a much discussed question. Some authorities consider them to be bogus. Even the counterfeits are scarce. The author's copy of #3 is very carefully centered though it 'looks good'. This cancellation has been seen on the large and small queens and always well centered. It has never been reported on cover and the town of origin is apparently unknown. Examination of over half a million small queens in mission mixtures has failed to turn up a copy with either of these cancellations. The two examples of the crescent moon and stars in

the author's collection are definitely fakes. The cancellation is too large to appear on the stamp in its entirety. On examining the back of the stamps the ink of the cancellations can be seen to have overflowed the perforations and appears underneath the edges of the stamps. This would not have occurred if the stamps were adherent to the cover when the cancellations were applied. The question in the writer's mind is: Are these counterfeits of a bogus cancellation? Perhaps some reader of this article can provide information concerning these intriguing problems. A quotation from Virgil might be in order at this point. "I fear the Greeks, especially when bearing gifts."

## Rounding up Squared Circles

Editor: DR. A. WHITEHEAD, 52 HAVELOCK ST., AMHERST, NOVA SCOTIA

### EARLY PARIS TIME-MARKS

The Handbook (2nd Ed.) says on p.21: "The changes (of indicia) in the early squared circle history of Paris . . . make for some extremely rare indicia. On the earliest strikes we have 1, 2, 3, all very rare; for a very few days following, PM seems to have been use (AM may exist, but it has not been reported). Then in August, '93, Paris settled down to use A.B.C.D."

I wish to add brief notes to this statement, especially with regard to the reference to AM and PM.

To begin with, the Paris circular date stamp which immediately preceded squared circles, shows 1, 2, 3, 4, above the date, and these time-marks, certainly 1, 2, 3, may be found on early squared circles.

I have the following:

- "1", Jy 5, 14, 17 ('93)
- "2", Ju 30, Jy 10, 15, 26 ('93)
- "3", Jy 20,
- also "PM", Jy 7, 25

In addition the following have been reported:

- "1", Jy 28 ('93)
- "2", Jy 8, 24
- "3", Jy 4, 12
- "PM", Jy 10, 24

In view of the two matched pairs to be found in the above: 2, PM/Jy 10, '93, and 2, PM/Jy 24, '93, I am now of the opinion that the missing 4' can be accounted for

by 'PM', used by a night clerk who had a mind of his own as to what the evening time-mark should be. The use of 1, 2, 3, would also account for the absence of AM, for it has never been reported.

My earliest record for letter time-marks is A/Au 8, '93. Can any collector better this? I should be glad to know.

Lewis Ludlow has sent all the way from Japan the following supplement to chapter six of the 2nd Ed. of the handbook. It is an ingenious arrangement of names of squared circle towns, so set out as to facilitate the identification of partial strikes. It clearly groups like names (## 2, 14, 15, etc.); similar names (## 3, 9, 13, etc.); like beginnings (## 23, 26, etc.); and like endings (## 1, 5, 6, etc.).

Very much thought and a great deal of time must have been expended by this busy executive, and I know that all squared circle collectors will be pleased to have this clever scheme at their elbow. Our best thanks, Lewis Ludlow.

- |   |   |
|---|---|
| 1. GlenCOE<br>SimCOE                      | 4. MANITOU<br>MANITOWaning                          |
| 2. Georgetown, Ont.<br>Georgetown, P.E.I. | 5. PicTOU<br>ManiTOU                                |
| 3. LONDON (1)<br>LONDON East (1)          | 6. Cache BAY<br>Gore BAY<br>North BAY<br>Seelys BAY |
| 3. PICTOU<br>PICTON                       |   |

- |  |   |                                 |  |   |
|--|---|---------------------------------|--|---|
| 7. WallaceBURG<br>TilsonBURG<br>LunenBURG<br>CoboURG   |   | BrockVILLE (1)<br>WestVILLE (1) | 49. PetitcoDIAC<br>SheDIAC                                       | KingSVILLE<br>BeamSVILLE  |
| 8. PORT Arthur<br>PORT Dover<br>PORT Hope<br>PORT Maitland<br>PORT Williams<br>PORTage La Prairie<br>NewPORT Landing | 29. BraNDON<br>SaNDON<br>LoNDON   |                                 | 50. North SYDNEY<br>SYDNEY                                       | 73. Mount BryDGEs<br>Butternut RiDGE<br>BracebriDGE<br>LethbriDGE |
| 9. ST. JOHN, N.B.<br>ST. JOHNs, Que.   | 30. VICTORIA<br>VICTORIAville   |                                 | 51. L'OrigINAL<br>CardiNAL                                       | 74. BrampTON<br>EdmonTON<br>FredericTON<br>HamiLTON<br>RockTON    |
| 10. MERRItton<br>MERRIckville  | 31. SpringHILL<br>ThornHILL<br>FontHILL                                   |                                 | 52. FORest<br>FORmosa  | 75. StoufVILLE<br>WolFVILLE                                       |
| 11. WATERLOO, Que.<br>WATERLOO, Ont.   | 32. HumberSTONE<br>PipeSTONE  |                                 | 53. DUNdas<br>DUNnville  | 76. VerNON<br>WINONa  |
| 12. MILLtown<br>MILL Brook   | 33. WATERford<br>WATERdown<br>WATERloo, Ont.<br>WATERloo, Que.<br>WATford |                                 | 54. COBden<br>COBourg  | 77. LeamINGTON<br>WellINGTON                                      |
| 13. PORT WILLIAMs<br>FORT WILLIAM West   | 34. BeaverTON (1)<br>BeeTON (1)<br>DutTON (1)                             |                                 | 55. ALMa<br>ALMonte  | 78. MerricKVILLE<br>SacKVILLE                                     |
| 14. WINDSOR, N.S.<br>WINDSOR, Ont.<br>WINDSOR Mills  | 35. MarmORA<br>AurORA<br>DelIORAine                                       |                                 | 56. BRANdon<br>BRANTford   | 79. ElkhORN<br>CORNWall   |
| 15. WOODSTOCK, N.B.<br>WOODSTOCK, Ont.   | 36. HawkesBURY<br>ThornBURY   |                                 | 57. SherBROOke<br>MillBROOK                                      | 80. PiCTON<br>ACTON   |
| 16. NEWPORT<br>NEWPORT Landing   | 37. Cheltenham<br>FarnHAM<br>WingHAM<br>DurHAM                            |                                 | 58. CharlotteTOWN<br>GeorgeTOWN, Ont.<br>GeorgeTOWN, PEI         | 81. VictoriaVILLE<br>WoodVILLE<br>KentVILLE<br>LennoxVILLE        |
| 17. ROSSeau<br>ROSSland<br>ROSeath   | 38. WaterFORD<br>WatFORD<br>BrantFORD<br>BurFORD<br>ThamesFORD            |                                 | 59. Lambton MILLS<br>Windsor MILLS<br>Oxford MILLS<br>MILL.Brook | 82. BowMANville<br>EastMAN  |
| 18. AYLMEr (East)<br>AYLMEr West   | 39. MattAWA<br>NeepAWA<br>OshAWA  |                                 | 60. ChesLEY<br>PaisLEY<br>WolseLEY<br>RipLEY                     | 83. FlesheRTON<br>StellaRTON                                      |
| 19. NORTH Bay<br>NORTHport<br>NORTH Sydney   | 40. CobDEN<br>GoDEN<br>MorDEN   |                                 | 61. GRAfton<br>GRAnby  | 84. ChesteRVILLE<br>IbeRVILLE                                     |
| 20. Riviere du Loup<br>STATION<br>Ashcroft STATION<br>McGregor STATION<br>Paris STATION<br>InternationAl Bridge      | 41. Aylmer WEST<br>Milton WEST<br>Sutton WEST                             |                                 | 62. GREnfell<br>GREtna   | 85. Port MAITLAND<br>MAITLAND                                     |
| 21. Sutton<br>Sutton West  | 42. ManitowanING<br>CannING<br>Newport LandING<br>StirlING                |                                 | 63. MACleod<br>MACcan  | 86. MerriTTON<br>SuTTON<br>SuTTON West                            |
| 22. CHESley<br>CHESterville  | 43. MinnedOSA<br>FormOSA  |                                 | 64. MARKdale<br>MARmora  | 87. BowMANVILLE<br>DANVILLE<br>DunNVILLE                          |
| 23. KINGSton<br>KINGsVille   | 44. CANso<br>CANning  |                                 | 65. MATane<br>MATtawa  | 88. ClarencEVILLE<br>OrangEVILLE<br>BelleVILLE                    |
| 24. NIAGARA<br>NIAGARA Falls South   | 45. Newcastle CREEK<br>Maple CREEK  |                                 | 66. NEWcastle Creek<br>NEWmarket<br>NEWport<br>NEWport Landing   |   |
| 25. PARIS<br>PARIS Station   | 46. ACTON<br>ACTON Vale   |                                 | 67. PETERborough<br>PETitcodiac                                  |   |
| 26. THORNbury<br>THORNhill   | 47. Acton VALE<br>Blue VALE   |                                 | 68. RIVER Louison<br>RIViere du Loup<br>Station                  |   |
| 27. BLEEKer St.<br>BLEEKer St.   | 48. BELLE. rive<br>BELLEville   |                                 | 69. SHEDiac<br>SHERbrooke  |   |
| 28. SpannonVILLE (1)<br>MansonVILLE (1)  |   |                                 | 70. WOLfville<br>WOLseley  |   |
|  |   |                                 | 71. ClifTON<br>GraFTON   |   |
|  |   |                                 | 72. HuntSVILLE   |   |

# Early Post Offices of the

## Oakville-Burlington Area

by MAX ROSENTHAL

Probably the most industrialized and densely populated area in Canada is that strip of land around the western area of Lake Ontario from Oshawa to Niagara Falls called nowadays "The Golden Horseshoe". The middle of this crescent, from Toronto to Hamilton has the highest concentration of buildings and people.

In the beginning four townships were planned in this area between the two metropolises, afterwards named Toronto Township, in Peel County, Trafalgar and Nelson, in Hamilton County and Flamborough East, in Wentworth County. In 1793 Lieutenant-Governor Simcoe made the first attempt to build military roads through the forests. Dundas Street was one of them, to connect York (Toronto) with the head of the lake (Dundas). Today it is Highway 5.

In Trafalgar the surveyors were confronted with the major obstacle of the ravine of Sixteen Mile (or Oakville) Creek, in Nelson with that of Judic Mile (or Bronte) Creek. Trafalgar was opened for settlement in 1807, while the first settlers in Nelson, the Bates, came in 1800.

By 1816 there were still only nine post offices in all Upper Canada. The driver of the stagecoach put the mailbags under his seat or on top of the coach. Upon reaching a post office the driver blew on his horn, and threw the mailbag off. The postmaster emptied the bag, took out what was addressed to his district, put the rest back, along with mail outgoing from his office, and returned the bag to the driver. He then continued on his way—unless he was at a post office where horses had to be changed—as at Trafalgar, then there was a 20 minute delay.

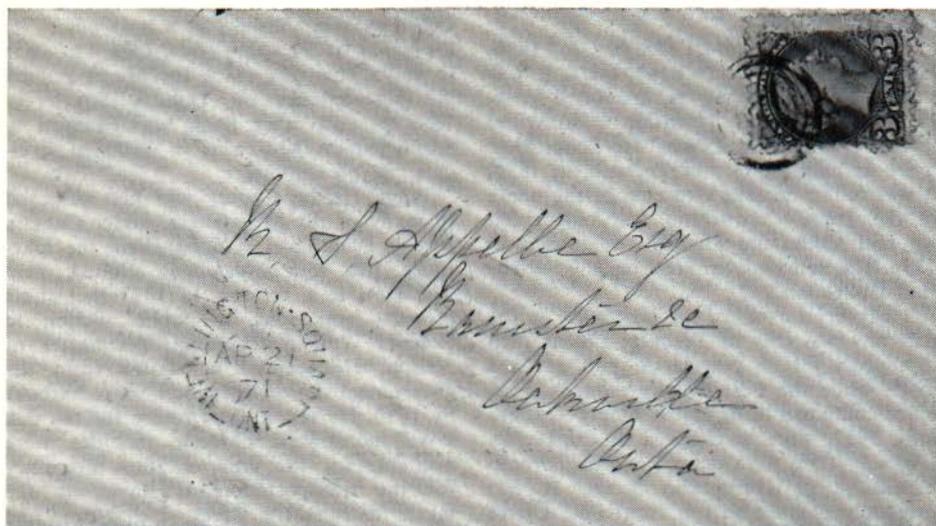
The mail was carried along Dundas Street, on which post offices began to be located in the 1820's. Trafalgar, opened at the 9th Line, about 1822, with Alexander Proudfoot as postmaster, was the first post office between York and Dundas. The second was the Nelson post office, at Hannahsville, at what is now the corner of Highway 25 going south to Burlington, in 1825, with William Chisholm as postmaster. Trafal-

gar served all of its township, as well as 30 miles north into Erin Township.

The old travelled route led south from Dundas Street at Nelson to the lake shore, to avoid climbing the Niagara Escarpment on the way to Dundas. Where it turned to continue west at the lake another post office was opened in 1827, Wellington Square, now called Burlington. The first survey of Wellington Square was made by James Gage, who in 1810 purchased the northeast corner of Joseph Brant's Tract, and it derived the "Square" from the shape of the survey. In 1960 a lady renovating an old house in Burlington found an accumulation of old correspondence and other papers connected with Hiram Smith and Andrew Chisholm, partners in a general store in Wellington Square over 120 years earlier. Some of this material relates to postal matters, as on October 6, 1836 Deputy Postmaster General Stayner appointed Smith deputy postmaster of Wellington Square, succeeding A. Bates. This appointment, as well as all of the correspondence is now in the Ontario Archives.

On December 9, 1836, Smith wrote to Stayner. "There is required for the use of this office a larger mail bag—as the one at present in use is quite too small—as the mail is generally carried on horseback between this office and the office at Nelson. I think it should be made to sling over the courier's shoulder, and let the bag hang by his side. It should also have a clasp, so that it could be locked." In the early 1850's Port Nelson post office was opened 1½ miles to the east, on the Lake Shore Road, where the present Highway 25 actually comes down. In 1873 a petition from the people of Port Nelson and Wellington Square was presented to have them incorporated as a village under the name of Burlington. In 1876 the name of the post office was changed to Burlington, but Port Nelson continued as post office as well.

The "old survey" of Toronto Township, up to the Base Line Road, was made in 1806, with one mile on each side of the Credit River reserved for the Mississauga



A Letter from Wellington Square, Ont. in 1871

Indians. At one time the French Canadians traded with the Indians each spring, near the mouth of the river. The Missisauagas were given supplies on credit, for which they paid the following spring with furs, and it became known as the Credit River. In 1794 the government authorized the erection of a building at its mouth, the future site of Port Credit, for the accommodation of travellers. Thomas Ingersoll leased the building, known as "Government House", and also acted as ferryman. After 1797, when the official buildings at York were completed, it was turned into a tavern, and later a trading store.

In 1804 the Lake Shore Road was opened, a little nearer to the lake than the present Highway, but it did not go much to the west beyond Port Credit. Toronto Township north of the Base Line Road was surveyed in 1819, and called the "new survey".

The oldest village in the township, and county, is Streetsville. Its beginnings were John Barnhart's store of 1821, and Timothy Street's dam and sawmill of 1822. A post office was opened in 1829. A bi-weekly mail was carried on horseback.

Jacob Cook, from an early date, under contract with the government, had carried the mail along Dundas Street, travelling by wagon, sleigh, or horseback, depending on the weather. It was for him that Cooksville was named, when its post office was opened in 1829, at the northeast corner of the pre-

sent Highways 5 and 10. In his article "Postal History, Peel County, Ontario" (BNA Topics, February 1962) James Catterick stated that "the first post office of any record in Peel was called Toronto, opened in 1826". He added that "the probable location was on the Etobicoke or the Humber River, although there is a great deal of doubt about the location."

With the help of the Ontario Archives, this doubt can now be cleared away. Generally, the first post office in a township took the name of that township, such as Trafalgar, and Nelson, and was usually fairly centrally located. The two oldest roads in Toronto Township are Dundas Street and the Centre Road. The village at their junction is Cooksville. According to Deputy Postmaster-General Stayner's list of 1841, published in Bogg's catalogue, the Cooksville post office was opened in 1829. The Montreal Almanac's list of post offices in the 1829 edition does not list Cooksville or Toronto post office, but in 1830 it does list Toronto, which bears out its opening in the previous year.

The postmaster of Toronto is given as A. Lewis. William Lyon MacKenzie's Colonial Advocate, December 4, 1828 reports: "Toronto Store. A. Lewis selling in place formerly owned by Allen Robinet, on Dundas Street, Township Toronto". On January 6, 1829 Toronto post office was opened (not 1826), and the same date was also established Streetsville as a "bye" post

office of Toronto.

In the Constitution of October 26, 1836, another of Mackenzie's newspapers, it was stated, "Mr. Savigny is appointed postmaster of Toronto Township (Cooksville) in the room of Mrs. Lewis." No doubt after York became the city of Toronto, in 1834, it was found necessary to change the name of the Toronto Township post office, and we find Cooksville already being used in 1836. The items quoted are from the Perkins Bull Collection.

The official name of the post office in the new city was City of Toronto, and as such it appears on its postmarks until at least 1845, while the Peel County village's post-office continued to be called simply Toronto until 1837, when it changed to Cooksville. Highway 10 is the Centre Road of Toronto Township, or Hurontario Street. It was originally planned to run from Port Credit to Collingwood.

Amaziah Church built his sawmill on the Credit River around 1819 or 1820. The village of Churchville which sprang up just down from the north township boundary got a post office in 1831. In the same year

Credit was established as a post office, on the banks of the same river. Like Trafalgar it was a changing place for horses pulling the stagecoaches on Dundas Street. In 1889 its post office name was changed to Springfield-on-the-Credit, in 1900 to Erin-dale, its present name.

When Halton County was first surveyed so many of the Missisaugas, under Captain Joseph Brant, had camped along the lake-shore, that the government allotted them 960 acres as a reserve. In 1827 the whole property was sold by public auction to Colonel William Chisholm, postmaster of Nelson. He secured a charter from the government for construction of a harbour by 1830. He saw a great future for the oak stave industry if harbour facilities were available for the kind of ships necessary for the transportation of staves on the lakes. Sixteen Mile Creek at that time had enough water to float staves and lumber down to the lake. Robert Baldwin Sullivan, Commissioner of Crown Lands, therefore gave the village which sprang up the name Oakville.

When the volume of mail for the southern



A letter from Springfield on the Credit in 1893

section of Trafalgar Township became heavy enough, Oakville post office was opened in 1835. Because of Chisholm's 10 years experience as postmaster at Nelson, he was appointed at Oakville. The site chosen for the little frame building was the south side of Colborne Street, west of Navy Street, near the east bank of the creek. It was moved in 1950 to the lake-front park, at the foot of Thomas Street, and restored. As the Post Office Museum it is now the location of various historical documents.

With the opening—after the founding of Oakville post office—of the 7th Line road, E. Post opened a tavern on its southwest corner with Dundas Street, which soon became known as Pat's Corners. Across from and a short distance west of the new corner was the general store of Squire James Appelbe. Upon the resignation of Alexander Proudfoot, some time in the 1840's, Appelbe was appointed postmaster of Trafalgar. The post office was moved a half mile east, into his store.

In 1835 Oakville was a "bye post office" of Trafalgar, and the mail was transported from the post office on Dundas Street on horseback. After the establishment of Bronte post office in 1851, near the mouth of Judic Mile Creek, mails were carried daily on the Lake Shore Road, between Toronto and Hamilton, by stagecoach. (Bronte had been surveyed by the government in 1834, when it received its name.) From the Lake Shore Road it was carried by postal courier or post boy on horseback inland. In summer the steamship Magnet carried the mail.

The Great Western Railway took over the carrying of the mail when it came through in 1855, and the positions of the Trafalgar and Oakville post offices were reversed. Mail for Trafalgar arrived at the Oakville station, and was taken from there to the hamlet on Dundas Street by wagon.

In 1821 Jasper Martin received the land which was to become northeast Milton, and by the next year had a grist mill going. He dammed Sixteen Mile Creek, and created an artificial mill pond. A small village formed, named Martin's Mills. In the mid 1830's leading men in the district conferred to choose a more suitable name. The population had increased to 100! Milton was accepted, as Martin was an admirer of the great poet. When the post office was opened in 1836, it was classified as Milton West, to avoid confusion with five other Miltons in Canada. In the Percy

Band collection is a cover of June 23, 1837, with only Milton in the postmark, WEST apparently left out because the large lettering did not give enough space for it.

The stage between Bronte and Milton made Palermo, at the corner of what are now Highways 5 and 25, a stopping place, and its post office was established in 1837. Its name, like Bronte, Trafalgar and Nelson, is connected with the noted admiral.

East Flamborough was surveyed in 1797. Alexander Brown purchased 800 acres in the township, half of which comprised the future site of Waterdown, on Dundas Street, and by 1805 he was working two sawmills on Grindstone Creek. Ebenezer Griffin, founder of Waterdown, moved to the creek site in 1823. In 1827 and 1828 he built a flour mill, at that time the largest at the head of the lake. Waterdown post office was not opened until 1841.

On June 22, 1840, Hiram Smith, postmaster of Wellington Square (Burlington), wrote Deputy Postmaster-General Stayner:

"Since my return to this place have made some enquiry for a person to contract for conveying the mail from this office to Waterdown by Nelson, but have not yet had an offer. If you have no objections I would be willing to contract for it, say twice a week each way, for four years from July 6 next, and, as the distance from Nelson to Waterdown is nearly the same as from this to Nelson, I think, my acct. of wages should be nearly double to that formerly paid from this office to Nelson, which was £13 a year, but I think it might be done for £25 a year. Should you not be willing to go so high as £25 a year, let me know and I will try if it can be done for less."

July 12, 1840, Smith was engaged to convey the mails from Wellington Square to Waterdown, to be paid by the Deputy Postmaster General quarterly £5 10sh. July 19, 1840, James Porteus, post office surveyor for Upper Canada, wrote to Smith. "Can you furnish me with a diagram of the township of East Flamboro, showing the locale of the projected office at Waterdown which I am desirous to get to send to the D.P.M.G., so as to enable him to trace the exact position of the new office on the map."

In 1783 David Fonger had received what is now the northeast section of Aldershot, on the Plains Road (Highway 2). William Applegarth settled in 1791 on the south side of the road, across from him. The "New Waterdown Road" was cut through



A letter from Oakville, Ont. in 1898

Applegarth's land in the 1840's to Brown's Wharf, on Hamilton Bay. This wharf had been built by Alexander Brown about 1820, and, especially after 1830, became an important port. The Aldershot post office was established in 1856 on the east side of the New Waterdown Road, a bit above the railway, which had just come through from Toronto. After this unsuccessful attempt to establish a village at the tracks, the post office was moved to the southeast corner of the Plains Road and the Waterdown Road, and the second t dropped from the spelling of the name.

In 1826 the government built the Mississauga Indians cottages several miles up the Credit River from its mouth. Their removal provided an opportunity for the development of the port. Sawmill's and grist mills sprang up along the river. In 1835 Port Credit was laid out by the government on the west bank, and in 1837 it constructed a harbour at its mouth. It became a regular port of call for the mailboat between Toronto and Hamilton, and a post office was opened in 1840. Its residents no longer had to go to Credit (Erindale) post office.

At the corner of the present Highway 10 and the Malton Road in 1851 opened Derry West, as well as Summerville, on Dundas Street just west of Etobicoke Creek (see article in September 1962 BNA Topics on Etobicoke post office.). The frame house

at the northeast corner of Highway 5 and the first road west of the creek which housed the Summerville post office is still in use as a residence. The present post office is in a brick store on the south side, built in this century.

Omagh, in Trafalgar, first settled about 1818, in 1850 felt that it was worthy of a post office. John White, their Member of Parliament, told the inhabitants to choose a suitable name, and he would see that they got it. T. F. Howell owned a store and hotel there. The villagers suggested the name Howellville. This did not please White, because Howell, as he put it, was a "Yankee." White was an Irishman, so he changed it to Omagh, the capital of County Tyrone. The post office was at the northeast corner of the 6th concession road and the 5th sideroad.

White also named Boyne post office in the same township, at the northeast corner of the present Highway 25 and the 5th sideroad, established soon after a store was opened in 1861.

Lowville was opened in Nelson, where the 4th concession road crosses Judic Mile Creek.

Cumminsville, opened in the early 1850's where the 2nd concession road of Nelson crosses Judic Mile Creek, was named after its founder. Killbride, only a mile north, opened in the late 1850's. Cumminsville post office was closed in the 1890's. At

present the area it occupied is known as Cedar Springs. Zimmerman, opened in Nelson in 1854 on the east bank of Judic Mile Creek, almost two miles north of Dundas Street, was also named after its founder. H. P. Zimmerman had built a grist mill there. Carlisle, where the road north from Waterdown crosses the 9th concession road, in East Flamborough, also opened in the early 1850's.

The coming through of the railway from Toronto to Stratford in 1856 resulted in the establishment that year of Malton. Sheridan was opened in 1857, at the corner of the present Queen Elizabeth Way and the western boundary road of Toronto Township.

The beginning of Meadowvale, 2½ miles north of Streetsville, on the Credit River, was the building of a sawmill in 1831. In 1847 James Ward opened its first store. In 1856 Francis Silverthorne built a grist mill. The next year a post office was established. The late 1850's saw the opening of Appleby, on the northwest corner of what is now the Queen Elizabeth Way and the 5th sideroad, in Nelson.

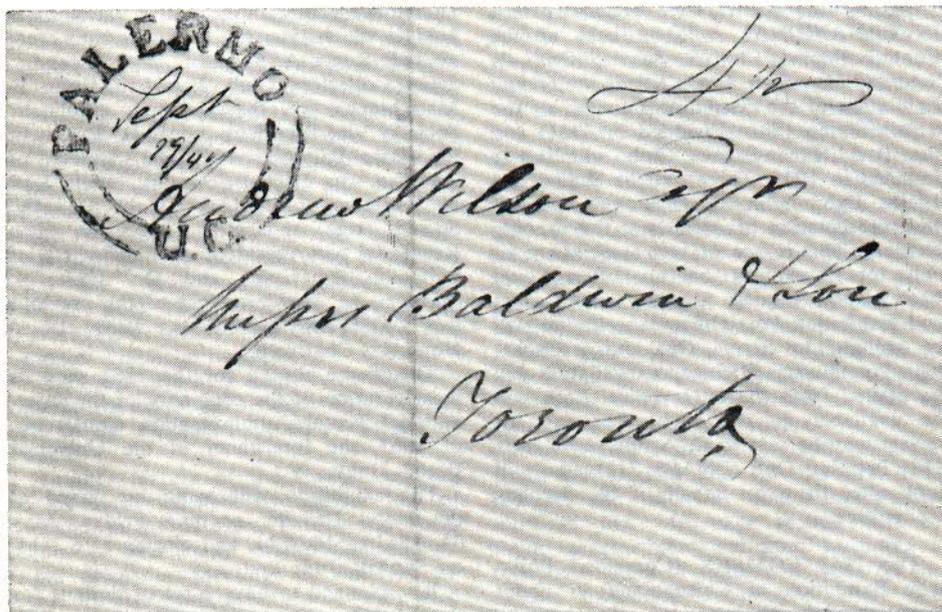
Opened in 1861 in Trafalgar was Drumquin, at the southeast corner of the 8th concession road and the 5th sideroad, named after a place in Ireland. It was

settled about 1820, and given its name by Thomas Anderson, who kept a tavern there.

The 1860's saw five post offices appear in Toronto Township. In 1862, Britannia, on the Centre Road, Burnhamthorpe, at the southeast corner of the present Burnhamthorpe and Dixie Roads, and Mount Charles, at the Malton Road and the Dixie Road, were opened. Sydenham was changed to Dixie when a post office was opened at Dundas Street and the 8th sideroad in 1864. In 1863 Frogmore was opened at the northeast corner of Dundas Street and the boundary between Toronto and Trafalgar Townships. It closed in 1874, probably being too near to the Credit and Trafalgar post offices.

In the middle 1860's were also opened Merton, in Trafalgar, at the corner of the present Queen Elizabeth Way and the road from Bronte; Mountsberg, in East Flamborough at the southeast corner where the road in the middle of the 12th concession meets the road north from Waterdown.

At the southeast corner of the western boundary road and the 10th side road of Toronto, Lisgar post office was opened in 1871, and closed in 1873. As James Catterick wrote in his colourful "Postal History". Peel County, Ontario" BNA Topics, Feb-



A letter from Palermo, U.C. in 1847

ruary 1962). "The story is told of the post office at Lisgar, selling \$6 worth of stamps the first year, and only \$5 worth the next year, so that was the end of Lisgar post office." However, in 1887 Lisgar post office was reopened.

In 1873 was established Elmbank, at the southwest corner of the 5th Line East and the 5th sideroad, now part of the Toronto International Airport. At the northeast corner of the same sideroad and the 2nd Line East Hanlan was established in Toronto Township in 1879. On land owned by Jesse Clarkson was opened in 1875 Clarkson post office in the same township, on the 30th sideroad just north of the railway crossing. Where Brant Street meets the Queen Elizabeth Way, at the north edge of Burlington, was opened Freeman, in 1878.

The early 1880's saw opened in Trafalgar Ash, just west of the railway crossing on the north side of the Base Line Road, in Nelson Merton, at the northeast corner of the present Queen Elizabeth Way and the road north from Bronte; Tansley, in

Nelson, on the north side of the present Highway 5 east of the railway, in East Flamborough, at the northwest corner of the 6th concession road and the road north from Waterdown the Flamborough Centre post office.

Lorne Park summer post office was opened in 1893 in Toronto Township on the present Highway 2 west of Port Credit Also in the 1890's was established Snider's Corners, in Trafalgar Township, 1¼ miles north of Dundas Street, and 1¼ miles west of the east boundary road.

The 1900's saw Glenorchy established in Trafalgar, where the 20th sideroad crosses Sixteen Mile Creek, and Mount Nemo post office in Nelson, on the 4th concession road, about two miles south of Lowville.

In recent years Trafalgar Township has been annexed by Oakville, and Nelson Township by Burlington, so they no longer exist as political units. The cause is the great increase in the building up of the area between Toronto and Hamilton, the centre of the Golden Horseshoe.

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## NEWS AND REVIEWS

The tenth Anniversary of SARPHEX INTERNATIONAL will be held at the Central Baptist Church, Sarnia, Ont. on Saturday May 25th, 1963. This is the annual Exhibition of the combined activities of the Sarnia Stamp Club (Founded in 1951) and the Port Huron-Sarnia Club which was founded in 1935. There will be Senior and Junior Exhibits in all Classes, a Bourse, with presentation of Awards at the evening banquet. This is one of two associations of collectors organized on an International basis. Upon request Covers with Cachet and Exhibition Post Office cancellation will be mailed from Sarnia, Ont. and/or Cachet with Port Huron, Michigan cancellation will be mailed from the latter point. Both will be available at 20c each. Requests for covers may be sent to C. Arthur Ayre, Box 191, Petrolia, Ont. (BNAPS 712) who will look after them on behalf of the SarpheX Committee.

The 1963 COMPEX (Combined Philatelic Exhibition of Chicagoland) is under way toward its sixth annual gala philatelic exhibition and bourse. At a recent Board of

Directors meeting an election of officers was held at which time the following men were elected: Roger A. Swanson of the Scandinavian Collectors Club, President; John F. Matschinegg, of the Germany Philatelic Society, Vice-President; Louis H. Reich, of the Israel-Palestine Philatelic Society of America was elected Secretary; while Earl H. Wellman of the Jack Knight Air Mail Society was re-elected Treasurer. Ben Reeves, a past president of the Society of Philatelic Americans and Dr. James J. Matejka, Jr., past president of the previous five COMPEX exhibitions, were elected Honorary Chairmen.

The theme chosen for the 1963 show is in celebration of the centenary of the International Postal Administration Conference of 1863, the forerunner of the Universal Postal Union.

The exhibition will again be staged at the Hotel LaSalle, opening Friday, May 31, 1963 at 10 A.M. and closing at 6 P.M. on Sunday, June 2nd.

It is planned to have a set of designs for the cachets appropriate with the U.P.U. celebration which will be an outstanding

feature of the show. The COMPEX directory, annual banquet and bourse, as have been in the past, will once again be one of the finest in philately for 1963.

Those interested in bourse tables may get their information from COMPEX, Suite 216, Hotel LaSalle, Chicago, 2, Illinois.

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### THE ROYAL PHILATELIC SOCIETY OF CANADA

The 35th Annual Convention of the Royal Philatelic Society of Canada, which will be held under the Distinguished Patronage of His Excellency Major General Georges P. Vanier, D.S.O., M.C., C.D., Governor General of Canada, takes place at Niagara Falls, Ont., from May 16 to 18.

The Hon. Ellen L. Fairclough, M.P., Postmaster General of Canada, has accepted the invitation to be present at the Convention and will attend the banquet at the Sheraton Brock Hotel on Saturday evening.

As previously announced both the British North American Philatelic Society and the Canadian Philatelic Society of Great Britain are holding special meetings in conjunction with the Convention.

It is now announced that the initial meeting of the North America Chapter of the India Study Circle will take place at the Convention. This will be the first meeting of the Canadian and American members of this United Kingdom specialist society.

Meetings of the members of a number of other specialist societies will also be held at the Niagara Falls Convention to which those with similar interests are cordially invited to attend. These include the Germany Philatelic Society, the American Airmail Society, the Scandinavian Collectors Club, the Czechoslovakia Philatelic Society, the Jack Knight Airmail Society, the Rocket Mail Society and the France and Colonies Philatelic Society.

There will also be a specially invited non-competitive exhibition arranged by the members of the Philatelic Specialists Society of Canada.

Another feature of the Convention will be an illustrated talk by Samuel Ray of Chicago on the "History, Theory and Techniques of Writing-up Stamp Collections". Other discussion meetings of philatelic interest are also being arranged covering such subjects as Stamp Design and the Judging of Philatelic Exhibitions.

There will be a large Bourse at Convention Headquarters, with emphasis laid on specialist material, under the chairmanship of Hedley J. Hollands, F.C.P.S., of 245 Eglinton Ave. West, Apt. 6, Toronto 12, Ont., to whom enquiries for Bourse tables should be directed.

The social side of the Convention will be one of the principal attractions and a fine programme of sightseeing trips for the ladies and other social activities is being arranged.

The General Chairman of the Convention is Dr. G. M. Geldert, F.R.P.S.L., F.R.P.S.C., President of the Society. Programme Chairman for the Convention is Alan G. McKanna of 41 Saybrook Avenue, Toronto 18, Ont.

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### THE HANDBOOK & CATALOGUE OF CANADIAN TRANSPORTATION POSTMARKS

The latest addition to Canadian Philatelic literature is long overdue and welcome. In 1944 Mr. T. P. G. Shaw first put out his handbook on Canadian R.P.O.'s and over the next few years he added three supplements which have for several years now been unavailable to students of this fascinating field of Canadian Philately.

In this new book compiled by Mr. Shaw and published by The Royal Philatelic Society of Canada all the above material along with a wealth of new information has been brought together into one volume.

This new edition has been divided into two sections, the first dealing with the historical side of the railways and the second one being the catalogue. The Historical section takes up the first sixty pages of the book and covers no fewer than 66 different railroads from their inauguration to amalgamation with the major roads in later years. Also included in this section will be found many maps illustrating the routes which these lines covered. In addition to these will be found eighteen photoplates illustrating a variety of different types of cancels used on various covers.

The catalogue section is greatly enlarged from the original and for the first time includes the waterway routes in its listings. In this 140 page section will be found several new additions, including a complete listing of notes and types on the British Columbia ornaments. There are complete tables on Train numbers and

*(Continued on page 108)*

# Trail of the Caribou

By D. C. MEYERSON, 69 FENIMORE DRIVE, HARRISON, NEW YORK

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On Jan. 28th, we attended an auction composed mainly of proof material at the offices of H. R. Harmer in New York. We needed very few items ourselves but went along on the premise that if any items went reasonably we wanted to be on hand to pick them up. As it turned out we could have spared ourselves the trip as just about every Newfoundland proof in the sale went at prices comfortably above the estimate. The first lot offered for sale consisted of plate proofs in black on card of the 1857 1d., 2d., 3d. pair), 5d., 6d., 6½d., 8d., and 1/. The estimated realized price of this lot was \$75 and to set the tempo it went at \$155. 5 complete sets of the reprinted die proofs of 1902 except for 2 values in one color realized \$160, while six complete sets of the defaced dies brought \$190. For some reason 48 assorted proofs cut from the 1870 sample sheet were described as Goodall prices and were knocked down at \$475. A complete set of the 1897-1901 Royal Family issue in India in issued color changed hands at \$42 and a set of the Lithographed Guys on gummed carton paper went very reasonably at \$130, probably the only bargain in the entire sale. A set of the 1911 Coronation plate proofs in black on glazed card found a new owner at \$60. Then strangely enough a set of the 1929-31 re-engraved Labrador proofs in black but shy the 15c value realized \$105. The odd thing about this lot is that it is an exact duplicate of a lot I bought some years ago and in the case of my purchase the 15c value was also among those missing, in fact it was the only one missing. Plate proofs of the 2c, Scott #185, in black and in violet on bond brought \$25. Then we picked up a very nice item at a very reasonable figure, a copy of the 3c on 15c surcharge, Scott #128, with the lower value obliterated. We haven't seen a copy since the S. A. Brown collection was sold back in Dec. 1940. At that time the collection had two complete sheets of the setting of the surcharge and we foolishly bought the first only to see the second with the lower value obliterated go to the firm of Stanley

Gibbons. As soon after the sale as we could we went to Gibbons and purchased a block from this sheet for our collection. It is now about 23 years since that sale and this is the first time another stamp from that sheet has appeared and don't think that we haven't looked. As a last item a mint o.g. copy of the Official Seal went at the moderate price of \$21. No bargains in that sale Bob Siegal a fellow BNAPster and the New York auctioneer had a very nice item up for sale in his sale the latter part of January. It was a copy of the 3d. triangle Scott #3, on thick paper and used on cover. It was described as follows in his auction catalogue, "Margins all around, Lovely color, tied by grid, clear St. Johns Newfoundland Paid, Dec. 17, 1857 on tiny cover to Greenspond, stamp has tiny toned spot." Well the cover was everything that the description said and the only fault we could find was that it wasn't backstamped. We liked it, but evidently not enough as we were the underbidder, it went for \$185, a nice price for a nice cover.

At the Jan. 24th sale held by Harmer Rooke in New York there was an interesting lot of Newfoundland covers that went for more than we cared to pay as we were only interested in one of the nice covers in the lot. It was a copy of the 5c seal, Scott #54, used on cover from St. Johns on Dec. 15, 1886, and cancelled with the "235" strike that has most of we Newfoundland collectors puzzled.

Speaking of the "235" cancel reminds us that one of our best ideas of late went flying out the window when we checked some old calendars with the New York Public Library. Like everyone else we had always wondered what the numeral cancellation could mean until the evening that I had the bright idea that it might be a Sunday cancel. This thought came to me while I was in bed and nothing would do but that I had to get out of bed drag out the collections and make a list of the seven covers that are in it. Wouldn't it have been wonderful if my idea had proven true but

*(Continued on page 107)*

# FLAG CANCELLATIONS

by ED RICHARDSON

## PART IV—THE MODERN PERIOD

(1948-1953)

Since World War II only four types of flag cancellations have been used in Canada. Two of these are quite rare, namely the Fredericton Centennial and the Smith's Falls Old Home Week types. While a large number were used on the occasion of Queen Elizabeth's Coronation, none were used

during the Royal Visits of 1951, 1957 and 1959. Perhaps in 1967, the year of the Confederation Centennial, we will again see the Canadian Post Office Department putting into use an attractive flag cancellation.

### Type 60



Collectors will find this flag (type 60), an elusive one, and that with the style "b" hub which has been reported only for July 31st, is a rarity indeed! According to A. K. Grimmer, writing in *Popular*

### Type 61



### Stamps, April 1950—

"The Post Office records at Fredericton list the following dates for its use:

Two weeks starting Feb. 29, 1948

Last two weeks of May, 1948

Last two weeks of June, 1948

"The Postmaster at Fredericton advises that the die was returned to Ottawa shortly after its last use".

However, these records must have been somewhat in error as we know, (1) the 1st period must have run not two weeks, but at least three, since we have had a March 20th date reported to us, and (2) the flag cancel was apparently in use during the Centennial, July 25-31st.

Oddly enough no one has reported to us any cancels for the May and June periods, — they must be quite scarce! Those most frequently found are March dates.

### Type 60—Fredericton, N.B. only

301 "a" Fredericton Mar. 2, '48(C)

July 25, '48(R) 2.00—4.00

301A "b" Fredericton July 31, '48(R)

4.00—10.00

This type 61 must be one of the modern rarities, as not one single report came in confirming its existence. However in the Payne collection there was an example, torn from a cover, and without the dater hub. McCready reported it was "Used about a month but very few covers came out that did not have a distorted cancellation".

### Type 61—Smith's Falls, Ont., only

303 Smith's Falls 1950(R) 2.00—6.00

### Type 62-63

Two types of 1953 Coronation flag cancellations were prepared and used. In Montreal and Quebec a bilingual cancel was used. In the other eighteen cities, an English type was used. Reports that Montreal and Quebec also used the English type are in error.

The most interesting variety is that of Ottawa. On June 5th, for a very short time,

the flag portion of the cancelling device was inserted in an inverted position relative to the dater hub. We have seen three examples of this, all dated "1 P.M."

We believe it was intended that these cancels be placed in use for one week only, June 1-7, 1953. However, two cities are known to have used them on June 8th. As an aid to explaining the relative scarcity of the various dates, it is well to consider:—

June 1—Monday, reported for all towns, and most common of all.

June 2—Tuesday, a holiday (Coronation Day), reported for all towns, and quite common.

June 3—Wednesday, reported for all towns, and quite common.

June 4—Thursday, reported for, and prob-

ably used in all but three towns. Less common.

June 5—Friday, While reports do not indicate it, probably used in all but three towns. Less common.

June 6—Saturday, perhaps not used in six towns. Quite scarce.

June 7—Sunday, May have been used in only four towns. Probably not used in the Province of Quebec. Very scarce.

June 8—Monday, probably used only at Hamilton and London, both of which are very scarce.

Note that June 2nd was also the first day of issue of the Coronation stamp. First day covers account for the large supply of this date.

### Type 62—General Use



Type 62  
1953 Coronation Flag — English  
Used June 1 - 8, 1953

	Town	1st	2nd	3rd	4th	5th	6th	7th	8th	
311	Calgary	(R)	(S)	(Pu)	(Pr)	(A)	(B)	—	—	.20— .35
312	Charlottetown	(R)	(S)	(S)	(T)	—	—	—	—	.35— .65
313	Edmonton									
	Terminal A	(R)	(S)	(S)	(Pr)	(A)	(B)	—	—	.30— .50
314	Fredericton	(R)	(S)	(S)	—	—	—	—	—	.35— .65
315	Halifax	(S)	(S)	(R)	(R)	—	(G)	—	—	.25— .45
316	Hamilton	(R)	(R)	(R)	(R)	(R)	(R)	(R)	(S)	.15— .30
317	London	(R)	(R)	(R)	(R)	(R)	(R)	(R)	(H)	.15— .30
318	Moncton	(S)	(Pu)	(S)	—	—	—	—	—	.40— .75
319	Ottawa	(R)	(R)	(R)	(R)	(R)	(B)	—	—	.15— .30
319A	Ottawa, inverted	—	—	—	—	(R)	—	—	—	3.00—6.00
320	Regina,									
	Terminal A	(R)	(S)	(H)	—	—	—	—	—	.35— .65
321	Saint John, N.B.	(S)	(S)	(S)	(R)	—	—	—	—	.35— .65
322	St. John's, Nfld.	(F)	(R)	(S)	(T)	(S)	—	—	—	.35— .65
323	Saskatoon	(R)	(S)	(H)	(A)	—	(Y)	—	—	.30— .50
324	Toronto, "Ontario"	(R)	(R)	(R)	(R)	(A)	(R)	(A)	—	.15— .30
324A	Toronto,									
	"Ontario, Canada"	(R)	—	A)	(A)	(R)	(R)	—	—	.15— .30
325	Vancouver	(Pu)	(S)	(R)	(A)	(H)	—	—	—	.20— .35
326	Victoria	(R)	(S)	(S)	(G)	(A)	(R)	—	—	.20— .35
327	Windsor	(R)	(F)	(R)	(R)	(R)	(R)	(R)	—	.20— .35
328	Winnipeg	(R)	(R)	(T)	(R)	(H)	(S)	—	—	.20— .35



**Type 63—Used in Province of Quebec only**

330	Montreal	(R)	(B)	(R)	(R)	(R)	—	—	—	.20—	.35
331	Quebec	(F)	(L)	(Pu)	(R)	(R)	—	—	—	.35—	.65

## CANADA'S EASTER SEALS

The 1963 design and format of Canada's National Easter Seals is a distinct departure from all previous issues.

The sheet consists of 40 seals. Each portraying a different activity of Crippled Children.

Basic colors are red and blue with related color variations and the lily symbol on each seal together with the word "Canada" 1963.

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French and English.

Seals are printed in Canada for the Canadian Council for Crippled Children and Adults and are distributed through its affiliates in each Province as a main source of revenue for care and treatment.

Information on all earlier seals may be had on request.

Bert L. Baulch, Box 176, Cooksville, Ontario, Canada.



*(Continued from page 104)*

alas such was not the case. My earliest example on cover is dated May 23, 1873, and that proved to be a Friday. Successively the

other covers were dated June 16, 1873, a Monday, July 3, 1876, a Monday, Apr. 18, 1878, a Thursday, Jan. 22, 1886, a Friday,

Dec. 30, 1886, a Thursday and finally Jan. 13, 1887, a Thursday again. So we are right back where we started, we just know that it is a St. John's cancel, but nothing else. Any ideas anybody?

*(Continued from page 103)*

clerks names, and the type table has all known types illustrated. In the route section, there is a new face also, the first listing of Newfoundland runs.

The book is fully bound in an attractive Royal blue cloth binding and will make a fine addition to any Philatelic Library.

Please see our listing of available handbooks on another page of this issue.

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1963 WHOLESALE selling and buying lists of the used stamps of Canada sent out upon request. S. LUKOW, 472 McKenzie St., Winnipeg 4, Man., Canada. 224

SPECIFIC Scott Numbers, want list solicited. Worldwide. British on approval. Pound Catholic Mission Modern Mixture \$2.00 postpaid. London sealed Banklots \$2.35. Gordon Vaughan, RCAF Chatham, N.B. 212

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WANTED: Recently I have become interested in collecting a block of 4 of Merchant's Discount Trading Stamps such as Universal, United and S & H. Would appreciate it if you would send me a block of the types from your area and I will send you back a different one or one used U.S. Commemorative. State preference. Also interested in U.S. tobacco tax stamps. Paul A. Thompson, 302 Park Place, Pittsburgh 37, Pa. BNAPS 1942. 211

EUROPEAN COMMERCIAL Cover Accumulations and European Stamp Collections. No BNA at this time. No FDC's Please. Vinton R. Yeaton (Roitan Stamps) 219 Washington Street, Dover, New Hampshire. 224

WANTED: 1 or 3 cent small Queens (1870-1897 issue) showing cancellations of Ontario small towns or villages. Forming Ontario collection. Will purchase. N. Pelletier, 34 Blandford St., Toronto 10, Ontario, Canada. 212

EDWARD FIVE CENTS. Wanted for research blocks, strips, pairs. Will purchase, or, if loaned return via air mail. A look at your block may help in my study. Dr. Hollingsworth, 17 Mellish Rd., Walsall, England. 221

WANTED—RPO's and towns on 2c Numeral and Edward. Especially wanted—Bridgeburg & Brantford; Bridgeburg & Goderich; Bridgeburg & St. Thomas; Harrisburg & Southampton. Edward McGrath, 37 Chaplin Ave., St. Catharines, Ont. 217

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## 287 CANADA PLATE BLOCKS 287

The 4c dark carmine of the 1949 "Revised" issue, Scott #287, was printed from a total of eleven different plates, some of which were in use for a very short time, resulting in a scarcity of certain numbers and positions. Below is a virtually complete listing of these plates with each position priced separately. A large stock of other Canadian Plate Blocks at equally attractive prices are as close as your nearest mail box!

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5	35.00	10.00	10.00	—
6	.75	.75	.75	.75
7	1.50	2.75	1.50	2.75
8	.75	.75	.75	.75
9	1.00	1.00	1.00	1.00
10	1.00	1.00	1.00	1.00
11	13.50	47.50	9.00	9.00

**STANLEY STAMP COMPANY (1958) LTD.**

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## CANADIAN TRANSPORT POSTMARKS HANDBOOK AND CATALOGUE OF R.P.O.'s & WATER P.O.'s

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**Item Two:** Running auction sales is hardly a novelty either to Member #165. In the past thirty years, we have run no less than 120 auction sales, in about twenty different cities from Coast to Coast.

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169a	5c violet	(100) pl 1 LR .....	27.00	289	1c green (100) .....
170	5c blue	(100) pl 3 LR .....	22.00	290	2c brown pl 1 UR or LR ..
191a	3c on 2c VF	(100) pl 7 LR .....	10.00		LL or LR 8.00
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		or UL ..	9.75		LL or LR 8.00
195	1c green 1932	(100) pl 5 LR .....	6.50	293	5c blue pl 1 UR or LR ..
197	3c red, die II	(100) pl 1 LR .....	10.00	303	3c Borden (100) .....
197b	3c red, die I	(100) pl 9 UR .....	16.00	304	4c M. King (100) .....
199	5c blue	(100) pl 2 LL .....	20.00	311	4c Capex ( 50) .....
210	2c N.B.	(100) pl 2 UL		312	5c Capex ( 50) .....
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249	1c War 1942	(100) pl 18 LR .....	14.00	<b>SPECIAL DELIVERIES</b>	
251	3c red 1942	(100) pl 2 UR .....	11.00	E9	10c on 20c 1939 ( 50) .....
251	3c red 1942	(100) pl 7 LR .....	12.00	E11	10c green 1946 ( 50) .....
252	3c violet	(100) pl 34 UL .....	6.25		
253	4c greenish black	(100) pl 1 LL .....	35.00	<b>OFFICIALS IN SHEETS</b>	
258	13c Tank	( 50) pl 1 LL .....	28.50	01	1c OHMS (100) pl 30 UL ..
274	4c A. Bell	( 50) pl 2 LL .....	4.00	012	1c OHMS (100) pl 2 LL ..
275	4c Citizen	( 50) pl 1 LL .....	4.00	012	1c OHMS (100) pl 2 LR ..
276	4c Princess	(100) pl 2 LL .....	8.00	013	2c OHMS (100) pl 2 UL ..
277	4c Res. Govt.	( 50) pl 2 UL .....	3.50	015a	5c OHMS (100) pl 1 or
					2 UL ..
				016	1c G (100) pl 1 LL
					or LR ..
				016	1c G (100) pl 5 UL
					or UR ..
				016	1c G (100) pl 6 UR
					or UL ..
				017	2c G (100) pl 1 LR
					or UL ..
				018	3c G (100) pl 1 UL
					or UL ..
				020	5c G (100)pl 2 UL
					or UR ..
				020	5c G (100) pl 3 UL
					or UR ..

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