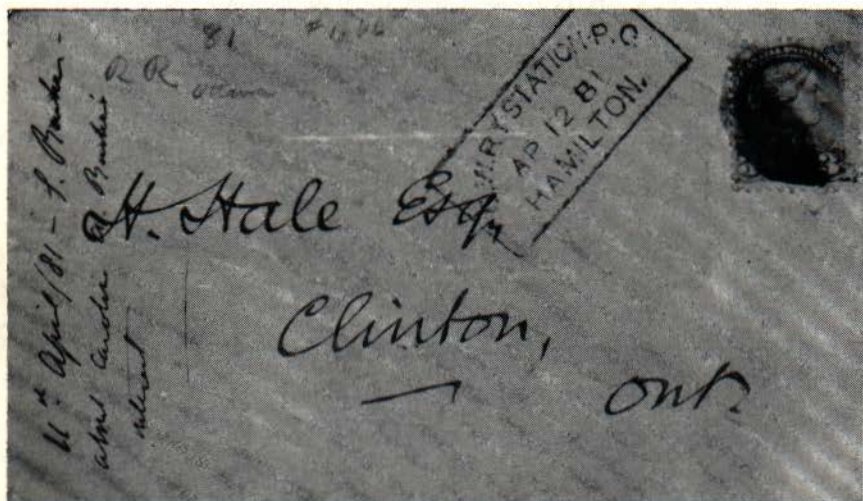


BNA Topics



A rather rare Hamilton, Ontario, railway cover dated Ap 12, 81. Only illustrations seen to date seem to have been reproduced from Fred Jarrett's famous book. The date shown is: AU 4 80.

N. Pelletier

Official Journal

Of The

British North America

Philatelic Society

Volume 21 Number 9 Whole Number 227 October 1964

Published October 1st

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BNA Topics

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VOLUME 21 / NUMBER 9 / WHOLE NUMBER 227 / OCTOBER 1964

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Official Section



Monthly Report from the Secretary . . .

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

September 1, 1964

APPLICATIONS PENDING

- Allison, Cecil R., 1125 Sixth Line, Oakville, Ontario
Demaray, Donald F., 210 Victor Road, Prescott, Ontario
Ferguson, Mrs. Beulah H., 24 Granville Road, Hampstead 29, Quebec
Martin, Harry B. Jr., 7 Stibbard Avenue, Toronto 12, Ontario
Molnau, Myron, C29 Meadow Brook Court, Iowa City, Iowa 52240
Pfeifer, Otto W., 1000 N.E. 135th, Seattle, Washington 98125
GIBSON, Keith M., 206 Briarhill Drive, Port Credit, Ont. (C-CX) CAN—19th & 20th century mint & used postage and mint blocks. 1st Day covers. Coils. O.H.M.S.-G. Provincial Revenues. Mint & used Airmails. Precancels. R.P.O. & slogan cancellations. SPECIALTY—Can. stamps autographed by Designer.

APPLICATIONS FOR MEMBERSHIP

- (Objections must be filed with the Secretary within 15 days after month of publication)
CLEMENT, S. C., 19 Lascelles Blvd., Apt. 1206, Toronto 7, Ont. (C-CX) CAN—19th & 20th century mint postage and blocks. Pre-stamp covers. Coils. O.H.M.S.-G. 2 & 4 ring and fancy cancellations. Proposed by N. Pelletier, No. 1268. Seconded by R. S. Wilson, No. 1986.
JEWETT, Frederick C., 26 Davean Dr., Bayview Hills, Willowdale, Ont. (C) Proposed by D. C. Meyerson, No. L3. Seconded by V. G. Greene, No. L 40.
ROBERTSON, J. K., P.O. Box 1, Brantford, Ont. (C-C) CAN, NFD—Mint & used postage and blocks. Semi-official Airmails and on cover. Postal stationery entires. R.P.O., Squared-circle and Duplex cancellations. Proposed by J. Levine, No. L 1.

CHANGES OF ADDRESS

- 1854 Campbell, John A. L., R.R. 2, East Lake Road, Cazenovia, New York 13035
579 Gaylord, S. B., 1206 Ruffner Road, Schenectady, New York 12309 (from Ohio)
1049 Kitchen, W. O. Ronald, 155 Northcote Drive, Pin court, Ile Perrot, Quebec
1256 Lum, Cpl. Stanley, I. A. M. RCAF, 1107 Avenue Road, Toronto 12, Ont. (from B.C.)
1887 Martin, J. S., 145 Melrose Avenue, Toronto, Ontario.
1143 Starr, Dr. F. A. E., Hyde Park Sideroad, R.R. #3, London, Ontario
1568 Yaffe, Irvin, 3805 Glen Gyle Avenue, Baltimore, Maryland 21215

DECEASED

- 1452 Hirsch, Willie, P.O. Box 918, Prescott, Ontario

RESIGNATION

Ramsey, W. J. II

DROPPED FROM ROLLS

- 1576 Shea, James L., 358 Granby Road,, Chicopee, Mass.

RESIGNATION RECEIVED

- 399 Staff, F. W., Stonehaven, West Bay, Bridport. Dorset, England

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, August 1, 1964	985	985
RESIGNATION, September 1, 1964.....	1	
DECEASED, September 1, 1964	1	
DROPPED FROM ROLLS, September 1, 1964	1	3
TOTAL MEMBERSHIP, September 1, 1964		982

From The Atlantic Advocate

ALFRED WHITEHEAD

It is difficult to decide whether Alfred Whitehead of Amherst Nova Scotia, should be labelled as a musician, an artist, or a philatelist. He is prominent in all three fields. He has a wide reputation for philatelic research. He is known as a prolific composer of over 300 published works, such as church and choral music, songs and organ compositions, as well as having a nation-wide reputation as a lecturer, adjudicator and recitalist. Some of his church music is on the repertoire of Westminster Abbey, London; Canterbury Cathedral and other English cathedrals; and at many of the great churches of North America. His work can be found by the layman in an-

them and carol anthologies and in several hymn books.

Now the third talent of this extraordinary man has risen to prominence. Two of his paintings are being shown in the Summer Exhibition of the Royal Academy, London England. These are Golden Worlds, an abstract, and The Ploughman, a landscape, both in pastels. But Mr. Whitehead says that he is just as happy using other mediums—and is now concentrating on the graphic arts by painting daily.

For nearly thirty years he has been exhibiting in Montreal (where he was organist at Christ Church Cathedral for twenty-five years) and in the Maritimes, including one-man shows at Mount Allison University (where he was Dean of Music from '47 to '53), Dalhousie University and the University of New Brunswick. This is his first attempt at the Royal Academy, although he has shown in other London societies.

INSIDE SCOTT'S '65 VOLUME I

Catalogue editors change 28,100 prices (upward, of course), add 340 varieties to older listings, insert 1,400 new issues.

In the British section, of Scott's 1965 Catalogue Volume I the older classics go up, up, up. Bermuda's Hamilton locals devised by Postmaster Perot in 1848-54 all leap from \$9,000 to \$15,000. Not every collector has a Post Office Mauritius, but he may be interested in their price advances as trend indicators; both 1p and 2p move from \$27,500 and \$22,500 to \$30,000 and \$25,000.

The British Guiana 1c black on magenta of 1856 moves up to \$75,-

000—a \$10,000 hop.

The uptrend in BNA is clearly shown in early Canada and the Jubilees. The 6p Prince Albert on laid paper, #2, shifts to \$1,750 unused, from \$1,500. The 2c Large Queen on laid paper, #32, goes up a full \$1,000 (from \$6,500 to \$7,500). New Brunswick and Nova Scotia 1sh stamps all increase \$100 each way. The Newfoundland Hawker (#C1) also advances \$100 each way to \$2,500 and \$1,900.

Practically all British West Indies 19th century have advanced, both unused and used, due to tremendous demand.

Please send changes of address to the Secretary:

JACK LEVINE

211 Pine Tree Rd., Oxford, North Carolina

The President's Page

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

There was an error in the July-August President's Page. Both Newfoundland stamps are Scarlet Vermilion.



Nova Scotia 2c, 5c and 8½c stamps prepaying the five cent postage and ten cent registered rate. Overpaid by ½c Halifax to Bridgewater.



A pair of 2c New Brunswick and a ten cent prepaying the postage rate to Newfoundland.

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In Memorium

The news of the sudden passing of Daniel C. Meyerson on September the 8th at the comparatively early age of fifty-three was received with great regret.

Dan was one of the founders of our Society and since its inception he had been untiring in his efforts to make it one of the best philatelic societies in the world.

Together with his brother Bill, who died some years ago he built an outstanding collection of the stamps of Newfoundland and since Bill's death Dan continued to augment it until, today, the collection is one of the best in its field.

In addition to being a Fellow of the C.P.S. of Great Britain and a member of numerous philatelic societies, Dan has been Chairman of our Board of Governors for many years.

The deepest sympathy is extended to his family in their great loss.

C. M. JEPHCOTT, President

POSTAL SERVICES IN THE EARLY DAYS OF YORK

by MAX ROSENTHAL

The first United Empire Loyalist settlement in Upper Canada was at Niagara, in 1780. At the other end of the province, from the eastern boundary to the present Brockville, settlement by Loyalists went forth rapidly after the American Revolution. In 1787 they petitioned Deputy Postmaster-General of Canada, Hugh Finlay, at Quebec, for post offices in the new districts. Two years later post offices were opened at Cornwall, Matilda (later called Iroquois), Augusta (renamed Prescott in 1814), Kingston, Niagara and Detroit, still held by the British.

Kingston was as far west as the regular mail couriers ran. There were occasional mails by bateau on the St. Lawrence and in the "King's ships" on Lake Ontario during the navigation season. There was also one "express" each winter, for military dispatches and the convenience of merchants. Mrs. Simcoe, wife of Upper Canada's first Lieutenant-Governor, describes it as travelling on snowshoes via Oswego and the south side of Lake Ontario to Niagara, then by way of the north shore of Lake Erie to Detroit. The expedition usually left Montreal in January, and proceeded at about 18 miles a day on a journey of at least three months.

In 1793 Peter Russell came to Niagara, then being replaced as the Upper Canada capital by York to become Receiver-General of Upper Canada. Toronto had been named York the year before, while Niagara is now

Niagara-on-the-Lake. On November 23 he wrote to John Gray, a Montreal merchant:¹ "I was yesterday favored with your letter of the 12th ulto, covering some shop notes and an account of sundries amounting to £20.16, which including MacDonell and Cherritt's bill received from Surveyor-General brings me in your debt a balance of £121.4.10. This I was in hopes to have remitted you a bill for by the return of the ship. But I have not been able to obtain any from the gentlemen on this side, and no vessels having lately arrived from York I cannot say whether the Governor will send me those I have asked him for. I must consequently remain so much in your debt until the communication opens up again.

"As you take no notice of the 120 (Halifax currency) which I sent you by Mr. Matthew Bell, I suppose he was not arrived before the day of your letter, which is the only one I have to acknowledge — or even of letters forwarded by you (except via Halifax Sept. 9) since that you favored me with on the 16th Sept. by Mr. Bell. This I maintain from an apprehension that some of your dispatches may have miscarried and my English letters consequently lost, for the letter business is managed with unpardonable carelessness by the post people since the Governor's absence at York, all the letters being the roundabout in the merchants' shops and picked up by whoever pleases to take them and as I live back from the river, I seldom receive

¹ All original material quoted is from the Ontario Archives, unless otherwise mentioned.

mail for several days after their arrival. I think myself fortunate to receive them at all."

In the summer of 1794 Governor Simcoe ordered the purchase of two Schenectday boats, one to ply between Kingston and the Carrying Place, Bay of Quinte, while the other covered the western portion of the route. They interchanged official dispatches and occasional passengers, but did not, as a rule, carry the public mail, which proceeded more regularly and less speedily.

On June 25, 1795 Russell wrote to Gray: "I have been favored with your letter of the 25 April covering an invoice sundries sent me amounting to £54.12, all which have arrived safe, as also the newspapers and two magazines you were so obliging to send me by Mr. Burns, but I have not yet received the state of my account which you had the goodness to promise me.

"I feel very uneasy at not receiving any letters from Mr. Davison (of London, England), and have a large sum of money there in the air which I cannot draw upon until I have notice from him that it has been paid into his hands. Indeed the letter you sent me from Mr. Wilcox and the two letters which you forwarded through the Governor are the only communications I have had from Europe for several months past. The vessel going off unexpectedly leaves me time only to express sincere regards."

On October 30 Gray wrote to Russell. "I have now to acknowledge the receipt of your sundry external favors of 6th and 14th instant with the enclosures. The letters from Mr. Davison were forwarded by the Fox Frigate. I am sorry that Mr. Forsyth should have mentioned seeing letters in my office without acquainting you that these letters were sent to him to take charge of which he gave over to Mr. Mackin-

tosh who left this some days after him. I do not recollect if there were any for you but all the letters and papers I then had for Upper Canada were forwarded at the same time."

A relative, William Willcocks, was by 1796 a merchant at York. On August 10 he sent a letter to Miss Eliza Russell, "at the Honorable Peter Russell's", Niagara, which included these remarks.

"I sent you by the Sophia gunboat your 20 bolts of worsted. I wrote by her to my cousin Peter, but did not then know that Captain Cozine was to take the address. After I had written I was consulted. I approved of the measure, as I did not know when it would be here to be waited upon with it. Since the receipt of my cousin's letter, my mind more at ease. I have have been three times interrupted by customers for I write in my store."

By 1797 Simcoe had left Upper Canada and Peter Russell was its administrator, from York. On September 6 he wrote to the Lieutenant-Governor of Lower Canada, General Robert Prescott.

"I return your Excellency my thanks for ready attention to my request respecting the transmission of public letters for this province, and I have no doubt that I shall in future receive them more regularly in consequence. The letters for private individuals had better I think be referred to the consideration of the Legislation, which by establishing a small inland provincial postage, and appointing proper post houses for their being delivered, may secure a more certain delivery to the persons to whom they are addressed, than the present practice of leaving them at the bars of taverns, or on the counters of shopkeepers. I have however to request of Your Excellency to recommend to Mr. Finlay to order a separate bag for York, against the

next winter express, and if he has not already determined upon a postmaster for that town. I beg leave to recommend Mr. William Willcocks a merchant there, who offers to undertake the management of the business for his own benefit and that of the community."

On November 22, writing to Deputy Postmaster-General Finlay, Russell again recommended Willcocks as postmaster, adding.² "The inhabitants of this town having represented to me that they have hitherto suffered very great inconvenience from their letters not being delivered to them by the winter express before its return from Niagara, which puts it out of their power for want of time to return answers by that opportunity."

A year later Willcocks became postmaster, when York post office was established. In a bill for postage, sent February 2, 1799 to the government he wrote "Enclosed is a small bill drawn on you by Mr. Chewett for £22.5.6 Halifax. Please have the goodness at your leisure to inform me whether I may expect to receive in time to remit to Montreal by the winter express. "The other, sent to Surveyor-General D. W. Smith, York on April 22 is a bill for letters from and to Kingston, Sandwich, Niagara, Matilda, and Montreal. With Detroit handed over to the Americans, a post office had been opened across the Detroit River at Sandwich, now part of Windsor.

Hugh Finlay was succeeded at Quebec as Deputy Postmaster-General in 1800 by George Heriot. He wrote to British Undersecretary of State Freeing on March 6, "His Excellency General Hunter has proposed to me the establishment of a regular post by land from Montreal to York, with this view people are employed in making from

the Bay of Quinte to that place a road." In the winter of 1800-01 monthly couriers began to cover the route from Kingston to Niagara, a development made possible by the opening of the Danforth Road from Kingston to Ancaster. This was only a bridle path through the wilderness, enough only for a courier to traverse on foot.

On December 18, 1801 the Upper Canada Gazette, of York, had this announcement. "To prevent disappointment and trouble, the public is requested to take notice that some time ago Mr. Willcocks resigned his place of postmaster for York, his reasonable charges for the rent of an office, stationery, candles, and a servant to attend, being disputed, although his assiduity and attention the revenue was productive beyond expectation, as appears by the accounts he rendered, and the money he remitted to the Postmaster-General at Quebec."

Donald MacLean became postmaster of York. A receipt from him to Dr. Baldwin says: "To the post office at York, 1807(April 6th, to letter for Mr. Wyatt 5sh.6d. Received payment in full."

Alexander Wood, a York merchant, wrote to Ogilvy, Mylne & Co., London on October 13, 1803. "I would be extremely obliged to you, to receive any letters my relations in Scotland may send and put them in the way of getting straight to New York, as the packet leaves all letters directed to persons in either of the Canadas at Halifax. From thence they are sent only once a month to Montreal and seldom reach this in less than six months after it, when left at New York the inland post to Niagara leaves that place one a week and letters are generally at hand in three months, which makes a material

² Peter Russell Paper, Toronto Public Library.

difference".³ Similarly, on April 1, 1807 Sir Francis Gore, Lieutenant-Governor of Upper Canada, wrote from York to Sir George Shee, London. "The dispatches which are sent out from the secretary of State's office by the route of Halifax seldom arrive at the site of this government under five months. May I therefore take the liberty to request, that in future, they may be directed to the care of Thomas William Moore, Esquire, agent for British packets in New York, through which channel private letters are in general received here from London in about seven or eight weeks."

In the entry in his diary from York for November 20, 1803 Lord Selkirk wrote: "There is no regular post to Upper Canada from Quebec except four couriers once a month in winter—in summer letters are trusted to occasional opportunities—as so many batteaux, etc. are constantly going it is reckoned that a regular post would not pay. The courier in winter goes on foot, and is paid \$36 for going from Kingston by York to Niagara and back again, which he does in about three weeks. In one winter York remitted of postage 40 or £50. Niagara and Sandwich are reckoned to produce more."

William Allan became postmaster of York in 1807, holding the post until 1828. On January 4, 1809, in the York Gazette, he announced that the mail from Quebec would be dispatched for Upper Canada in the first week of each month during the winter and might be expected to arrive in York 16 to 18 days later. Between Montreal and Kingston a Mr. Anderson carried the mail on his back, while westward from Kingston the route was usually covered by an Indian courier.

In 1810 a fortnightly service was arranged between Montreal and King-

ston, the following year continuing to Niagara via York. During the navigation season the courier was replaced by bateaus and schooners. A letter sent by W. W. Baldwin, York to C. B. W. Wyatt, London, England, on April 6, 1813 is postmarked with a straight line YORK, APR 16, 1813, in two lines. The mail at York was distributed at a store, or some other quarters rented for the purpose. Not until 1816 was a special building put up to serve as a post office, and it was only a log cabin.

In 1815-16 a weekly service was inaugurated between Montreal and Niagara, through York. In 1816 General, at Quebec. The opening of Sutherland as Deputy Postmaster-General, at Quebec. The opening of the Kingston Road to York in the autumn enabled a more extensive service than possible on the Danforth Road. However, there were only 11 post offices in all of Upper Canada, and it was to be many years before a really frequent and reliable service was provided for the people of York and the province.

ADDENDA

THE TWO UNIONVILLES

In the July-August 1963 issue of BNA Topics, in the article on the Early Post Offices of the Brockville-Gananoque Area, I omitted mention of an early post office which lasted only two years but is of special interest because its name reappeared later on in a different part of Ontario. In the Smith-Chisholm papers of the Ontario Archives is a book kept by A. Bates, postmaster of Wellington Square (Burlington) in the early 1830's, in which he worded all announcements sent him by the Deputy Postmaster-General, Quebec. On March 7, 1831 is listed a new post office to be opened next month at "Unionville" (a village for-

(Continued on page 239)

³ Alexander Wood Letter Book, Toronto Public Library.

Canadian Revenue Study Group News

ED. RICHARDSON, BNAPS 168, CRSG 1, 303 Pine Oak Dr., La Marque, Texas

1765 "America" Embossed Revenues

On page 11 of Sissons' 1964 Catalogue of the Revenue Stamps of Canada (which was distributed free to all members of the Study Group), Jim has listed the five varieties of the 1765 "America" embossed revenue stamps known to have been used from what is now Canada.

I call attention to the fact that all of these have the word "America" incorporated into the design, in all cases at the very top of the stamp. If this word is missing, then what you have is a revenue stamp of Great Britain. We have had several inquiries about some "rare and unlisted" varieties, and in each instance "America" was missing from the design.

Customs Duty Provisional

In the March issue of BNA Topics we mentioned that there were a total of five copies known of this stamp. However, it now appears that there are perhaps eight copies. Four of these are with the black handstamp and are in the Apking, Morgan, Little and Richardson collections. One is with the violet handstamp and is in the Richardson collection. The other three copies, the Bileski, Webb and Sissons' auction copies, are also the black handstamp.

It is one of the ten rarest Canadian Federal revenues.

Telephone & Telegraph Franks

While we do not collect Tel & Tel franks (Jim Sissons says it is the only sideline he knows of that we fail to collect), we do wish to call attention to the fact that the new 1964 Sissons' revenue catalogue is really a "Catalogue of Revenue Stamps and Telegraph and Telephone Franks of Can-

ada and the Provinces". It is absolutely the finest and most accurate catalogue available to collectors of these stamps.

Again, these were carefully checked, and with a couple of exceptions Jim had personally seen copies of every item listed.

Judging from the catalogue values set on some of the items, there must be a fair interest in these, — at least enough to create a bit of competition. There are at least nine items by our count that catalogue \$50 or more, one at \$250 and one at \$500.

Prairie Conservation Stamps Featured at Edmonton, CANPEX

It was only natural that the host club for last spring's annual convention of the Royal Philatelic Society of Canada should have featured the Prairie Conservation stamps. The late Dr. Rowan, designer of these stamps and of Canada's Whooping Crane postage stamp, had been a long-time resident of Edmonton, and his widow still resides there.

Not only are these conservation stamps collected by many revenue collectors, but others find that a set of these mounted on a page with the Whooping Crane stamp, tells quite a story. The complete set includes the five varieties issued in 1945, and the single value for 1946. The 1945 issues were issued in sheets of 20, perf. 11½, and with imperf. margins. The 1946 issue was issued in vertical strips of 5, perf. between, and imperf. margins.

1915 King Geo. V. Supreme Court Law

Those who have the new Sissons
(Continued on page 236)

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

PART 5

Circulation

Office	Letters-Offl & Ordy. Offl. Pkts.	In bundle labelled:—	Parcels, News & Ordy. Pkts.
APO. 1 (Havre)	Official—Depot Ordinary—Depot	APO. 1 Offl.*	APO. 3 — if no direct bag — see instrn. (1) (j) P.1
APO. 2 (Rouen)	Official—Depot	APO. 2 Offl.*	APO. 3 — if no direct bag — see instrn. (1) (j) P.1
APO. 3 (Boulogne)	Direct bag		Direct bag APO. 3 if no direct bag
APO. 4 (Calais)	Depot	APO. 4	Depot
S.1 (Abbeville)	Depot	S. Offices	Depot
S.2			
S.3			
S.4			
S.5 (Paris)	Depot	S. Offices	APO. 3
S.6 (Third Army)	Depot	S. Offices	Depot
S.7 (Marseilles)	Depot	S. Offices	APO. 3
S.8 (Dieppe)	Depot	S. Offices	Depot
S.9 (Etretat)	As for APO. 1	APO. 1 Offl. APO. 1 Ordy.	As for APO. 1 As for APO. 4
S.10 (Dunkirk)	Depot	S. Offices	APO. 3
S.11 (Etaples)	Depot	S. Offices	
S.12 (Harfleur)	As for APO. 1	APO. 1 Offl. APO. 1 Ordy.	As for APO. 1
S.13 (Le Treport)	Depot	S. Offices	Depot
S.14 (Third Army)	Depot	S. Offices	Depot
S.15 (Bruyeres)	As for APO. 2	APO. 2 Offl. APO. 2 Ordy.	APO. 2
S.16 (Serquex)	Depot	S. Offices	APO. 3
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S.20 (Marquise)	Depot	APO. 3	APO. 3
S.21 (Abancourt)	Depot	S. Offices	APO. 3
S.22 (Etaples, Cdn.)	Depot	S. Offices	APO. 3
S.23 (Cayoux)	Depot	S. Offices	Depot
S.24 (Baumarais)	Depot	APO. 4	APO. 3 or 4
S.25 (Fifth Army)	Depot	S. Offices	Depot
S.26 (Fourth Army)	Depot	S. Offices	Depot
S.27 (Caudebec)	APO. 2	APO. 2 Offl. APO. 2 Ordy.	As for APO. 2
S.28 (St. Saens)	As for APO. 2	APO. 2 Offl. APO. 2 Ordy.	As for APO. 2
S.29			
S.30 (Third Army)	Depot	S. Offices	Depot
S.31 (H.Q. L. of C.) (Pourville)	Depot	S. Offices	Depot

Office	Letters-Offl & Ordy. Offl. Pkts.	In bundle labelled:—	Parcels, News & Ordy. Pkts.
S.32 (Second Army)	Depot	S. Offices	Depot
S.33 (Ma Calotterie)	Depot	S. Offices	Depot
S.34 (Crecy)	Depot	S. Offices	Depot
S.35 (Second Army)	Depot	S. Offices	Depot
S.36 (Zoeghem)	Depot	S. Offices	Depot
S.37 (Noyelles)	Depot	S. Offices	Depot
S.38 (Wimereux)	APO. 3	APO. 3 fwd.	APO. 3
S.39 (Dannes)	Depot	S. Offices	APO. 3
S.40 (Second Army)	Depot	S. Offices	Depot
S.41 (Second Army)	Depot	S. Offices	Depot
S.42 (Third Army)	Depot	S. Offices	Depot
S.43 (Third Army)	Depot	S. Offices	Depot
S.44 (Buchy)	Depot	S. Offices	APO. 3
S.45 (Longpre)	Depot	S. Offices	Depot
S.46 (Fourth Army)	Depot	S. Offices	Depot
S.47 (First Army)	Depot	S. Offices	Depot
S.48 (First Army)	Depot	S. Offices	Depot
S.49 (Fourth Army)	Depot	S. Offices	Depot
S.50 (Cherbourg)	Depot	S. Offices	APO. 3
S.51 (Fifth Army)	Depot	S. Offices	Depot
S.52 (First Army)	Depot	S. Offices	Depot
S.53 (First Army)	Depot	S. Offices	Depot
S.54 (First Army)	Depot	S. Offices	Depot
S.55 (Camp Musse) (Marseilles)	Depot	S. Offices	APO. 3
S.56 (Third Army)	Depot	S. Offices	Depot
S.57 (Fruges)	Depot	S. Offices	Depot
S.58 (First Army)	Depot	S. Offices	Depot
S.59 (St. Valery)	Depot	S. Offices	Depot
S.60 (Trouville)	As for APO. 1	APO. 1 Offl. APO. 1 Ordy.	As for APO. 1
S.61 (Third Army)	Depot	S. Offices	Depot
S.62 (Fourth Army)	Depot	S. Offices	Depot
S.63 (Second Army)	Depot	S. Offices	Depot
S.64 (Second Army)	Depot	S. Offices	Depot
S.65 (Third Army)	Depot	S. Offices	Depot
S.66 (Second Army)	Depot	S. Offices	Depot
S.67 (Second Army)	Depot	S. Offices	Depot
S.68 (Second Army)	Depot	S. Offices	Depot
S.69 (British Mission Portuguese)	Depot	S. Offices	Depot
S.70 (Faonza)	Depot	S. Offices	APO. 3
S.71 (Third Army)	Depot	S. Offices	Depot
S.72 (Third Army)	Depot	S. Offices	Depot
S.73 (Vendroux)	Depot	APO. 4	APO. 3 or 4
S.74 (Third Army)	Depot	S. Offices	Depot
S.75 (Second Army)	Depot	S. Offices	Depot
S.76 (Fourth Army)	Depot	S. Offices	Depot
S.77 (First Army)	Depot	S. Offices	Depot
S.78 (Second Army)	Depot	S. Offices	Depot
S.79 (Le Touquet)	Depot	S. Offices	APO. 3
S.80 (Fourth Army)	Depot	S. Offices	Depot
S.81 (Second Army)	Depot	S. Offices	Depot
S.82 (Rue)	Depot	S. Offices	Depot
S.83 (Trouville)	As for APO. 1	APO. 1 Offl. APO. 1 Ordy.	As for APO. 1
S.84 (Can. Reinf.)	Depot	S. Offices	APO. 3

Office	Letters-Offl. & Ordy. Offl. Pkts.	In bundle labelled:—	Parcels, News & Ordy. Pkts.
S.85 (St. Germain au Mont d'or)	Depot	S. Offices	APO. 3
S.86 (Verton)	Depot	S. Offices	Depot
S.87 (Pont de l'arche)	As for APO. 2	APO. 2 Offl. APO. 2 Ordy.	As for APO. 2
S.88 (Henriville Cp.)	APO. 3	APO. 3 fwd.	APO. 3
S.86 (Audresselles)	APO. 3	APO. 3 fwd.	APO. 3
S.90 (Fifth Army)	Depot	S. Offices	Depot
S.91 (Marlboro' Cp.)	APO. 3	APO. 3 fwd.	APO. 3
S.92 (Bayon)	Depot	S. Offices	APO. 3
S.93 (Courban)	Depot	S. Offices	APO. 3
S.94 (Third Army)	Depot	S. Offices	Depot
S.95 (First Army)	Depot	S. Offices	Depot
S.96 (First Army)	Depot	S. Offices	Depot
S.97 (Fifth Army)	Depot	S. Offices	Depot
S.98 (Romes Camps)	Depot	B. Offices	APO. 3
S.99 (Pont de Briques)	APO. 3	APO. 3 fwd.	APO. 3
S.100 (Taranto)	Depot	S. Offices	APO. 3
S.101 (Italy or APO. L1)	Depot	S. Offices	As for APO. 1
S.102 (First Army)	Depot	S. Offices	Depot
S.103 (Aulnois)	Depot	S. Offices	APO. 3
S.104 (H.Q. Indep. Fce. RAF.)	Depot	S. Offices	APO. 3
S.105 (Charmes)	Depot	S. Offices	APO. 3
S.106			
S.107			
S.108 (Fourth Army)	Depot	S. Offices	Depot
S.109 (Mottville)	As for APO. 2	APO. 2 Offl. APO. 2 Ordy.	As for APO. 2
S.110			
S.111			
S.112			
S.113			
S.114			
S.115			
SW.1 (Fourth Army)	Depot	S. Offices	Depot
SW.2 (Harfleur)	As for APO. 1	APO. 1 Offl. APO. 1 Ordy.	As for APO. 1
SW.Z.1 (Third Army)	Depot	S. Offices	Depot
SWZ.2 (Etaples)	Depot	S. Offices	APO. 3
D.Q.			
Q.1			
Q.2			
Q.3	Depot	S. Offices	Depot
Q.4			
Q.5			

*Offl. letters, etc. must invariably be bundled separately from ordy. letters both for
*APO. 1 and APO. 2

Class of Correspondence	Letters—Offl. & Ordy. & Offl. Pkts.	In bundles labelled	Parcels, News & Ordy. Pkts.
Egyptian Ex. Force	Depot	Overseas Forces	Parcels by Supply
Mesopotamia Force	Depot	Overseas Forces	Train to Base.
Solonica Force	Depot	Overseas Forces	News & Pkts. to
Malta (Military)	Depot	Overseas Forces	APO. 3

	Letters—Offl. & Ordy. & Offl. Pkts.	In bundles labelled	Parcels, News & Ordy. Pkts.
Italian Ex. Force	Depot	Overseas Forces	Parcel by S. T. to Base. News & Pkts. to APO. 1
East African Force	London E.C.		Parcels by S. T. to Base. News & Pkts. to Ldn. E.C.
N. Russian Force	London E.C.		
American Units	Depot	American Forces	APO. 3
French Military	APO. 3	Civil—South	APO. 3
Belgium (Military)	As for APO. 4	APO. 4	As for APO. 4
Portuguese (Military) (except British Mission —S.69)	APO. 3	APO. 3 fwd.	APO. 3
Foreign Countries	APO. 3	Foreign & Neutral	APO. 3
French Civil—			
N. of Somme	Depot	Civil—North	Depot*
S. of Somme	APO. 3	Civil—South	APO. 3*
			*See Cons. Order para. 58 re. parcels
Place names other than local (B.E.F. Military)	Depot	Place Names	Depot
Prisoners of War to or from APO. 3		Prisoners of war	APO. 3
Uncensored			
(1) White—including F. S. Postcards which infringe regulations & Cross Post uncensored.	APO. 3*	Uncensored	APO. 3*
(2) Green envelopes all Cross Post, uncertified & those addressed to Base Censor	APO. 3*	Cross Post Green	APO. 3*

*To APO. 4 from Offices in the Second and Fifth Armies ('2', '5', & '12' Rld. Gps. Undeliverable correspondence — see Rules 97 — 101 of Consolidated Orders

LOCATED ITEMS

(1) Official

- | | | | |
|---|--------|------------------|--------|
| i. Own Corps H.Q. and local offices | Direct | | Direct |
| ii. Remainder (including French Army Official | Depot | Official—Located | Depot |

(2) Ordinary

- | | | | |
|-----------------------------|-------|---------------|-------|
| i. Own Army H.Q. | Depot | A . . . Dely. | Depot |
| ii. Other 'A' & 'H' Offices | Depot | Headquarters | Depot |
| iii. 'R' Offices | Depot | Railheads | Depot |
| iv. 'S', 'Q' Offices | Depot | S. Offices | Depot |

UNLOCATED ITEMS

(1) Official

Depot	Official—Unlocated	Depot
-------	--------------------	-------

(2) Ordinary

- | | | | |
|-------------------------|-------|---------------|-------|
| i. R.A.F. | Depot | R.A.F. | Depot |
| ii. Infantry | Depot | Infantry | Depot |
| iii. Cavalry & Cyclists | Depot | Cavalry | Depot |
| iv. Artillery—Fld.* | Depot | Arty.—Fld. | Depot |
| v. Artillery—Hvy.** | Depot | Arty—Hvy. | Depot |
| vi. Miscellaneous*** | Depot | Miscellaneous | Depot |

* Artillery — Field includes Divl. Arty. H.Q.; Brigades R.F.A.; Brigades F. A. Colonial; Brigades & A.C., R.H.A.; Divl. Ammn. Columns; Trench Batteries; Machine Gun Corps.

** Artillery—Hvy. includes Corps. Heavy Artillery H.Q.; Brigades, R.G.A.; Heavy Batteries; Siege Batteries; Anti-aircraft Batteries & Sections; Siege Artillery Parks; Ammunition Railheads; Ordnance Amm. Sections; Tank Corps.

*** Offices not in possession of locations will make up bundles also for—
A.S.C.; R.E.; R.A.M.C.; Labor

CIRCULATION INSTRUCTIONS FOR RAILHEAD A.P.O.'s (also at A.H. & S. Offices as far as may be applicable)

(1) Bags will be made up as follows for:—

(a) All offices receiving Supply Train mail via the Railhead.

(b) Own Corps Headquarters F.P.O.

(c) Army Depot (i) Letters, News and Packets and (ii) Parcels.

(d) A.P.O. 3 (i) Official and Ordinary Letters * (ii) News, Packets, Parcels and shab letters (iii) Base R.L.O.

**(e) R.L.S., L.P.S.

**(f) R.L.S. Home Depot

**(g) Empty bags

(h) English mail (i) London EC. (ii) London I.S.

***(iii) A.P.O. 3 (Provincial Centre Bundles)

**(iv) G.P.O. Parcels

(j) Railheads from which the returning Supply Trains go to Havre will make up combined mails for A.P.O. 1 and A.P.O. 2 to include parcels, packets, news and shabs, and casualty effects (see para. 8) for those offices for despatch direct to Havre by returning Supply Train. If insufficient for a direct bag, items for A.P.O. 2 may circulate to A.P.O. 1.

NOTES: * These bags (ii) and (iii) will be despatched by returning Supply Train, except from Railheads based on A.P.O. 1 which will despatch them to Depot.

** These bags will always be despatched by returning Supply Train.

*** This bag will be made up on A.P.O. 4 in the case of offices at '2' and '12' Railhead Groups.

- (2) Direct labelled bundles will be made up for any office when as many as twenty items are available, a direct parcel bag for as many as four parcels, and a forward register bag for as many as six items. When labelled bundles are made up news and packets should be bundled with letters as far as possible.
- (3) Cross Post bundles from F.P.O.'s will not be sent forward to Depot unopened.
- (4) Undeliverable Canadian correspondence will not be sent to the Depot. The proper circulation for letters bearing incomplete indistinct addresses, or endorsed "Hospital", "Wounded", etc., is to Postal Branch, Canadian Section, G.H.Q., 3rd. Echelon.
- (5) When combined bags are made up, the combined bill, all letter bundles, and registered letters, will be placed in an unsealed enclosure bag.
- (6) Unit redirected bags — letter and parcel — will follow the same circulation as letters and parcels respectively, in the absence of special instructions.
- (7) The location for all letters, etc., located from the Railhead Location List, will be plainly marked in pencil on the cover. (This does not refer to letters for infantry, cavalry, artillery, and R.A.F.; which must **not** have the location, if A, H, or R, pencilled thereon.)
- (8) Packets containing casualty effects addressed to D.A.G., 3rd. Echelon, or D.A.D.R.T. Havre, whether registered or not, will be sent by returning Supply Train — direct registered letter bags for A.P.O. 2 or A.P.O. 1 being made up when as many as six casualty registered packets are available.
- (9) Official letters should be sorted separately and, unless included in direct bags (vide page 2 Official) or through official labelled bundles, should be divided and labelled "Located Official" and "Unlocated Official" respectively.
- (10) Detailed instructions setting forth the classes of correspondence to be enclosed in each bag, and the circulation for each stationary office, are given in the attached statement.

—Continued next month—

(Continued from page 231)

catalogue will have noted that the 50c Rouletted varieties of this issue have been dropped from the listing. These were Holmes' Nos.—

FCS 13a—50c Rouletted—Purple
Control

FSC 13c—50c Rouletted—Blue

Control

No one who had anything to do with the Sissons booklet, had ever seen either variety. Examples of the 10c are of course well known in both control colors. Can anyone produce a copy of the 50c rouletted, in either control color?

Trail of the Caribou

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

In the September column of TRAIL I told you that I had bought horizontal and vertical pairs of the 3c, Scott #234, imperf between. In the column I advised that they were Die I but was unable to give the perforations as I had not expected to bid on them. Well, they are now home and in the collection and I can advise all and sundry that they are line perf 14.1.

However, in a sale held by Mercury in New York I made what I consider a most fortunate purchase at a most reasonable price. The sale was held on June 23rd in New York City and the only lot that interested me was a mint block of the 3c roulette, Scott #39, a block that I have needed to complete the entire issue in mint blocks. The 2c and 5c were comparatively easy to come by and I was most fortunate in being able to purchase a block of the 1c at BNAPEX '63 in Williamsburg, Va. This though was something else again, a block of the very scarce 3c stamp and coming up on a day when I would be unable to attend the auction in person. I phoned my bid in and patiently — really not so patiently—waited for the next day and called the auctioneer and wonder of wonders, I bought the lot at less than half my bid, in fact I paid less for the block of the 3c than I did for my block of the 5c of my block of 6 of the 1c. I sure got that block into its proper place in the collection as soon as it got home. It seems as though everything comes to those who wait—sometimes.

This was Mr. Meyerson's last column.

My friend Robert Pratt, BNAPS #1982, Milwaukee, Wisc., isn't going to like me if I keep doing this, but I really took unfair advantage of him this time by waiting until he was in Europe to buy die proofs of the Gilberts in issued color and in black at the H. R. Harmer auction in New York City on June 11th. I was really jealous that Bob was able to get over to Europe with his family and felt that this was the only way I could get my revenge as I paid \$200 for the set in black and \$280 for the set in issued colors, both realizations comfortably below my bid. Now, I don't know what Bob has come home with as I'm certain he came upon some goodies in Europe but I expect a letter any day and I'll pass on the information. Hope you enjoyed your trip to Europe as much as I did.

Seriously though if I don't stop this Bob Pratt is going to hate me because of late I seem to be stumbling into proof material that Bob would also like to have in his collection. It is entirely possible that this material was always about, but I wasn't looking for it. Well, I'm still not looking for it but when I do see it, I now seem to recognize it for what is it. This new bit is of comparative small importance but it opens up an entirely new field to me as I don't know whether any other colors are available or not—though I imagine that there are. The item this time is a gummed perforated proof of the 1c, Scott #32 in orange vermilion, with the quadrille lines ruled across the stamp, but this stamp

also has the word SPECIMEN in very faint violet sans serif letters diagonally across the stamp from the bottom left to the top right. It is the only one that we have ever seen but it doesn't mean that there aren't others, not by a long shot. So we are throwing ourselves on the mercy of the members and would appreciate word from any of our readers whether they know of this variety and whether any in the other colors are about.

This is being written in the middle of August so that by the time it appears in print the information will be old hat, but we've just been advised that H. R. Harmer of London will

have a sale of Newfoundland material on Oct. 26 and 27 that will comprise the major parts of the Newfoundland collections of Dr. R. Willan, BNAPS #568, Lancashire, England, and Dr. Allan A. Wilkinson, BNAPS #935, Old Perlican, Newfoundland. Seems as though the medical profession must be putting undue strain on two of our old valued members and correspondents. Make no doubt about it but that we are sorry that both of these gentlemen have to curtail their collecting activities, but we feel just like a ghoul and can hardly wait for the catalogue to make its appearance so that we can see what "goodies" we can add to our own collection.

Canada's Semi-Official Airmails

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

I have just had the pleasure of a long and information-packed letter from John Cornelius of the Cornelius Stamp Co. in Minneapolis. The magnitude of John's collection of Canadian semi-official material is equalled only by the magnitude of his knowledge of this subject, and I have long been hoping that he would find time to contribute answers to our list of unanswered questions. He is now in the process of doing so and this first letter provides much information pertaining to the Aero Club of Canada issues.

In my first article in the February, 1963 issue of Topics I asked if there was any estimate of the number of covers carried in the various flights using the 1918 Aero Club issue and also if there was an estimate of the proportion of covers franked with each of the two major varieties (with and without numerals of value). John advances the interesting theory that the Aug. 26-27th flights are all franked. "without numerals" because he be-

lieves that the variety "with numerals" was not placed on sale until Aug. 28th and therefore only have been used on the later flights of Sept. 4th.

I have never seen nor heard of any covers that would contradict this theory—do any of you know of an Aug. 26-27th flight franked "with numerals"? Assuming the theory to be correct, some estimate could then be made of the number of covers carried on the August flights by subtracting the known unused remaining copies of the "without numerals" type from the total issue of 200—John estimates that there will not be more than about 10 pairs and another 20 singles. I would like to try to verify these figures by asking all readers who may have examples of this variety, either pairs or singles, or are certain of the whereabouts of such examples, to notify me.

John also states, "I believe that the number of covers franked "without numerals" would exceed those "with numerals" in the rough area of 3-1 or

4-1, excluding those covers I have seen where the stamp was used at a later date (have seen 1919 usage and also 1929)".

The question has been raised as to the actual date of issue of this stamp. We already know (see Topics, Dec. 1963) that the stamp could be purchased at least as early as Aug. 24th, 1918. John suggests, "If someone could contact J. Harvey Western of Toronto he may be able to shed some light on this matter." Will some kind Toronto reader undertake this task.

I had also asked if there were any confirmation of the Aero Club flights from Toronto to Ottawa and return made on Aug. 15-17, 1918 without special stamps. This John can confirm without question, stating that he owns three of them—one of the Aug. 15th Toronto-Ottawa and two of the Aug. 17th Ottawa-Toronto — and believes that N. A. Pelletier also owns one. An oddity is that all four are known are on legal size envelopes.

In regard to the second Aero Club issue of 1919 (see Topics, May, 1963) John is of the opinion that the so-called "printed on reverse" variety is simply an offset created by stacking sheets with the ink still damp. He also states, "The "white space" variety is of course a vertical shift and can be quite pro-

nounced. There also exists a horizontal white space variety which is seldom large but definitely to be found on the left side of the interior design."

He believes that the un gummed copies of this issue are probably in a majority by a ratio of 8-1 to 10-1. He has seen two full sheets of ten of the stamp un gummed, one of which he owns, but the largest multiple of the gummed stamp that he knows of is a block of four from the Rothschild collection which he also now owns.

He adds that he believes that the Toronto-New York flight of 1919 was an actual race in which more than one plane participated but is not certain whether mail was carried on more than one plane. He feels certain that some mail was carried on the return flight but that a lot of the mail that was supposed to be carried back was sent to the wrong airport. I wonder if contemporary Toronto newspaper accounts, and perhaps those of the New York papers, might not have a good deal more information on this race—including the number of planes, the pilots, the eventual winner and perhaps even some figures on the amount of mail carried. Can some of you undertake a little library research into this and let me know.

(Continued from page 230)

merly called Stone's Corner), Elizabethtown Township 11 miles north of Brockville, E. H. Whitmarsh postmaster." The exact location was what is now the corner of Highways 42 and 29.

According to the Grenville Historical Society Paper (J. French Collection, Ontario Archives), Thomas Whit-

marsh was a United Empire Loyalist who emigrated from New York State and settled at New Johnstown, in neighboring Grenville County. His son E. H. Whitmarsh was born in 1809. In 1825 he began his mercantile career as a clerk for Billa Flint, and in 1829 went into business for himself, and with the assistance of Horatio Gates of Montreal opened a general store at Unionville. He carried on a very

extensive business, purchasing large quantities of potash and wheat.

On July 6, 1833 Bates' book records: "Unionville post office suspended. Letters to Unionville will therefore be mailed to Brockville." In 1832 Whitmarsh had moved to Brockville, but apparently kept up the store and post office at Unionville. However, in 1833 he moved to Merrickville. There in 1838 he was appointed postmaster, and held the position for 30 years.

Unionville post office did not reappear at this location, but the corner kept the name for many years, still

appearing on an 1861 map. In that year J. Forth's hotel is shown at the northwest corner. The railway station which was located nearby later was named Forthton. The name Union occurred in several post offices in Elizabethtown Township from the 1870's to the 1900's. 'Union Spring, Union Valley, and Union Bank.

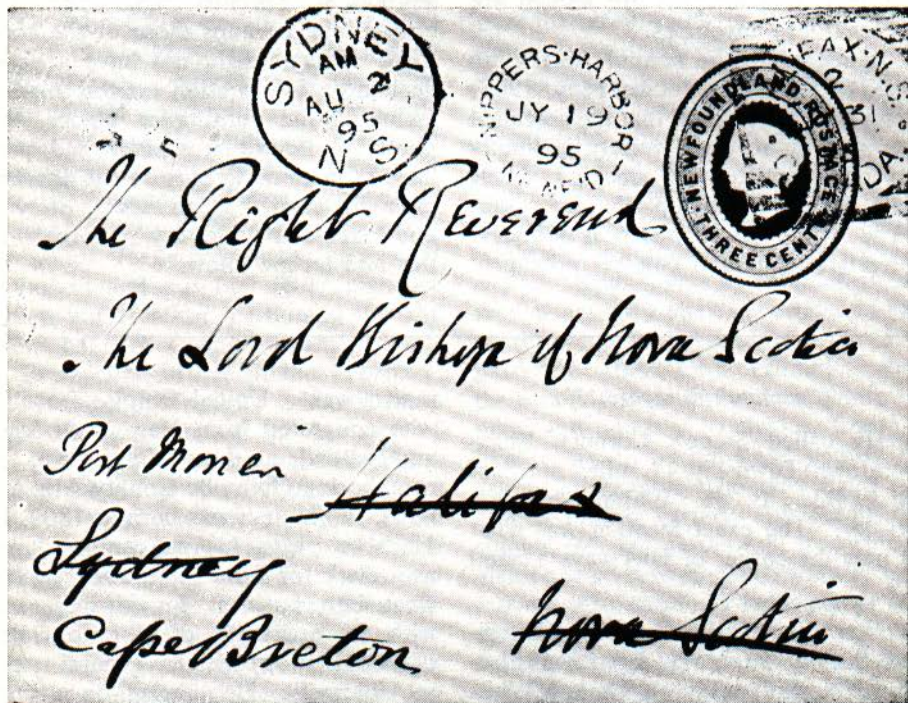
The second Unionville post office, and the one which still bears that name, was opened around 1850 in Markham Township, York County. For its location see the article in BNA Topics, February 1963.

NEWFOUNDLAND WITH CANADIAN "SQUARED CIRCLES"

N. W. Scales

This three cent postal stationery envelope originated from Nippers-Harbor, Newf'd. JY 19—1895, was sent to the Right Reverend, The Lord

Bishop of Nova Scotia of Halifax, N.S. From Nippers Harbor, going by the way of boat, Coastal North T.P.O. JY 21, 1895 to St. John's A.M. JY



24—1895, back stamps. Received at Halifax, N.S. JY 25—1895, back stamp. The Reverend, having moved, the postmaster applied the squared circle, Halifax, N.S.-2, JY 31-95 and sent it on to Sydney, N.S., received AU 1-95, backstamp. The Reverend not being in Sydney, the postmaster cancelled again on face, Sydney AM. AU 2-95, marking out Sydney and sending cover on to Port Morien, N.S., received there, backstamped AU 2-95 N.S. The cover finally reaching The

Lord Bishop in fifteen days. This making a lot of cancellations, three on face and five on back.

This being the period of the Squared Circle era, of Canada, from about 1892 to 1910.

This is the only cover I have come by in twenty years of collecting Newfoundland. Is there more having other Squared Circle cancellations? If so, would like to hear from collectors of Canadian or Newfoundland.

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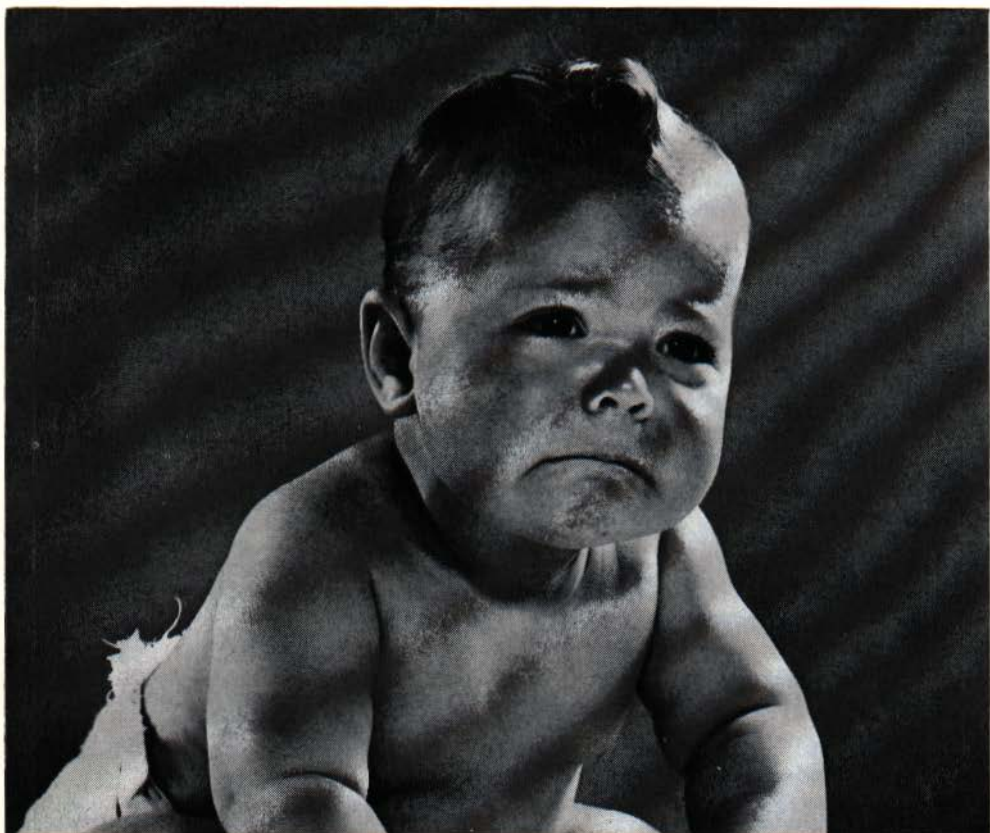
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