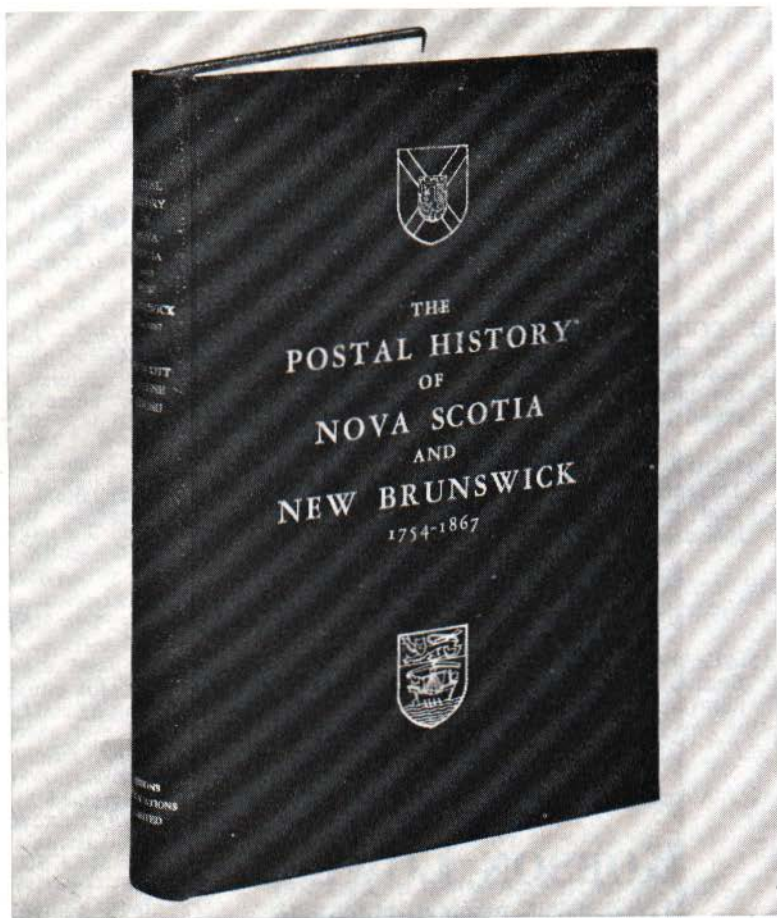


BNA Topics



Official Journal

Of The

British North America

Philatelic Society

Volume 21 Number 7 Whole Number 225 July-Aug. 1964

Published July 10th

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the Philatelist and Postal Historian

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
VOLUME 21 / NUMBER 7 / WHOLE NUMBER 225 / JULY/AUGUST 1964

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503 John St.
Thornhill, Ontario

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Official Section



Monthly Report from the Secretary . . .

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

June 1, 1964

NEW MEMBERS

- 2051 Echlin, Robert E., D.D.S., 105 Townsend Avenue East, Burlington, Ontario
2052 Millard, James William, 1785 Peters Road, North Vancouver, British Columbia
2053 Riley, Sgt. John R., USMC, 11 Greylawn Crescent, Scarborough 4, Ontario
2054 Standen, Robert I., 328 Capri Avenue N.W., Calgary, Alberta
2055 Woodward, Ted, Box 3062, San Bernardino California 92404

APPLICATION PENDING

- Bray, Olive (Mrs. R. G.), Hatley, Quebec
Long, T. Mackay, Q.C., 198 Lockwood Street, Winnipeg 9, Manitoba
Smith, Frank, 96 Humbercrest Blvd., Toronto 9, Ontario
Young, John E. 138 St. Leonard's Avenue Toronto 12, Ontario

APPLICATIONS FOR MEMBERSHIP

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

- ANGLEY, William P., 152 Humbervale Blvd., Toronto 18, Ont. (C-CX) CAN—Postage. Covers. Precancels. Seals. Postal Stationery. Cancellations. Proposed by G. D. Hicks, No. 1033. Seconded by H. J. Hollands, No. 1402.
LEA, W. E. Jr., 446 Strand, London W.C. 2, England (D-C) CAN, NFD, B.C., N.B., N.S.—19th century mint & used postage and blocks. Pre-stamp covers. Mint Airmails. Literature. Proofs & Essays. SPECIALTY — Canada to 1897. Proposed by D. C. Meyerson, No. L 3. Seconded by W. E. Lea, No. 687.
WILLIAMS, John G., 270 S. Buckhout St., Irvington, N.Y. (C) CAN, NFD, PROV—Postage, mint 20th century—used 19th century. Mint & used Airmails. Proposed by D. C. Meyerson, No. L 3.
WINTER, L. A. Guy, 500 King St., Whitby, Ont. (C-C) CAN, NFD—19th & 20 century mint & used postage and blocks. Pre-stamp & stampless covers. Colls. O.H.M.S.-G. Mint, used & semi-official Airmails and on cover. Postal Stationery. Literature. Proofs & Essays. R.P.O., Territorial, 2 & 4-ring cancellations SPECIALTY—Covers from Whitby to 1910. Proposed by J. H. Westren, No. 22. Seconded by N. Pelletier, No. 1268.

CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 208 Gill, Evan R., Flat A., 67 Hanger Lane, Ealing, London W. 5, England
263 Lidman, David, 390 West End Avenue Apt. 3D, New York, N.Y. 10024
240 Minkus, Jacques, 116 West 32nd Street, New York 1, N.Y.
903 Neff, Leland L., 422 South Mariposa Ave., Los Angeles, Calif. 90005
2034 Walter, Merrill M., 40 Oxford Avenue, Brockville, Ontario

RESIGNATIONS RECEIVED

- 2023 Cygan, Joseph A., P.O. Box 501, Manchester, N.H.

- 571 Lea, J. A., 6 Albert Square, Manchester 2, England

RESIGNATIONS ACCEPTED

- Bowen, Edward H.

- Goldman, Leo

- Hofbauer, Frank L.

- Trudeau, J. P.

DECEASED

- 1965 Fraser, Donald D., 7826 Laburnum Street, Vancouver 14, B.C.
526 Maxwell, Richard N., Forest St., Middleton, Mass.
539 Young, H. M., M.D., 414 Yarrow Bldg., Victoria, B.C.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, May 1, 1964	984
NEW MEMBERS, June 1, 1964	5
RESIGNATIONS, June 1, 1964	4
DECEASED, June 1, 1964	3
	7
TOTAL MEMBERSHIP, June 1, 1964	982

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Final Nominations

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CALL FOR CONVENTION

The 16th Annual Meeting & Convention (BNAPEX '64) shall be held on September 24-27, 1964 at Lake Muskoka, Gravenhurst, Ontario, Canada, for the consideration of such business as may come before it.

THE Editor's MAILBAG

Dear Mr. Young:

I am sending you enclosed No. 11 of THE AIRMAIL ENTIRE TRUTH, the only newsletter catering to collectors of aerogrammes, airmail envelopes and airmail postal cards. It appears 3-times per year and may be had entirely free against a supply of 4c stamped & addressed legal size envelopes.

I will appreciate if you will mention this unusual newsletter in your magazine. Thank you very much.

Sincerely yours

A. Lewandowski

Box 1, Ft. George Sta.
Lava
New York 40, N.Y.
U.S.A.

Forest Cottage
Holtwood
Wimborne, Dorset, England

Dear Mr. Young:

I wonder if some member could help me with a little problem, if you can find time to publish this letter in B.N.A. Topics. I have three covers of 1948, two addressed to the same man, "Rev. N. Cole, Hastings, Ontario", and the third addressed in the same hand to someone in England.

At the top left corner of each envelope is printed

"SNOWDRIFT"
CAPE HOPE'S ADVANCE

VIA EASTERN ARCTIC PATROL

The covers were posted at

(1) Lake Harbour, 19 July 1948. Back-stamped Eastern Arctic Patrol RMS Canada 24 Aug. Hastings 25 Aug.

(2) Port Harrison 16 July 1948—no other d/s.

(3) Churchill 14 Sept 1948, backstamped Hastings, Ont. 18 Sept.

Does anyone remember the "Snowdrift"? The H. B. Co. have been asked, and it is not one of their boats. Was it a mission boat? A free trader's boat? The name of an Expedition? Any & all information sent will be gratefully received and acknowledged.

P.S. I understand from a reliable source that the "Eastern Arctic Patrol, R.M.S. Canada's postmarks are applied at Ottawa. It is also suggested that these stamps were only used on outgoing mail which was being sent by air — not on the mail sent by the annual supply ship. This may also apply to mail from the north, some covers with the "E.A.P." d/s cancelling the stamps, or with the stamps cancelled at a northern post and the "E.A.P." used as an arrival d/s at Ottawa. Does anyone know if the use of this "E.A.P. d/s in all cases indicates that the cover has been flown and has not travelled in the annual supply ship?

Sincerely

Rob Woodall

Dear Mr. Young:

I am afraid I cant help you with a feature article for the "Topics" but perhaps you may find the following interesting enough to mention in an early issue.

Several months ago I discovered in a stock of covers from British Columbia what appeared to be a Duplex from Nanaimo, B.C. dated Feb. 9, 1900. Identification was somewhat difficult because only 2 mm. or so of the killer was on the envelope. Since it was not listed in Smythies I wrote him asking if it would be one that he had missed. He very graciously offered to examine it and give an opinion so I sent it to him in the next mail. While waiting his reply I received another lot of covers

from another dealer and found another. This one sharp and clear, with at least 80% of the killer present, showing Oct. 7, 1901 use. When Mr. Smythies returned the first cover he said it certainly appeared to be a duplex — after seeing a photostat of the second he was of the opinion that there is no question about it.

My immediate reaction was, where have these been all these years? why has no one known about them before? Certainly there must be others in collections somewhere. Then, when was the hammer first used and for how long? Perhaps if you mention this "find" of mine other casual collectors will be stimulated into taking a look through their stock and perhaps find more which will help answer my questions. I would appreciate any information that might turn up and will acknowledge all letters received.

In lieu of writing another feature article I would like to suggest a subject for an article. Like most Canada cover collectors I have a few "Rennie Seedman" covers. I have heard one "story" but I am sure a complete and practical account of how they became available would be most interesting — especially to the newer collectors of Canada like myself. Finding an author I leave to you. Aren't there some of our members personally acquainted with the principles?

Before closing let me mention how much I enjoy the magazine living with no active Canada collectors near and the local dealers mostly interested in new issues and first day covers the Topics is my main stay for information on what going on. Keep up the good work.

Dear Mr. Young:

Since writing you recently about the Nanaimo duplex cancel I have received word from Mr. Smythies that another duplex I have found was previously unknown to him. Perhaps the membership will be interested in this one too.

The cancel is from New Westminster and shows the date AM/OC 31/99. It is similar to known New Westminster duplex cancels except it has 13 bars in the killer. I would be interested in learning if others exist. If there are no others it is difficult to say with certainty that it isn't an accidental combination of ordinary cds and killers.

Very truly yours,
Jacques Houser #2030

An Original Paper Crease from our member
Don Amos #967



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., Murray Devlin, 1030-12th Ave. S.W., Calgary, Alberta. *Pacific*—Meets twice a year at the call of the Secretary, Brian F. Milne, 14500 San Jose Street, San Fernando, California.

Report from the Library

EDGAR C. BLACK, 1726 WESTERN PKWY., VANCOUVER 8, BRITISH COLUMBIA

Wanted for the library: ancient and current B.N.A. price lists issued by Begin; Bileski; Davenport; Gibbons (New York); Harris; Lyman; Sissons; Vincent; Wegg; and others.

V. G. Greene
Chairman, Library Committee

Following donations acknowledged:

Maurice O. Button—\$10.00

Mrs. Rosemary Nickle—\$10.00

Geo. L. Dodson, Jr.—11 issues of **The Collectors Club Philatelist** including articles on B.N.A. by Boggs, Chapman, Goodkind, Jephcott, Petri and Smythies.

Warren F. Healey — Holmes' **Specialized Philatelic Catalogue** 10th Ed.; Springer's **U.S.A. Taxpays, B.N.A. Fantasies, Vincent's Catalogue of Canada and B.N.A.** 4th Ed.

E. A. Richardson—Author's article in **The Texas Philatelist**; Lowe's 1960 Ed. **Standard Catalogue of B.N.A.**; Vincent's 7th & 9th Ed. **Catalogue of Canada & B.N.A.**

J. Harvey Westren—Frank S. Thompson's **The Canadian Precancelled Postage Stamp Catalogue** 1st Ed.

Walburn's **The Noble Official Catalogue of Canadian Precancels** 5th Ed.

Book Review

by DR. EDGAR BLACK
UNIVERSITY OF BRITISH COLUMBIA

THE POSTAL HISTORY OF NOVA SCOTIA AND NEW BRUNSWICK, 1754-1867

The Postal History of Nova Scotia and New Brunswick 1754-1867 by C. M. Jephcott, V. G. Greene and John H. M. Young with a foreword by Henry D. Hicks, Q.C., D.C.L. 1954. 400 p. Illustrated 7 by 10 inches. Fabrikoid hard covers. Published by and available from Sissons Publications Limited, 59 Wellington Street West, Toronto. Edition limited to 400 numbered copies. \$25.00.

This richly illustrated and wonderfully complete book was to have appeared with the elegant and authoritative book on **The Postage Stamps of New Brunswick and Nova Scotia** written by the late Mr. Nicholas Argenti of London, England. Death took Mr. Argenti suddenly in 1961. His book was published by the Royal Philatelic Society in 1962.

The book by Jephcott, Greene and Young consists of a beginning chapter on the history of the two provinces, followed by 3 chapters on the postal history of the region, and then a chapter each on the postal history of Nova Scotia and New Brunswick. Five chapters were written on the courier and stage routes; railway communications; packet and ship letter mail; coastal communications; and forwarding agents and express companies. Chapters 12 to 16 are given to postage rates of the provinces, and the last chapter deals with regulations and procedures in post offices of the two provinces. In the next 68 pages are to be found 4 appendices affording such valuable information as rates of postage, post offices, statistical data and lists of deputy postmasters general and postmasters general. The book is concluded with 3 pages of additional references beyond those given in the text, and a general index. An index of handstruck markings of the provinces is given immediately following the table of contents.

The extensive resources used in the study include: histories of the provinces and counties; early regional newspapers; provincial gazettes; official papers of provincial and federal post office departments; provincial and federal archives and libraries; university, city and law libraries; post office records and public records of London, England; private philatelic and postal history collections of such authorities as Mr. L. M. Bell, Mr. Frank W. Campbell, Dr. R. V. C. Carr, Dr. W. W. Chadbourne, Mr. C. P. deVolpi, Mr.

J. Grant Glassco, Miss Ethel Harper, Mr Fred Jarrett, Dr. R. S. Langströth, Mr. E. A. Richardson, Mr. J. N. Sissons and Mr. E. G. Wadsworth. In addition, all the well-known as well as many of the obscure treasures of philatelic literature were consulted.

The philatelic illustrations were taken from covers in collections belonging to the authors, from certain material held in the Nova Scotia and New Brunswick archives and from the proof book of the General Post Office, London, England.

From all these sources the authors have written a bright, interesting and informative book. The style is attractive. The text has been copiously illustrated. The line drawings are bright and clear and illustrated in the actual size of the original postmark. Masses of data have been reduced to clear short tables. Everywhere the authors have acknowledged their source material. Throughout the book, the reader senses that this is an authoritative and comprehensive study. The book is recommended to stamp lovers, postal historians, historians, economists and above all the private and public keepers of important history.

The price of the book is not out of keeping with the costs of production. The reviewers only hope is that the type has been held, for he would like to see 4,000 copies printed, not 400, especially as over 200 were sold within the first six weeks of release and before any reviews appeared.

Finally, readers will be interested in the warm appreciative Foreword written by BNAPSer the Honourable Henry D. Hicks, formerly Premier of the Province of Nova Scotia, presently President and Vice-Chancellor of Dalhousie University, Halifax, and an active student of the postal history and philately of Bermuda, Nova Scotia and New Brunswick.

Editor's note: The type for this book has been destroyed and there will be no further printing.

**SPECIAL PERMISSION HAS BEEN GRANTED BY THE PUBLISHER
TO REPRINT THE FOREWORD TO THE POSTAL HISTORY
OF NOVA SCOTIA AND NEW BRUNSWICK 1754-1867**

FOREWORD

Students of the postage stamps and postal history of Nova Scotia and New Brunswick have been especially fortunate in the nineteen sixties. Two years ago, the Royal Philatelic Society, London, published the magnificent volume by Nicholas Argenti on *The Postage Stamps of New Brunswick and Nova Scotia*, and now Dr. C. M. Jephcott and Messrs. V. G. Greene and John H. M. Young have written this excellent companion volume on the Postal History of Nova Scotia and New Brunswick. Together these two volumes provide to collectors and students of the postal material and postal history of these two former British Colonies, as complete a study as can be found anywhere in the field of philatelic literature.

The chapters in this book dealing with early postal history and communications, including accounts of the early courier, stage and steamer routes, the beginning of railway construction and the early express companies and forwarding agents, will be of interest to many readers other than philatelists. The authors have made extensive use of the records of the General Post Office in London, the Public Archives of Nova Scotia in Halifax and the New Brunswick Museum in Saint John, as well as many other sources for their material. Of especial interest is the publication in Chapter 2 of Hugh Finlay's report of 1787 of his trip over the proposed post route between Quebec and Halifax. This interesting account appears here in print for the first time, through the courtesy of the Public Archives of Canada.

The comprehensive listing and excellent reproductions of early postal markings will be a delight to postal historians, and the authors have succeeded admirably in overcoming a difficulty always encountered in attempting to evaluate such material in a book of this kind. They have done this by providing a rarity factor which gives a good idea of the

relative scarcity of the postmark in question without tying its value to current prices which soon become out of date.

While experience in philatelic writing and research shows that no book of this kind can claim to be definitive, *The Postal History of Nova Scotia and New Brunswick 1754-1867* will long remain the standard reference work in this highly interesting field.

HENRY D. HICKS, Q.C., D.C.L.
PRESIDENT AND VICE-CHANCELLOR, DALHOUSIE UNIVERSITY

Halifax, Nova Scotia.

April, 1964.

NEW CANADIAN STAMPS

FLORAL EMBLEM SERIES

Date of issue—30 June, 1964

Designed by—the Canadian Bank Note Co.
Ltd.

Colours:—

ONTARIO

Green, Brown and Orange

QUEBEC

Green, Brown and Yellow

Size—1½" x 1" (Approximately)

Plate Nos.—1, each Stamp

Panes of—50 Stamps

Quantity Ordered—18,000,000 of each.

FLORAL EMBLEMS ONTARIO AND QUEBEC

The white trillium of Ontario and the white garden lily of Quebec are the focal points in two new postage stamps to be issued on June 30th by the Canada Post Office. The new issues are the first in a series that will, during the next three years, illustrate the provincial flowers of all ten Canadian provinces.

Sharing the stamp design with the official floral emblems are the armorial bearings of the two provinces. Those of Ontario show a cross of St. George in the upper section and three maple leaves on a single stem in the lower part. The shield is flanked by animals indigenous to the province. At the bottom is a scroll bearing the motto "Ut inceptis fidelis sic permanet" — Let him remain faithful to his origins.

The armorial bearings of the Province of Quebec are a shield showing fleur-de-lys in the upper section, a lion in the middle, and three maple leaves in the lower section. The design is completed by a crown at the

top and the motto "Je me souviens"—I remember, at the bottom.

The stamps bearing these designs are being rendered in three-colour printing by a combination of offset lithography and steel-line engraved intaglio printing. It is anticipated that all the stamps in the floral emblem series will be produced by this method.

The Ontario and Quebec stamps were chosen as the first in the floral series as these two provinces, along with New Brunswick and Nova Scotia, were the first to enter Confederation in 1867. Stamps depicting the official flowers and armorial bearings of these two Maritime provinces are planned for 1965, as well as those of several other provinces.

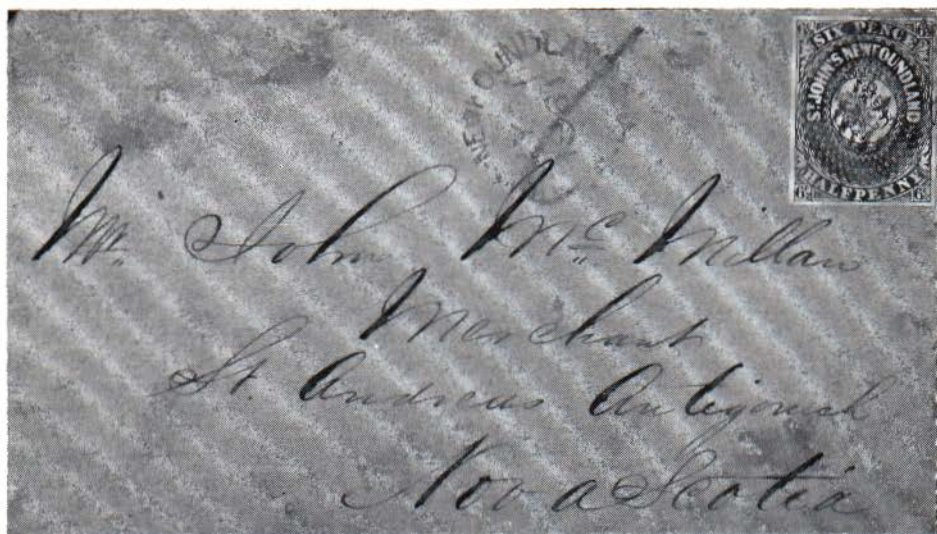
In addition to being the two largest and most populous provinces of Canada, Ontario and Quebec have played major roles in the development of the Canadian nation. Founded in the 18th Century by explorers from France, Quebec maintains its French traditions of language and culture. Basically English in origin, Ontario was settled and developed much later than its sister province. Together, the two were known as the "Province of Canada" and separately as Upper Canada and Lower Canada. It was political leaders from these provinces who, at Charlottetown in 1864, persuaded representatives of the Maritime Provinces to expand their idea of a union of all the British colonies in North America to a greater Confederation, a union which was achieved by the British North America Act of 1867 and which led to the Canadian nation of today.

The President's Page

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



A Newfoundland 4 pence orange on cover prepaying the 4d sterling packet postage from St. John's Newfoundland, February 3, 1858 to the United States port of arrival, Boston



A Newfoundland 6½d rose on cover prepaying the 4d sterling packet postage and the 2½d Nova Scotia inland postage. From St. Johns, Newfoundland, July 31, 1861 to St. Andrews, Nova Scotia.

LIST OF PRINTING ORDERS FOR CANADIAN STAMPS 1911 TO 1915

by

C. M. Jephcott & R. A. Chaplin

There is an interesting group of special markings on some plates which appear on the top and/or bottom selvage of sheets of Canadian stamps during the early part of the 20th century. Originally, they were handstruck on the plates and in some instances were done carelessly. These markings are found close to the plate number and consist of figures which are sometimes preceded by the letters "PO". Boggs (1)

refers to these markings and states that the "PO" means printing order. For subsequent printing orders, the earlier figures were scratched out and replaced by the number of the current printing order. The "PO" on the sheet appears as the mirror image of "PO" or "OP". (fig. 1). It is believed that these markings were added to the plate just before it was used for a specific printing order.

Table 1
Plate with hand struck "PO" and number

Stamp	Plate	"PO" and number	Stamp	Plate	"PO" and number
1c Edward	67	69		3	83, 98
		69		4	83, 98
		70		5	98
		71	74, 77*	6	98
		72	74, 77, 80	7	98, 108
2c Edward	?	71, 73, 78, 81		8	98
5c Edward	5	74, 79	5c George	1	84, 104, 115
	6	74, 79, 92	Admiral	2	84, 104, 115
7c Edward	2	71, 74, 79, 93	7c George	1	85, 120
10c Edwards	2	71, 74, 79, 89, 94	Admiral	2	85
20c Edward	1	74, 95	10c George	1	86
50c Edward	1	72, 74	Admiral	2	86, 119, 129
	1c George	1	83	20c George	1
Admiral	2	83	Admiral		
	3	83, 100	50c George	1	88
	4	83, 100	Admiral		
	8	100	1c Postage due	1	74, 94, 96, 105*
	9	100	1st issue		
	10	100	5c Postage due	1	74, 79, 94, 96*
	16	11	1st issue		
2c George	1	83	10c Spec. Del.	1	74, 96
Admiral	2	83	1st issue		

*On Plate No. 71 of 1c Edward, 74 is reversed and reads as 47.

*On Plates No. 1 of 1c and 5c Postage due, 94 is reversed and reads as 49.



Fig. 1: 20c Edward

Printing order markings do not appear on sheets of the 1908 tercentenary issue. Printing order 69 is the earliest seen and is on plate no. 67 of the one cent Edward. From 1903 to 1911, a total of seventy-two plates were laid down to print this value, averaging eight plates per year. Because of the greater population and the increased use of postage stamps, probably plate no. 67 was used early in 1911.

"PO" and 98 appear on plate no. 8 of the two cents George Admiral issue, but

only the printing order number is on plate no. 9. Marler (2) lists the approval date for plate nos. 1 to 4 as December 4, 1911, and plate nos. 5 and 6 as February 12, 1912. Probably, plate nos. 8 and 9 were approved early in 1912.

It is believed that the "PO" and number were stamped on each plate which was used between early 1911 and early 1912. Subsequently, the "PO" was omitted and only a number or numbers appear, (fig. 2).

Table 2
Plate with hand struck number
without "PO"

Stamp	Plate	Number	Stamp	Plate	Number
1c George	13	110	2c George	9	108
Admiral	14	110	Admiral	10	108
	15	115		13	108
	19	115		14	108
	21	115, 123		16	116
	22	115, 123		17	116
	23	123		18	116
	24	123		21	116
	25	123		22	116
	26	123		23	22
	27	123		26	22
	28	123		28	38
	42	131		32	138
	49	131, 146		73	142
	51	146		74	242
	55	146, 157	20c George	2	197
	56	146, 157	Admiral	3	113, 158

These hand struck printing order markings do not appear on the plates of the war tax issue which were first approved on February 25, 1915 (3).

In the two cents George Admiral, plate no. 74 is the latest plate noted with these hand struck markings. Plate nos. 61 and 62 were approved on January 28, 1914,

and plate nos. 85 and 86 on September 28, 1915 (2). Probably plate no. 74 was approved late 1914.

It is believed that the hand struck printing order numbers without "PO" appear on each plate laid down between early 1912 and late 1914 or early 1915.



Fig. 2: 1c George Admiral, Plate #55

Table 3
Later plates with printing orders

On the following plates the original printing order was not hand struck. (Fig. 3). If the plate was used for a subsequent

printing order, the original number was scratched out and a new number was hand struck.

Stamp	Plate	Number	Stamp	Plate	Number
1c George Admiral	98	240	1c war tax	1	295
	99	240		2	295
	105	265		3	295
	111	312 scratched out 365 added		4	295
	112	312 scratched out		5	295
	113	312 scratched out 365 added		6	295
	114	312 scratched out 365 added		7	295
	115	312 scratched out		8	295
	116	312 scratched out		9	295
	117	365		10	295
	118	365		11	295
	119	365 scratched out		12	295
	120	365 scratched out		13	347 scratched out 366 added
	122	365		14	347 scratched out 366 added
128	365	15		366	
2c George Admiral	81	240		16	366
	82	240	2c war tax	1	296
	85	242		2	296 scratched out
	87	348		3	317
	89	348		4	317
	90	348		5	321
	92	348		6	321
				7	312 (error for 321?)
		8		321	

These printing order markings were used for a brief period. They are found on plates of the one and two cents George Admiral and the one and two cents war tax issues. Number 240 appears on plate no. 81 of the two cents George Admiral

which was probably approved early in 1915. These numbers do not appear on plate no. 94 which was approved on December 9, 1915 (2), nor on the first plates of the three cents war tax which were approved on December 18, 1915 (3). It is believed that these

numbers appeared from early to late 1915.

There are different markings on subsequent plates and it is believed that these do

not denote a printing order, but were used for other purposes.



Fig. 3: 1c War Tax. Plate 1

It is apparent that different printings were made from the same plate which accounts for the different shades of stamps which may occur from a specific plate. Further, multiple plates were used for the same printing order and the same shade appears on stamps printed from different plates.

It is interesting to note that some of the Edwardian stamps were printed after the introduction of the George Admirals. This occurred with the five, ten and twenty cent values. For example, plate no. 2 of the 10c Edward was used for printing orders 89 and 96. This occurred after plate nos. 1 and 2 of the 10c George Admiral had been used for printing order 86.

It is realized that the data presented in the tables in this article are incomplete and the authors would welcome additional information.

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"SECRET DATE" or DATED DIES OF CANADA

#21 of a series

10c Memorial Chamber 1938

The 1938 appears on the floor between the tomb and the right hand pillar.

Larkin (958)



Trail of the Caribou

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

This really shouldn't go into this column as it is a Canadian matter rather than one concerning Newfoundland. However by dint of a little Editorial License, I find that I can enter the article here in TRAIL OF THE CARIBOU and only the purists will object. Along about the middle of February I received letters from Ed Richardson, BNAPS #168, LaMarque, Tex., and from Wilmer Rockett, BNAPS #249, Willow Grove, Pa., to the effect that the 25c Newfoundland Inland Revenue stamp, Holmes #NIR38 had made an appearance with a 5c surcharge and we so reported the fact in the May issue of Trail. Our efforts to get both of these staunch revenue collectors copies was unavailing so that we did the next best thing which was to get the story of the surcharge. We have a letter in our files from the Comptroller and Deputy Minister of Finance to the effect that this overprint or rather surcharge was applied to 3,529 copies of #NIR 38, and that they were on sale from Oct. 15 to Nov. 30, 1963. We can be rather smug about the entire matter as we do not collect any Stamps from Newfoundland appearing after or being surcharged after Mar. 31, 1949. You collectors of Canadian revenue stamps had best scramble to add this one to your collection.

We are at present off on a new kick. Just recently we went through our covers of the 1865-1880 period and picked out those with distinctive cancellations. Needless to say the first to fall in that category was our cover with the "235" cancel. The next step was to try and get all of the stamps used from 1865 to 1880 with that cancel. We had always picked up this cancel if it was well struck on stamps and had no idea of what we had or what was missing, we do now know. We need copies of the "235" strike on the 5c brown Seal, Scott #25, and incidentally we never recall seeing a used copy of #25 with this strike. Another that falls into the same category is the 24c, Scott #31. Although this one might conceivably be more common in that the stamp was used up until the late 1890's. The 1c, Scott #32, is another that is missing

from our list and like the first two mentioned we haven't seen this one either. There might be a valid reason for the absence of the "235" strike on #'s 25 and 32, as the earliest record of use that we have on cover is May of 1873 and both stamps had been replaced by other stamps by the 1873 date. Then we need the strike on the 3c stamps, Scott #'s 33 and 34. We know that they exist on these two as we have seen them on various occasions during our collecting days. Finally we need it on the 1c roulette, Scott #37, and in this case as well we are certain that it exists, but at this point we can't definitely say that we have ever seen one. This article is being written for several reasons; first we would like to know if anyone has the "235" strike on cover used prior to May 28, 1873; second has anyone ever seen the strike on Scott #25 and Scott #31 and #32; third does any reader know where we can purchase any of the 6 stamps that we need to complete our collection.

It is utterly beyond belief at the detail that a stamp collector can put into a facet that is of particular interest to him. At this stage I refer specifically to the work that Bob Pratt, BNAPS #1982, Milwaukee, Wisc., has done on the Perkins Bacon reprint die proofs of 1902, 1909 and 1929. We had originally believed that just reprint proofs existed but by the time we got through looking at Bob's work we realized that it went a lot further than that as he has classified them according to paper and it is a revelation to learn the different types and thicknesses of paper that were used. Bob went just a bit further and also included the Herts Philatelic Society Menu favors as these were prepared from the same plates. Bob was kind enough to show this material at the Collectors Club exhibit held early in May and I was certainly happy to get another chance to go over the various ramifications that can be worked on when one picks a specialized field.

FANCY CANCELLATIONS

Day & Smythies

Serial No.	Description	P.O. of Origin	Date	Remarks
81a	4-point intaglio star in circle	?	About 1874	
82				Replace illustration in handbook
83a	4-point star surrounded by two rows of dots and dashes	?	?	Variety of #83
92a	5-point star with blunt points	Barkerville, B.C.	1898	
92b	5-point star with intaglio line in each point	?	?	Starfish
98a	5-point double outlined star enclosing circle	?	?	
101a	5-point star with long, thin rays enclosing circle	?	?	
112a	Intaglio geometric star in pentagon	Toronto	1871	
112b	Intaglio geometric star in intaglio pentagon in circle	?	?	
108a	5-point star in circle of dashes	Bass River, N.B.	1879	Incomplete strike
127				Similar star Bass River, N.B., 1879
139a	6-point hollow star with thick outline	?	?	
123a	Irregular small 6-point solid star	?	?	
144a	Large intaglio star of David	Lennoxville, Que.	1876	
144b	6-point intaglio geometric star, intaglio lines joining opposite points	?	?	
151a	Intaglio cogwheel enclosed by eight-point star	?	?	Seen on 6 cent L.Q.
185b	Intaglio thin cross with base in irregular rectangle	Perth, Ont.	1876	
209a	Maltese cross with indented arms enclosed in thick, broken circle	St. Catherines, Ont.	1882	
209b	Cross with two swollen arms in thick oval	?	?	May be variety of 209
212a	Small, even cross in circle	?	?	
215a	Intaglio square and cross-roads enclosed by 4 indented wedges	Fawcett Hill, N.B.	1878	

Plate F - Stars and Crosses.



81A



82



83A



92A



92B



98A



101A



112A



112B



108A



139A



123A



144A



144B



151A



185B



209A



209B



212A



215A

Canada's Semi-Official Airmails

by DANIEL G. ROSENBLAT (BNAPS 1445) 660 W. Hillsdale Blvd., San Mateo, Calif.

This column has now received its furthest echo in the form of a letter from John Wannerton (BNAPS 1706) of Capetown, South Africa — about as far from California as one is likely to find a member of the Society. Mr. Wannerton mentions having a Laurentide cover, Three Rivers-Rouyn, dated January 12th, 1925 which would seem to confirm the dating of this flight used in Morgan's catalogue and indicates that the January 21st date given in a number of other references is either a transposition or a second and later flight. (See question No. 30 in the September, 1963 issue of Topics).

I have also heard from Mr. C. H. Hawley of East Hartland, Conn. who states that he is the fortunate possessor of a complete sheet of 16, perforated, of the first Jack V. Elliot issue, thus answering questions No. 39 and 40 which appeared in the April, 1964 issue of Topics.

H. G. Walburn of Kelowna, B.C. has also contributed a very interesting letter — he states that several years ago he had the opportunity of looking through the souvenir album of the Estevan-Winnipeg flight compiled by Colin Manlove (Manlove was one of the principal organizers of this flight) and made several notes with regard to the information contained therein. These included the fact that there were 1926 covers carried (which checks with all other sources of information) and that 900 of these carried the special stamp. This last figure I cannot accept since if the original printing was only 1028 copies it would mean that there were no more than 128 unused copies remaining — the relative availability of this stamp in unused condition makes this figure rather on the low side. However, the most important item that Mr. Walburn gleaned from Manlove's material was a statement that there were two printings with a slight difference in shade. This has long been suspected, in particular by Mr. H. L. Banner, and some work is now being done in this regard by one or two collectors fortunate enough to have relatively large holdings of this stamp from which comparisons can be made. I

hope to have a report on this in the future.

Elliot-Fairchild Air Service

As previously stated, the first stamp issue of this company appeared some time before the merger between Jack V. Elliot and Fairchild was actually accomplished and the stamp does not appear to have been used until the first official flight of the new company from Rolling Portage to Red Lake and return on April 15th, 1926. By that date a second, completely redesigned stamp had also been issued and both types are known on the first flight covers of April 15th.

There seems little doubt that the second issue consisted of 5600 stamps printed in sheets of 16 and later separated in panes of 8 (4 x 2) by cutting through a horizontal gutter in the sheet. No doubt the two panes were tete-beche to each other as in the previous Elliot issues but I do not know positively of any existing gutter pairs. Both Holmes and Sanabria list imperforate pairs although I have never noted any offered for sale.

Panes of 8 are known with the No. 4 stamps inverted, thus producing either vertical or horizontal tete-beche pairs. Most catalogues indicate that there were 50 such panes but I feel certain that this figure is much too low — almost any auction sale of semi-official material offers at least a tete-beche pair if not a full pane with the inverted stamp and it is only a few years ago that the Stanley Stamp Co. was able to advertise a small quantity of such panes with the invert to sell at about \$20.00. As recently as February of this year such a pane realized only \$20.00 at Sissons, less than twice the going price of a normal pane.

It has been drawn to my attention that the second issue carries the name of the company as Elliot-Fairchild Air Service Ltd. while the first issue does not show the "Ltd." and it has been suggested that this indicates that the two stamps were issued by different corporate entities. I am inclined to doubt this and believe that the "Ltd." was omitted from the first issue by an oversight, but it is an interesting theory

(Continued on page 185)

HISTORICAL MEMORANDUM OF THE CANADIAN POSTAL SERVICE WITH THE ARMIES IN FRANCE, BELGIUM AND GERMANY 1914-1919

PART 3

(g) Cross Post Services

It is unnecessary to describe in detail the gradual development of these services from the beginning when a single motor lorry left General Headquarters each morning and made a circular tour of all the railheads, picking up inter-army mail en route and transferring bags between the several railheads. The lorry returned to G.H.Q. each night where the mail was sorted and despatched again to the appropriate railheads the following morning.

The service was gradually extended with the growth of the Armies and the extension of the area occupied, and ultimately assumed such proportions that upwards of 250 transport vehicles were employed daily to provide the links in a complicated and ever changing network of services which covered the whole area occupied by the Armies and the Lines of Communication and enabled a letter posted in any part of the B.E.F. to be delivered in any other part of the B.E.F. within twenty-four hours.

The organisation and control of these Services constituted the most formidable problem which the Army Postal Service had to face. It must be remembered that it was not a network of services between different fixed points but between formations which were constantly moving in obedience to secret orders.

A Diagram describing the exact services on any particular day would not be very intelligible to anyone unacquainted with the details but one explaining the theory of the Services is attached (Diagram B). It will be seen that the services were organised on the principle of a number of fans. All the Field Post Offices in a Division had services working fanlike to a concentration point at the Divisional Railhead Post Office; all Divisions in an Army Corps had services to the Corps Headquarters Post Office and all Corps in an Army had services to a central army depot near to the Army Headquarters. The Army Depots were linked up by a main service along the 'back of the front' and other main services radiated from them to G.H.Q., the Lines of Communication and to the Bases. All these transport lines communicated with each other and were timed to give the most efficient service possible. Thus a letter posted in a Canadian Division in the Ypres Salient at 3.00 p.m. would secure through connection and delivery to the Canadian Record Office at Rouen by 8.00 a.m. next morning.

In November 1917 the average number of letters posted in one part of the B.E.F. to addresses within the B.E.F. every day was 57,000 Official and 320,000 Ordinary letters, but these figures only represent a portion of the volume of traffic carried by the Cross Post Services, which varied considerably according to the nature of the operations in progress at a particular time. If many formations and units were on the move, a large number of bags made up in the Home Depot would necessarily arrive at a Railhead by supply train and would be undeliverable in that particular Division because the unit or Formation to which they were addressed would have been ordered elsewhere while the mails were in transit from the Base. These bags would be forwarded to the new delivering centre by Cross Post Services and would frequently be available for delivery before the unit arrived at its destination.

The Cross Post Services were also used to convey mails from the front to the Base Ports for destinations overseas.

(h) Services in the Field (i.e. beyond Railheads)

The organisation of an Army, as may be well known, is as follows:—

An Army is divided into a number of Army Corps.

An Army Corps is composed of two, three or more Divisions and a number of Corps Troops which are at the disposal of the G.O.C. for employment in any part of his Corps area.

A Division is composed of three Infantry Brigades and a number of Divisional Troops — field artillery, engineers, supply and ammunition units, etc.

The principle of postal organisation in the Field laid down before the war was to have a Field Post Office with each distinct military formation, which moved with and formed part of that formation. Thus there was a Post Office with each Army Headquarters and Corps Headquarters and in a Division there was a Post Office with the Divisional Headquarters, with each Infantry Brigade, and one attached to the Divisional Train (the column of horse transport which distributes the supplies) to serve the Artillery and other Divisional Troops.

This postal organisation has never been departed from and has only been extended to provide for the large number of Corps Troops which did not exist in the very early days of the war. The development of the military situation as a result of trench warfare involved the creation of many units — Heavy Artillery Brigades, Labour Companies, Tunnelling and Road Construction Companies, etc., etc., which did not form part of a Division or other mobile formation. They became known as Corps Troops and frequently were more or less stationary in a particular area. For a time they were served postally by the Division or other formation which happened to be in the area but such an arrangement involved considerable traffic inconvenience every time a Division moved and left these 'attached' units behind. Moreover the number of these troops increased to such an extent as to become too large to be served by the postal staff allotted for each Division and the position which confronted the Postal Service will be appreciated when it is known that nearly 150,000 extra Divisional Troops were concentrated along the front of one Army in July 1917. An Office was accordingly established in each Army Corps to serve these Corps troops and the importance which they ultimately assumed may be gathered from the fact that the Canadian Corps Troops Post Office was frequently serving upwards of 50,000 Canadian and Imperial Troops who posted approximately 30,000 letters and received 400 bags of mail daily, besides transacting a large amount of postal order and registered letter business.

Other Post Offices were established as became necessary to serve important concentrations of troops at centres on the Lines of Communication and in the Army areas: these were known as S. (Stationary) Offices.

The popular conception of a Field Post Office varies considerably. In the undestroyed towns and villages of France and Belgium they differed but little from what we are familiar with in civil life, except that the fittings for sorting the mails were crude and such as could be made easily with a few nails, a hammer, and some old boxes. But even these facilities were not available in the majority of cases especially in the latter stages when the campaign was conducted over regions completely devastated by war. A feature which all Field Post Offices had in common, however, whether they were housed in an open field, a barn, a stable, a tent, a cellar, dugout, or a chateau, was a black iron box. This box contained the stock and cash, seals, rule books and other necessary articles including a red and white flag. Wherever that box was dropped there was a Field Post Office.

As already stated there were five such Post Offices with each Division but the organisation for serving them varied according to the precise conditions obtaining at one time. Their normal means of communication with the main system of Postal Services was by motor lorry to the Divisional Railhead Post Office. In the earlier days of the war the mails were transferred at Railhead to the lorries of the Supply Column which proceeded to a central point within the Division known as the Supply Refilling Point.

This place was a rendezvous for the transport wagons of all the units in the Division which met the Supply Column, received their quota of supplies, and returned therewith to the units. The Divisional Train Post Office was usually stationed at this point and the Non-Commissioned Officer in charge superintended the delivery of mails to the Post Orderlies of all units in the Division who came to the refilling point with the supply transport. Each Brigade and the Divisional Headquarters Post Office sent a representative to the Refilling Point with the outgoing mail and this man assisted in the mail distribution to units. When refilling was completed the Supply Column returned to Railhead and the outgoing mails were conveyed on one or more of the motor lorries.

The foregoing arrangement was satisfactory in theory up to a point but practical experience in actual warfare revealed certain defects—

(1) It was found that the transfer of mails from Railhead to Refilling Point called for greater initiative and authority than a private soldier acting as mail guard could be

expected to have and, as the mails had to be loaded wherever there was room on a number of lorries it was not possible to maintain effective guard over them en route. It was accordingly arranged to attach a Corporal and two men of the Army Postal Service to each Divisional Supply Column.

(2) The Supply Services frequently found it convenient to load the Column at Railhead with supplies during the afternoon after returning from Refilling Point; then proceed to a point where the loaded Column parked for the night; and proceed direct to Refilling Point next day. This arrangement involved unnecessary delay to the mails because it was possible in most cases to load the mails from the train in the morning and proceed direct to Refilling Point in time to effect delivery the same day. To do this however would involve the postal lorries travelling independently of the Column: but the postal advantage was so obvious, and the clearly defined areas of military activity removed any possibility that they would fall into enemy hands, that it came to be the recognised policy for the postal transport to work independently of the Supply Column.

This arrangement paved the way for the system of mail services generally in force in the Field during the long period of trench warfare, viz.

The Field Post Offices were stationed at suitable points in the Divisional area convenient to serve the formation to which they were attached. The postal lorries were loaded with the mails at Railhead in the morning and proceeded to each Field Post Office where the mails were delivered to the unit post orderlies. The lorries returned to the Railhead Post Office in the afternoon with all outgoing mail in time to connect with the down country services by returning supply train and the Cross Post services to other Divisions and Corps and the Army generally.

During the periods of active operations and the Advance of 1918 this system had to be modified considerably and the arrangement in force in every Division varied accordingly to circumstances. In every case it was a matter for the Divisional Postal Supervisor or Corps D.A.D.P.S. to make such arrangements as his ingenuity and resources enabled him to devise: his one rule was to 'deliver the goods'

In some cases he had to fall back on the old system of delivering the mails with supplies; in other cases it was impossible to bridge the gap between Railhead and the Field Post Offices by means of road transport and the light railways used for carrying ammunition had to be used for mails and supplies also; at other times it would be impossible for a Field Post Office to function at all for a period and the incoming mails had to be delivered to the post orderlies direct from the Supply Column lorries and the outgoing mail had to be collected from them and carried to Railhead before it could be stamped and sorted; again at other times the Field Post Offices advancing with their Brigades would be so far in advance of Railheads — which could not advance quickly owing to the bridges being destroyed — that it was necessary to carry the mails out and in by relays of lorries and establish a dump at the midway transfer point. These are but a few examples of the variety of method adopted to organize the services in the Field.

— To be continued —

Dear Mr. Editor,

AND THEN, There was one!

Used to be when I told someone that I collected used plate blocks of Canada, I took relief in the knowledge that at least one other member found them of some interest. In fact, I was even a bit proud that I too collected the used plate blocks when the other member was known and recognised as having the best and most outstanding collection of mint plate blocks—very good company. Alas, my one outstanding example and perhaps reason to find pride sold his mint collection and the

used with them! So now, as far as I know, I am only one. I would certainly appreciate and be very happy to know that perhaps there is still another one who dares to collect such eye-brow raising items — used plate blocks. I would be very grateful to hear from just one other who finds some interest in what I am sometimes made to feel are scorned items. Please come forth and maybe together we can remove the scorn, lower the eye-brows and try to convince still another one that those made-to-order, philatelic pieces may have some merit to deserve interest.

Jack Levine

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The Proof Corner

ROBERT H. PRATT, 3697 W. Mill Road, Milwaukee, Wis. 53209

Robert H. Pratt, 3097 W. Mill Road, Milwaukee, Wis. 53209.

May, 1932 saw two changes in dies that resulted in two new stamps for the regular issue of Newfoundland.

The first of these was the re-engraving of a new die for the 2c King George. On May 9th a proof of a secondary die was laid down in deep rose. This was made from die #967. Die #967, due to the shading lines on the face, showed the appearance of a "scar" on the left side of the Monarch's face. On the 10th of May, further work was done to eliminate the scar by deepening and lengthening the shading lines. On 11th of May, the final rework was finished and the "scar" was now happily removed.

In it's final and finished form, this became new Die #1018.

Plates from Die #967 (Die I) were made and all, as far as I know, had the plate numbers reversed. I have seen the rose stamp Scott #185 with plate #2 and plate #3, both Die I, so made.

The green stamp Scott #186, Die I, exists with plate numbers reversed in Plate #1, #2 and #3. It also exists with plate numbers normal in Plate #2 and #4. These stamps are all from Die #1018 (Die #II).

Why isn't this very definite variety listed in Scott and Holmes? It is easily distinguished.

On the 27th of May, a new secondary die for the 5c Caribou was laid down from Die #960. Through progressive steps the right antler tip was strengthened, as were the hair in the tail. Finally on 31st of May, a

"new original" was produced.

In its finished form this became new Die #1017. Note that it was made later in the month but received a lower die number.

Plates from Die #960 (Die I) were made, and all, as far as I know have no plate numbers. It is interesting to note that this die was modified again and used for making the plates of the 1941 issue: This is the Brown Violet original issue Scott #190.

The Violet Scott #191 was issued in both Die I and Die II (from Die #1017).

I have seen the Violet stamp (Die #II) with plate numbers, but never Die I thus. Plate numbers Reversed 2, Normal 3, 4, 5, 6 and 7 are reported. I have seen the first two.

The 1932 issue is interesting from a proof standpoint, because of the many varieties that exist.

You can find the original proofings of the dies mostly in color of issue on a fairly thick yellowish to white wove between .00375 to .00450 inches thick. These proofs are generally before the addition of the die number, although some close to completion bear the marker line in the middle of the top long side.

Completed dies with die numbers are in black and color of issue on water-marked paper .00350 inches thick. They make an interesting and colorful collection.

Plate proofs (or ungummed imperforates) also exist on paper of issue in color of issue.

More around the corner

(Continued from page 180)
and I would appreciate any comments on it.

Our questions would be:
#46 Do imperforates actually exist and if so in what size pieces?

#47 Are any gutter pairs known, or even full sheets of 16?

#48 Is there any information in regard to the correct number of panes with the inverted stamp?

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Rounding Up Squared Circles

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

SQUARED CIRCLE POSTMARKS ON THE DIAMOND JUBILEE ISSUE OF 1897

About seven years ago the squared circle fever bit me and many enjoyable hours have been spent since then going over stamps seeking the missing towns on my list. At the start a decision was made to collect these cancellations on the 3c denomination of the Diamond Jubilee issue as it was the most common value of that issue and a full strike of the cancel could be obtained. As most collectors were collecting on the Small Queens or on any stamp, it was possible to trade for Jubilees. A goal of 200 different towns was set and reached by November 1959. Since then an additional 28 towns have been added, but

of these six are on values of the Jubilees other than the 3c denomination.

In endeavouring to determine how many towns could be found on the Jubilee issue I've gone through the second edition of *The Squared Circle Postmarks* with the following results:—there were 255 towns that the recorded earliest and latest dates indicated the use of the squared circle during 1897. From observations the following used circular date stamps during the normal Jubilee period and returned to the squared circle canceller at a later date:—Baddeck, N.S.; Danville, Que.; Levis, Que.; Notre Dame St. West, Montreal, Que.; London, Ont. Type 2; Strathroy, Ont.; Whitby, Ont.; Wiarton, Ont.; Woodstock, Ont.; Woodville, Ont.; Prince Albert, Sask.; and Kamloops, B.C. This leaves 14 other



First Day Cover, Diamond Jubilee Issue, June 19, 1897. Showing rare squared circle cancellation of Wolfville, N.S. From the collection of Douglas A. Crawford

towns that are possibilities but some of these I'm sure could be included with the above and the remainder are so scarce on any stamp it is difficult to determine whether they exist on Jubilees or not.

Other interesting information obtained in accumulating this collection is that there are many towns that used circular date stamps along with the squared circle canceller. This places a greater rarity factor on a town that would normally be given. Some of these are Sackville, N.B.; Summerside, P.E.I.; Aurora, Ont.; Listowel, Ont.; Orillia, Ont.; Sarnia, Ont.; Portage la Prairie, Man.; and St. Boniface, Man. One town, Hamilton, Ont., was added because a late date in 1913 was found on a 5c Jubilee. This hamper had discontinued normal usage long before the Jubilees were issued.

A great many letters have been written to collectors in Canada, United States, Great Britain and Belgium to complete exchanges for squared circle cancels on my favourite Jubilees. From these letters many new acquaintances have been made and new friends found. When it appears the end is in sight a new lead turns up another town and another exchange is made. If any collectors wish further information in connection with this cancel on the Jubilees please write.

D. A. Crawford, #1646

NOTE ON ABNORMAL SQUARED CIRCLE INDICIA

I was interested in the note in April 'Topics' on the inverted day and month occurring at Quebec. I find I have 4/Au 11, 96 with day and month inverted and you illustrate Au 13. likewise, but the peculiar thing is that I have also Au 13 normal and also with '4' above the date. Possibly other collectors could report on their Quebec of the period to establish how long the date was inverted. We seem to have fixed the date of correction and even the period of that day very precisely.

May I here mention another type of interesting indicia of which I have examples on the Squared Circles of Mattawa and Merrickville, that is the use of 'O' before the date of the first nine days of the month. This is obviously used so that no mistake can be made that the day is, say, the 14th or 24th of the month.

I have Mattawa My 04, 95 and Jy 08, 97 but have examples of Ju 4, 95 and Au 4, 97 where the 'O' is omitted. In Merrickville I have Ju 08, 95 and My 06, 96 but have none in '97 or after where the 'O' is added. There must be many examples in other collections but the use of this special day date seem to have been spasmodic.

J. Millar Allen

FANCY CANCEL RECORDED IN MAY ISSUE OF BNA TOPICS KNOWN ON STAMPLESS COVER

Compliments of Dr. Day



EARLY POST OFFICES OF THE PETERBOROUGH DISTRICT

by Max Rosenthal

In 1818 a small group of emigrants from England found their way into Smith Township, between the Otonabee River and Chemong Lake, then but recently surveyed, by way of Rice Lake and that river. In May 1819 a party of men from the "Front"—the north shore of Lake Ontario—came up the Otonabee for the purpose of selecting a mill site. They landed just above Little Lake, in what is now the centre of the city of Peterborough. By damming up a creek and conveying its water to the steep bank of the Otonabee River a mill site could be obtained. In two years Adam Scott had a small saw and grist mill running, at the foot of what is now King Street.

A reserve was made in the survey of North Monaghan Township in 1818 for the site of Peterborough, but it was not until 1825 that a town site was laid out. During the autumn that year Peter Robinson of York (Toronto), on behalf of the British Colonial Office, brought out 2000 people, mainly from southern Ireland, to this area, leading to the speedy settlement of Peterborough and the townships around it. The site of the future city was still called Scott's Plains. At a dinner held in 1826 at Government House in the new settlement in honour of the official visit of Sir Peregrine Maitland, Lieutenant-Governor of Upper Canada, the suggestion was made by Mrs. Thomas Alexander Stewart, wife of one of the prominent settlers, that the name Peterborough be chosen in honour of the first name of its founder.

A Mr. Stewart opened a small store in 1825 in a little log house, opposite the south side of the Market Square. Before long his stock was merged in a larger one brought in by George Grey Bethune, of Cobourg. In 1827 the government built saw and grist mills, and Peterborough grew quickly. The little log store had been superseded by a frame building known as "The Red Store" on the corner of Charlotte and Water Streets.

The Ontario Archives has this letter from John Hall, Peterboro, March 9, 1829 to Peter Robinson, York.

"Being well aware any measure leading to the well being and improvement of this place would be interesting for you to hear allow me therefore to inform of a meeting that was held to take into consideration the propriety of establishing a post office in Peterboro and one in Cavan (a township a few miles southwest). It was unanimously agreed that a petition be drawn up and forwarded to the Postmaster General praying for same. A subscription was entered into to defray the expenses of a post bag, to run once a week, and before the meeting broke up, upwards of 70 dollars was subscribed, and we think one half who are agreeable for it have not as yet had an opportunity of putting on their names. We would wish that you would write the P.M.G. informing him of the great utility of such an establishment here."

When a post office was established in 1830, it was kept in this building, in the rear of Bethune's store, then being managed by Thomas Valentine Tupper. He was the first postmaster, and Peterborough did with a weekly mail.

James B. Ferguson was subsequently appointed postmaster, and the post office was kept by him in a small frame cottage just south of Red Store, to which it was joined. The post office was then transferred to the old Government House, built in 1825 near the southeast corner of Simcoe and Water Streets, which had been Peter Robinson's headquarters. At some time later and on to 1856 the post office was kept in a small frame building little larger than a shanty on the east side of Queen Street. After July 1854 Peterborough enjoyed a daily mail, partly carried by the steamer Otonabee from Rice Lake.

Until the 1860's the post office name was listed as Peterboro', and spelled as such on its postmarks, but without the apostrophe. In the Ontario Archives is a letter sent by Elias Burnham, Peterboro, July 29, 1834 to Peter Robinson, York. On the front is a postmark in bluish-black consisting of a double circle enclosing PETERBORO in fairly small slanted letters and U.C. in the

same size but straight lettering. 30 July 34 is written in brown ink. Another letter from Burnham dated May 17, 1842 and sent to the Crown Lands Office Kingston, already has the standard postmark of the 1840's, with a double circle broken by PETERBORO, U.C. in large letters. The date, May 18, 1842 is set in type.

Otonabee Township, between Rice Lake and the Otonabee River, was surveyed in 1819. In locating the Irish emigrants there, Peter Robinson was assisted by Captain Charles Rubidge, Royal Navy, who had settled there, on lot 13 concession 11, just north of the straight run of the river down to Rice Lake. The only way of entering the township was by way of the lake. A road was constructed by him from the lake, at Bannister's Point, near Hiawatha, to Peterborough. The uncertainties accompanying the sending of mail then are illustrated by a letter sent by Rubidge before the Peterborough post office was opened, the nearest being at Cobourg. Now in the Ontario Archives, he sent it on January 15, 1830, while visiting Cobourg, to Peter Robinson, who was their Commissioner of Crown Lands at York. He wrote:

"A few days ago I forwarded a packet to you containing returns of my investigations through Otonabee together with several letters which I trust you will have received safe. The young man I gave them to I found on my arrival here loitering about Cobourg, but he assured me he had given them safely to Mr. Thornhill's brother".

In 1832 a post office was established, kept by Rubidge at his residence. Its name was the same as that of the township, which was then spelled Otonabee, and this spelling was followed by the post office. In a letter sent from Cobourg on September 29, 1837 to Robert B. Sullivan, Commissioner of Crown Lands, Toronto, Rubidge informed him. "I leave this for London about the latter end of next week." He offered to stop off in York to pick up mail for the British government. The Otonabee post office was moved four miles east to Keene. In 1825 Dr. John Gilchrist had erected grist and saw mills there on the Indian River. On the 7th concession road, north of the 12th sideroad, in the winter of 1829-30 he opened the first store there. When the Otonabee post office was moved there Thomas Carr became postmaster. About

1860 its name was actually changed to Keene.

Dummer Township, beginning a dozen miles east of the north edge of Peterborough was surveyed in 1823, but no attempt was made at its settlement until 1831, when a number of immigrants from the United Kingdom reached Peterborough, where agent Rubidge took steps to locate them, a goodly number of them in Dummer. Around 1834 and 1835 saw and grist mills were built on the Indian River, at the 2nd concession road, under the superintendence of a man named Hartwell, who conducted the first store there. When Warsaw post office opened there in the early 1840's the first settler, Thomas Choate, became postmaster.

Until being incorporated as a town in 1850 Peterborough was part of North Monaghan Township. In 1853 Springville post office was opened at the corner of its west boundary road, now Highway 28, and the 9th concession road, near Cavan Creek. In 1854 the post office was moved west across the road into Cavan Township, Durham County, but a few years later Springville came back to the North Monaghan side. M. S. Dean built mills and opened a general store at Bridgenorth, in Smith Township, where the road northwest from Peterborough reaches Chemong Lake. On its being made a post office in 1854 he became postmaster.

The first settlers in Douro Township, the fifth of the Peterborough County townships dealt with here, which is between Dummer Township and the Otonabee River, arrived in 1822. The site of Lakefield was early an object of interest, for the water power it offered, at the head of a rapid of four miles on the Otonabee River, and just below Katchiwano Lake. Colonel Samuel Strickland, whose two famous writer sisters Susanna Moodie and Catherine Parr Traill made the district known far and wide, settled on the site in 1831. Mills were built there by the Stricklands, but the place was first known as Nelson's, and then as Herriott's Falls. In 1851 it was called Selby. When a post office was established in 1855 it was named North Douro, for at the same time was brought into being South Douro, at the corner of the 4th concession road and the 6th sideroad. In 1874 North Douro became Lakefield.

—To be continued next issue—

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