

BNA Topics

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Official Journal

Of The

British North America

Philatelic Society

Volume 22 Number 4 Whole Number 232 April 1965

Published April 13

BOOKS

on stamps and
postal history . . .

THE CANCELLATIONS OF MEXICO 1856-1874

by *Joseph Schatzkes*

The main part of this fabulous work is a catalogue of cancellations of which 2,019 are illustrated. The tabular arrangement gives the names of the district and the post office, the colour, and a points value under each issue on which the cancellations may be found. The second catalogue is of the postage stamps and these are listed on the same points value under districts. This section is illustrated by over a hundred pieces in colour. Also included is an index of post offices, listed alphabetically and cross referenced with the district name and the page on which the cancellations are catalogued. The foreword and introductory monograph are printed in English, French, German and Spanish. \$35.

BOYD'S LOCAL POSTS IN NEW YORK CITY

1844-1882 by *Donald S. Patton*

\$5

HAMBURG

by *Donald S. Patton*

Originally published in "The Philatelic Journal of Great Britain" in serial form.

\$7.30

A GLOSSARY OF ABBREVIATED HANDSTRUCK STAMPS

A new edition of the monograph first compiled by the late Leslie Ray and now greatly enlarged and edited by *Kay Horowicz*.

\$1.50

CANCELLATIONS OF THE GREEK STEAMSHIP COMPANIES 1856-1900

by *D. Samaras*

and translated by *A. C. Lascarides*

\$1.50

SPAIN: the Lithographed "Franco Head" issue

A study of the Madrid printings, 1939-53,

by *Ronald T. Purves*

\$3.00

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50 PALL MALL, LONDON, S.W.1.

ENGLAND Cables: "Stamps, London, S.W.1."

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
VOLUME 22 / NUMBER 4 / WHOLE NUMBER 232 / APRIL 1965

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Official Section



Monthly Report from the Secretary . . .

JACK LEVINE, 203 Tranquil Drive, Oxford, North Carolina, 27565

March 1, 1965

NEW MEMBERS

- 2098 Apple, B. Nixon, Q.C., 171 St. Leonards Avenue, Toronto 12, Ontario
2099 Carhart, W. H., 716 South Kensington Avenue, La Grange, Illinois
2100 Curtis, Wayne R., 3 Logan Avenue, Apt. 14, St. Lambert, Quebec
2101 Deffenbaugh, George S., P.O. Box 348, Birmingham, Michigan 48012
2102 Gregg, Arthur E., 13024-104 Avenue, Edmonton, Alberta
2103 Grundy, Gordon E., 189 Lovers Lane, Ancaster, Ontario
2104 Harper, Rev. J. B., Regina Mundi Seminary, R.R. #4, London, Ontario
2105 Koizumi, Tatsunosuke, 601 Konno Asia Mansion, 8 Konno-Cho, Shibuyaka, Japan
2106 Lubke, Henry G. Jr., 50 Ivyhurst Road, Buffalo 26, New York
2107 O'Reilly, J. Paul, Box 557, New Liskeard, Ontario
2108 Pickard, H. T., M.D., 5A Fountain House, 300 Roslyn Road, Winnipeg 13 Manitoba
2109 Steimmetz, William H., 150 Santa Ana Avenue, Santa Barbara, California 93105
2110 Willson William A., Q.C., 406 Canada Building, Windsor, Ontario

RESIGNATION RECALLED

- 1225 Menzies, Robert W., 513-21st Street West, Owen Sound, Ontario

APPLICATIONS PENDING

- Anweiler, Alf. H. C., 228-7th West, Melville, Saskatchewan
Brown, David E., 10818-123 Street, Edmonton, Alberta
Carlson, Fred W., 3314 Lawrence Avenue, Chicago Heights, Illinois 60414
Cleaver, Ivan H., 2162 Deyncourt Drive, Burlington, Ontario
Dicketts, M. B., 1280 St. Mark Street, #504, Montreal 25, Quebec
Hendershott, Norman R., 11 Temple Street, London, Ontario
Howe, John E. 143 Elberta Avenue, Niagara Falls, Ontario
Jameson, Robert H., 21 Kirk Drive, Thornhill, Ontario
Laurence, Kenneth R., 980 N.E. 132nd Street, North Miami, Florida 33161
Rodriguez S., Abelardo, Paseo de la Reforma 1635, Mexico 10, D.F., Mexico
Wentz, C. F. Rupert, 308 Poplar Crescent, Saskatoon, Saskatchewan

APPLICATIONS FOR MEMBERSHIP

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

- BERRY, James D. Jr., 29 Lawrence St., Wakefield, Mass 01880 (C) CAN—Mint & used postage and blocks. Plate Blocks. O.H.M.S.-G. Proposed by W. H. Russell, No. 587. Seconded by R. W. Lamson, No. 145.
- FEURING, Herbert F., 2929 Francis St., Regina, Sask. (C-X) Proposed by H. E. Canham, No. 77.
- GUILÉ, Clifford R., 465 Venne St., St. Lambert, Que. (C) CAN—Mint & used postage. Pre-stamp & stampless covers. R.P.O. & Squared-Circles cancellations. Proposed by W. R. Curtis, No. 2100. Seconded by G. H. W. LeMesurier, No. 2077.
- GUSKIN, Leo, 1211 W. 52nd Ave., Vancouver 14, B.C. (C) CAN, NFD, B.C., N.S., P.E.I.—Mint postage Coils. O.H.M.S.-G. Mint & Semi-official Airmails. Literature. Essays. Proposed by J. N. Sissons, No. 17.
- ICHIDA, Dr. Soichi, 13 Shiba Park, Minato-Ku, Tokyo, Japan (C-C) CAN—19th century mint & used postage and blocks. SPECIALTY—19th century Canada. Proposed by L. M. Ludlow, No. L1465.
- PINK, Lester, Box 100, Yarmouth, N.S. (C-CX) CAN, NFD, PROV—19h & 20th century mint & used postage and blocks. 1st Day & 1st Flight covers. Coils. O.H.M.S.-G. Mint & used booklet panes. Mint, used & semi-official Airmails and on cover. Postal Stationery entires. Literature. Proposed by J. N. Sissons, No. L17.
- ROBERTS, Dr. Norman H., 1013 N.E. 40th St., Seattle, Wash., 98105 (C-CX) CAN, NFD, PROV—19th & 20th century mint & used postage and blocks. PlateBlocks.Coils. O.H.M.S.-G. Mint & used booklet panes and complete booklets. Precancels. Federal & Provincial Revenues. Mint & used airmails. Literature. Proofs & Essays. R.P.O., Territorial, Flag, Slogan, 2 & 4-ring, Squared-Circles and Duplex cancellations. SPECIALTY—"Admiral" Issue. Proposed by J. N. Sissons, No. L17.
- SCOTT, Dr. P. A., 354 Codrington St., Barrie, Ont. (C-X) CAN, NFD, PROV.—O.H.M.S.-G. Squared-Circles cancellations. Proposed by N. A. Pelletier, No. 1268. Seconded by L. A. Whitby, No. 1928.
- SHELSON, Norman, 72 Castlewood Road, Toronto 12, Ont. (C-CX) CAN, NFD—Mint & used postage 1st Flight covers. Mint & used booklet panes. Federal, Provincial & Tax-Paid Revenues. Postal Stationery entires. SPECIALTY—Revenues. Proposed by E. A. Richardson, No. 168.

CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 1468 Boyd, Dr. Norman A., 1941 Richmond Street, Windsor, Ontario
 647 Catterick, James W., P.O. Box 1363, Arnprior, Ontario
 606 Clement, J. Percy, 3035 Cook Street, Victoria, B.C.
 1646 Crawford, Douglas A., Box 350, Markham, Ontario (from (N.S.))
 564 Gelinas, Lt. Col. Joseph A., 56th General Hospital, APO New York 09122
L164 Hedley, Richard P., 1319 Fairfax Ave., No. Tonowanda, N.Y. 14120
 1159 Hill, James R., M.D., 5312—104 Avenue, Edmonton, Alberta
 283 Jarrett, Fred, Box 302, Adelaide St. P.O., Toronto, Ontario
 1936 Marcellus M. L., 2 Brookdale Drive, Barrie, Ontario
 780 McMurrich, J. Ronald, P.O. Box 1390, Gananoque, Ontario
 313 Paine, Harold L. Ste. 304, Richmond Towers, 55 Trayborn Dr., Richmond Hill, Ont.
 700 Rogers, J. V., 22 Ritchie Ave., Trail, B.C.
 964 Rushton, Eric, Box 685, Port Elgin Ontario
 2020 VanWhy Chester H., R.D. #1, Box 207, E. Stroudsburg, Pa.

RESIGNATIONS ACCEPTED

- Affleck, W. N.
 Boronow, Robert R.
 Brandeberry, Robert B.
 Chandler, Charles M.
 Chandler, Mrs. C. M.
 Cornell-Hecker, Mrs. Edna M.
 Jeffries, T. D.
 Craddock, J. D.
 Daw, Rev. William Henry
 Duval, Jacques
 Foster, Herbert A.
 Fritzsche, Wolfgang
 Happy, John
 Harrison, Capt. R. T.
 Ineson, Stanley B.
 Mann, Charles M.
 Neff, Leland I.
 Schlosser, J. J.
 Schuck, Herbert F.
 Spry, Maj.-Gen. D. C.
 Stephens, Walter T.
 Thurston, Henry

RESIGNATIONS RECEIVED

- 1840 Davie, Henry, 4090 Nithsdale St., South Burnaby, B.C.
 1883 D'Souza, B.B.J., P.O. Box 221, Kampala, Uganda

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, February 1, 1965	969	
NEW MEMBERS, March 1, 1965	13	
	<hr style="width: 100%;"/>	982
RESIGNATIONS, March 1, 1965	22	
	<hr style="width: 100%;"/>	22
TOTAL MEMBERSHIP, March 1, 1965		<hr style="width: 100%;"/> 960

OFFICIAL NOTICE

CALL FOR NOMINATIONS

ARTICLE IV, Section 3, ELECTIONS: Three (3) members to the Board of Governors shall be so elected each year for a term of three (3) years.

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

Dear Sir:

8 cts Registered Letter Stamps (1875)

Canada's elongated 8 cts. Registered Stamp (Gibbons R. 8/9. Scott F. 3) is rarely to be found on entires, and in order to gain more information on this scarce used value, it has been suggested that a record of all known covers that can be traced would prove useful.

May I, through your columns, invite any of your readers, who owns a copy on cover to send me details of the same, including:— (a) date of cover (2) office of posting (c) destination and transit cancels (d) any additional (S.Q. stamps on the same cover (e) perforation (11 x 12 or 12 x 11.7).

E. A. Smythies
Castle Morris
Tralee, Ireland

Dear Sir:

I would like to bring to you, as the editor, some comments which I have to your attention regarding the interesting and valuable contribution by Mr. Drew Smith in the last Topics.

(1) The article gave the impression that there are many different original and retouched Dies. Proofs indicate that only a single original die exist such as retouched and reworked Die. Some values did have new Dies. The differentiation between stamps from various plates can only be done logically by studing the plates not the Dies.

(2) Not all Dies have been hardened as suggested. Admiral Die proofs exist from unhardened Dies. Another assumption made by Mr. Drew Smith is that all Dies have been laid down by hand engraving. The later Admiral Dies were made both by hand engraving and etching process and the grooves are not always V shaped.

(3) It is stated: "Unlike the Die Block where these Guide Lines intersect . . ." Both Die Proofs and Sheets show guide lines and guide dots. Intersecting lines in both often terminate in a dot.

(4) The distinction between a "variety" and a "plate variety" is not made clear. I know only constant and inconstant varieties. I presume in this case both are constant?

(5) The statement: "this would mean that the plates produced 676 panes of 100 stamps for the Post Office" requires qualification. If all plates had been used for the 1c green and one sheet of 200 and of 400 subject plates had been printed only, then 676 panes would have been produced for the Post Office. Unfortunately at least five plates were never used. The statistic which follows in the article is based upon that all plates were used and that each had the same printing length. We know that certain plates have only been used for very short periods. It is also evident from sorting a lot of 10,000 stamps that the mentioned ratio of 1:5 for stamps coming from the original die is by far too low. The ratio is about 1:18 and this is due to the quantities printed from various plates. The list given after sorting looks interesting but I have never had such luck. Dated copies are much scarcer than indicated, so are duplex cancelled letters or numerals. Retouches are much more frequent than re-entries. My average take out from 10,000 stamps is less than 5%! not 16% as indicated. This after looking over 1,320,000 stamps. The majority of dated copies are around 1915 to 1917 and not up to 1920 because of the increased useage of slogans.

I am looking forward to the next installment.

Yours sincerely

Hans Reiche

SUPPORT THE SALES CIRCUIT

Report from the Library

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

Wanted for the library: Cash for binding journals and for the purchase of books and pamphlets: **BNA Topics** Volume 1, Numbers 2-5 and 8; Volume 2, Numbers 3, 4, 8 and 9; Volume 3, Number 3: **Canadian Philatelist** current series Volumes 1-5; **Stamp Collector's Exchange Club Journal**, Entire File.

V. G. Greene
Chairman, Library Committee

Following donation acknowledged:

Charles P. Arnold — authors 1965 list
The post cards of Canada.

Frank W. Campbell — **Postmarking instruments; Newfoundland and Labrador post offices to 1898** (revised list).

L. A. Davenport — Author's 1965 catalogues.

Stanley Pollard — Articles on **Canada Precancelled Stationery** by F. D. Rogers.

A. E. Richardson — 2 articles on B.N.A. philately.

Robert S. Thwaites — Cash gift \$1.

BOOK REVIEWS

THE UNIVERSAL POSTAL UNION George Arthur Codding, Jr.

With a Foreword by Dr. Edouard Weber, Director International Bureau of the Universal Postal Union.

Here is the first, fully detailed study of the history, structure, and functions of the organization responsible for the safe and speedy delivery of international mail.

There are chapters on the economic, political, and technical forces which produced the Universal Post Union; on the history of the UPU from 1874 to the present; on the organs of the UPU, including its unique secretariat; on membership and financing; and on the relation of the Union to other international organizations. A critical evaluation of the Union's structure in the light of its future usefulness and improvement is also included.

One of the oldest of international organizations — surviving intact despite World War I, the great depression, and World War II — the Union may well serve as a model for the study of the role of international organizations in world affairs. With its wealth of experience and its non-political tradition, it can be studied with profit by all those interested in postal history and in international relations.

George Arthur Codding, Jr., now Associate Professor of Political Science at the University of Colorado, is the author of a number of books and articles on government and international organizations and communications. He gathered much of the material for this book during a nine-month

stay as a Guggenheim Fellow at the Universal Postal Union's headquarters in Berne. 312 pages, Appendices, Bibliography, \$6.50.

CARRYING BRITISH MAILS OVERSEAS Howard Robinson

Here is a fascinating history of the changing ways of overseas mail transportation from the reign of James I. While emphasizing the rapid developments after 1800 — from diminutive trans-atlantic sailing packets to gigantic engine-driven liners and ever faster airplanes — Professor Robinson also gives a full account of mail carriage to New York, Boston, and other Atlantic ports during the American Revolution and the Civil War and considers the impact of Britain's far-flung colonies and settlements on the growth of regular and fast communications. The ships and routes used, the winning of imperial penny postage, the competition between the Cunard Line and the American Collins Line, and the various ways in which the mails were safeguarded in peace and war — all these are vividly described in a readable book that will have special interest for historians, transportation specialists, and postal history enthusiasts.

Howard Robinson, Emeritus Professor of History, Oberlin College, is the author of a number of volumes of British history and postal history. 344 pages, Illustrated \$7.50 for sale in the U.S.A. only.

Both books obtainable from New York University Press, 32 Washington Place, New York, N.Y.

SALES CIRCUIT COMMENTS

JAMES C. LEHR, 2818 Cheshire Rd., Devon, Wilmington 3, Delaware

Although only nine of the twenty-three special circuits sent during January and February have been returned, it is already obvious that we have a problem. These circuits averaged 18 days from time sent to time returned. With the present number of circuit books, we can keep 12-15 circuits out at any one time over the nine months the circuit normally operates. This means that the best we could do is to circulate each book 15 times and cover about 200 special circuits. This assumes none hold a circuit over the 5 day limit.

In order to do justice to both groups using the Sales Department — those selling & those buying — we plan to use the following operating procedure:

- 1) Use only the Special Circuits until we at least double the number of books (121) now on hand.
- 2) Send at least one circuit a year to those requesting a special circuit—if we have what they request.
- 3) Retire books over 65% sold out if Sales Manager feels the chance of additional sales does not justify additional postage expense.

- 4) Retire books circulated to at least ten people with no sales.
- 5) Retire all books after two years of circulation.

A few comments on the above. Past experience has shown that few sales occur from regular circuits. They contain a little of everything but not much of any one classification, and BNAPS as a group are advanced collectors. In order to keep our limited books moving so that everyone gets at least one circuit, we must drop regular circuits for a time. Our biggest single cost is for postage. Circuits to Canada must go registered mail (60c plus first class postage) while circuits within the U.S.A. go third class mail plus 20c insurance. In the past our commission just about covered postage costs, so we cannot afford to circulate books largely sold out or which for some reason (usually price) have made no sales after a fair trial.

We hope these procedures will encourage more people to submit books for sale and will give more people a chance to receive circuits. If your material is priced right and properly classified, it should sell quickly and could be retired in less than a year.

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 F. N. Harris, 11013-129 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.

CONTINUE TO GET NEW MEMBERS

WAVE THEM FLAGS!

by J. F. Wilsdon

1965 is going to be the Year of the Flag. This is as good a reason as any for comments on another flag year, 1896, when the Canadian Post Office started automation. When a device allows one man to do the work of six, that is automation.

It is unusual to get an eye-witness account of post office goings-on of seventy years ago. Thanks to an old friend and member, the late Ed Goodale, who had a propensity for philatelic diggings, especially when postal markings were involved, we have a picture of the new mechanization in the Montreal G.P.O. in 1897.

The editor of the "Montreal Family Herald & Weekly Star" thought the new cancellations worthy of a story. This resulted in an article (found by Ed Goodale) which appeared in the June 26th 1897 issue. "The Jubilee Cancelling Stamp". It was illustrated with a cut of the very ornate flag cancel used in connection with the Victorian Jubilee (type 4) with the hub town markings "Montreal/Jun 20/5-0/1897".

"The Jubilee cancelling stamp, an impression of which is given, has attracted so much attention since its use in the Montreal Post-Office on Sunday last, the 20th inst., that a representative of the Family Herald & Weekly Star paid a special visit to the post office for the express purpose of inspecting and watching the operations of the six electrical stamping machines that have been in use there for over a year past.

Our citizens have become so accustomed to the illegible post-mark on their correspondence that they have ceased to grumble at the ink-bedaubed cancellations which, at one time, were a source of constant complaint, particularly when delays occurred in transmission which could not be explained or located by the officials, owing to their inability to decipher the hieroglyphics which then did duty for date-stamping.

All this was changed in the Montreal office in May, 1896. The hand stamp, a clumsy contrivance at best, was then replaced by an electric cancelling machine, which gives a clean, legible post-mark. The 'flag post-mark', as it has been styled

by the Daily Stamp Item, a philatelic newspaper published in London, England gives general satisfaction, not only an account of the clear impression it makes, but for the saving of time and labor effected by the use of these machines, amounting, it is said, to thirty per cent of time and about thirty-five per cent of labor. They are simple in construction and take up very little space and can be worked by a boy with little or no training to commence with. They stamp 4,000 letters an hour without undue haste and each machine requires but one facer.

With the clumsy hand-stamp, six stampers had to be supplied with matter faced up by 9 or 10 facers, in time of pressure. Now, the man who feeds the machine does the facing — the machine does the rest. The Assistant Postmaster says that they could not possibly go back to the old hand-stamp without an inexcusable retrogression and public disappointment.

Now that this invention has found a footing in Canada, we feel sure that every office, large enough to require rapid stamping, will be supplied with this modern improvement.

The table arrangements in the post office here for dumping and facing letters are perfect, and must be seen to be appreciated. The motor used for driving these machines of the Imperial Mail Marking Company of Canada, is a little gem of scientific construction and works to a mathematical nicety. The Montreal office is to be congratulated upon its date stamping equipment, which is equal to anything on this continent.

The postal authorities in Europe have been advocating the adoption of similar machines but heavy bodies move slowly and there may be a good deal of delay before they can be induced to copy their American and Canadian connections in this regard."

From the evidence, it appears that Ed Richardson will have to change his earliest dates to June 19th, 1897. Six machines were on the premises. There are five varieties of type 4 flag. Is there an unreported variety? And what about type 1 and 3 flags which seem to have been used concurrently?

The editor of the Hamilton Spectator was also on his toes. He, too, sent a reporter to the post office on December 16th, 1897 when two new cancelling machines were put in use. The flag was type 3 and since varieties A and B would account for the two machines, this leaves doubtful C more doubtful than ever. The man reported:

**A NEW STAMPING DEVICE
TWO RAPID WORKING MACHINES
PUT TO PLACE IN THE
HAMILTON POST OFFICE**

"Yesterday afternoon, a new system of stamping letters was introduced at the Hamilton post office two of the post stamping machines being put into operation. These machines, which are run by electricity, are run on much the same principle as a ticket machine, the operator feeding the letters in the assistants taking them away, stamped, on the other side of the rapidly working press at the

rate—providing the operator is fast enough — of 250 a minute.

The new machine is a wonderful improvement over the old system of stamp cancelling where everything was done with the hand stamp. The machine uses the British flag design and this will be the stamp of the Hamilton post office from now on.

Richard Schofield, mechanical expert of Toronto, along with an assistant, has put the machines in place, and like the expert that he is, has done the job well. There have been no hitches of any kind. The Canadian Postal Supply Co. has the contract for placing the machines which are in operation in but three cities in Ontario; Toronto, Hamilton and Ottawa." After which, the mechanical expert, his assistant, the reporter and the postmaster walked to James Street to the Royal Hotel for some pre-Christmas cheer — probably rounds of Toast Posties.

CANADIAN PATRIOTICS

by Clarence A. Westhaver

No. 2 "The Red and the Blue"

Description:

The background of the right flag is in red, and the left is in blue. The shield underneath the crown will change in content to match the arms of the provinces. The shield background and outline are gold. Underneath the Maple Leaf are the various provinces.

Earliest known use Sept. 16, 1912.

Publisher: Valentine & Sons Pub. Co.
Ltd., Montreal & Toronto. Printed in
Great Britain.

Market price \$3.50 to \$5.00.

Underneath the Maple Leaf—

Canada
Manitoba
New Brunswick
Nova Scotia
Quebec
Saskatchewan



THE TAGGED STAMPS OF CANADA

(The fifth in a series of articles)

by

Dr. Edward S. Mercantini

Ottawa, Ontario, BNAPS #1636

In the Fall of 1964 three major varieties of the tagged 4c current queen issue appeared. The usual normal 4c tagged stamp had a vertical band of phosphor 4 mm. in width down the center of the stamp. These were in use since the early months of 1963. In the Fall of 1964 tagged 4c stamps appeared with the single vertical band running along the right margin of the stamp or with the single band running along the left margin of the stamp, instead of down the center. In communications with the Post Office Department, I was informed that they are still experimenting with the location of the single bar on the 4c denomination and that it had been relocated from the center of the stamps to the perforated margin. The overprinting of phosphor is done only on every other gutter on the sheets so that this would provide a single vertical line on the 4c stamps alternatively on the left and on the right sides.

This type of overprinting makes for interesting blocks of four as now there are blocks with the tagging along the outside vertical margins of the block, and also blocks with one thick tag down the vertical center gutter giving each inside vertical margin of the stamps some phosphor. Incidentally, on recent issues the phosphor material is easily identifiable on the stamps without any artificial aid and this is due, I believe, to the printers laying the phosphor material down thicker than previously. The tagging is performed before the sheets of stamps are perforated. The philatelic branch of the post office has not sold the above varieties as they stocked only the normal 4c type with the thin central vertical tag.

Now for the other major variety. Also in the early Fall of 1964 the same 4c tagged denomination discussed above appeared with the phosphor tag as usual down the center of the stamp but the tag measured 8 mm. in width (double the width of the normal

tag). The Post Office Department did not answer my query as to how this variety came about, although they very graciously gave me the information about the 4c varieties with the bars along the edges. Could it be that these wide central bands were applied in error, the printer meaning to overprint each alternate gutter to obtain the two varieties listed above? In any case these wide-banded stamps exist (I have seen and examined an entire pane of 100) and it is my experience that they are difficult to find. Mr. Gordon D. Vaughn, who writes the "Canada Corner" column in Mekeel's Weekly Stamp News, states in the January 1, 1965 issue that he is aware of all the above varieties and that the wide-banded variety is the most difficult to find in used condition. Mr. K. Bileski of Winnipeg who has been corresponding regularly with me concerning Canada's tagged stamps will include all the varieties in his third edition of the Canada Basic Catalog (scheduled for March, 1965).

There were rumours about in late 1964 that the Sefacan experiment had ceased, however the P.O. Dep't. assured me that the experiment is still continuing in Winnipeg, and this was affirmed by the tagging of the recent 3c and 5c Christmas stamps. These were sold tagged, both loose and in cello packs. Both the 3c and 5c values had two narrow bands on each stamp at the outside margins as was usual for these denominations.

At one period, as stated in my previous articles, the Post Office Dep't. was selling tagged stamps, which fell short of the standards set by the department, in the Toronto area only. I have been informed that now all issues which are of questionable quality or not considered satisfactory for sale in the Winnipeg area are sold as regular issue stamps at various centers, so tagged stamps may now appear on mail from almost anywhere in Canada.

SIGNIFICANCE OF THE SO-CALLED CARRIER'S MARKS

by Jacque Houser

When one considers the number of collectors who must have studied the stamps and postal markings of Canada for the last 50-60 years it seems quite unlikely that any new facts regarding 19th century handstamps could now be brought to light. At least, that was my feeling when I encountered my first handstamp of the type shown in accompanying figure.

The feeling persisted through a literature search and after about five letters from correspondents I thought I would know how the stamp was used. After the tenth letter with no explanation, my faith began to waiver. After the fifteenth, it became apparent that no source I was acquainted with had information regarding the use, and it was possible that no one had ever considered the stamp worthy of study.

At the time my interest was first aroused by the appearance of the stamp, my collection of 19th century Canadian covers was inadequate for a systematic study of the use of the handstamp, but through the study of covers loaned and descriptions furnished by generous correspondents, a pattern began to develop. Finally, after examining the pattern along the lines suggested by Frank Campbell's comment that he had heard them called carrier marks, but didn't know why, the significance of the marking was revealed.

In something like 90 percent of all the examples examined, the date in the carrier marks is the same as, or the first working day after, the date of the received date shown in the back stamp on the letter. Where the date of the carrier mark is the same as the back stamp, the hour noted is later than that in the back stamp. From this relationship of time and dates the conclusion has been drawn that the carrier mark was applied to show when the piece of mail was given to the carrier for delivery. This could have been applied as a control measure to keep the carriers from delaying delivery. While no evidence has been uncovered to verify this conclusion, Frank Staff mentions in his book "The Penny Post" that a similar idea was introduced by William Dockwra as part of the London

Penny Post in 1680 and followed by later regimes.

Examples of the carrier's mark have been noted from Hamilton, Kingston, London, Montreal, Toronto, Vancouver, Victoria and Winnipeg. As a general rule they appear to have been struck by a metal hammer after having been inked in a conventional ink pad. Strikes from Hamilton, however, appear to have been made through an inked ribbon. The indicia of the stamp always contains the date, nearly always the time, and frequently a control letter. Dates of use have not been established, but the earliest I have seen is 1878 and the latest 1902.

Montreal, Toronto, Vancouver, Victoria and Winnipeg all have used the same type with the second and third line in the indicia showing the month, day and year. The upper line appears to have been the hour, but it could be an identifying number. For Montreal I have seen 1, 2, 3, and 7 in the upper line. Toronto has used 1, 5, and 6. Numerals 1 and 2 have been seen in the strikes made at Vancouver and Victoria, and 1 and 3 in the strikes from Winnipeg.

Toronto also used another type around 1880. This shows the time in the upper line, the month in the second line, and the year in the third. All Hamilton strikes show an H in the first line, month and day in the second and the time in the third. Hours 8 A.M., 11.15, 11.30, 1, 3, and 5 have been noted.

Kingston hammers had a numeral in the first line of the indicia, the month and day in the second, and a letter in the third. The numeral is possibly the hour, but only 4 and 5 have been seen. The letter could be a control mark or a station. Only A and D have been seen by the writer. The London mark appears to be the least complicated. The first line and the first half of the second line show the time of day. The remainder of the indicia gives the month and day. This writer has only seen 8 A.M. and 3 P.M.

The above hypothesis is presented for consideration. No official records have been
(Continued on page 101)

Carriers Marks of Canada



Used in Montreal, Toronto,
Vancouver, Victoria, Winnipeg
Diameter, 16½ - 20 mm
hour(?) / day of month / year



Used in Hamilton
Diameter, 20 mm.
Hamilton / day of month / hour



Used in Kingston
Diameter, 21 mm.
hour / day of month / identification



Used in London
Diameter, 21 mm.
hour / meridian - month / day



Used in Toronto
Diameter, 21 mm.
hour / month / day



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Southborough, Mass.⁰¹

H. E. Harris & Co.
Boston, Mass.

Dear Mr. Harris:

On behalf of St. Mark's School I should like to thank you for the check for \$12,500.00, in full payment of the stamp collection recently sold to your firm.

When the School decided to place this excellent and valuable collection on the market, the matter was turned over to me. Twenty-five years of stamp collecting had convinced me that only H. E. Harris' staff was capable of making the quick and accurate appraisal which we wanted, and a firm offer which would equal, if not exceed, the probable auction value.

What would have taken several weeks or months in other markets took you only several days, and the price you paid us was more than satisfactory.

Permit me to add my personal thanks for your own cooperation, and for the time and effort your staff spent on the transaction.

Very truly yours,

J. Stanley Sheppard
J. Stanley Sheppard
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As administrator of the estate of one of our faculty members, I hasten to thank you and your staff for your check of \$11,090.00 in full payment for the stamp collection so gladly sold to you.

Not long ago you bought for \$12,500.00 another fine collection left to St. Mark's School; so it was only natural for us to turn to you a second time. Our confidence in your extreme fairness is now doubled. Our latest dealing with you has been even more satisfying.

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Canada's Semi-Official Airmails

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

In previous discussion of the Aero Club of Canada flights of 1918 I have mentioned the theory that the Aug. 26-27th covers were probably all franked with the variety without numerals, as the stamps with numerals had not yet then been delivered by the printers. This implies that the Sept. 4th covers would carry the stamp with numerals, and certainly the majority of them do. However, the catalogue for *Sissons March, 1965* sale (still shortly in the future as I write this) lists a variety without numerals on piece from the Sept. 4th flight Toronto to Ottawa.

I consider this a very unusual item and have submitted a respectable bid for it, but if I am overbid by one of my readers I hope that he will at least favor me with a detailed description of his prize.

When I discussed the Laurentide issue some time ago I stated that the first flight using their special stamp was flown on Sept. 11th, 1924, this being the date given by all references. Recently John Cornelius has challenged this on the grounds that he has never encountered a Laurentide cover dated this early. I am unable to contradict this challenge for my own knowledge, nor has inquiry among several experienced collectors produced positive evidence that Sept. 11th covers exist.

While the number of these would undoubtedly be small, nevertheless it would seem that some should be known if a flight was indeed made on that date, and the matter begins to intrigue me. Would readers kindly search memories and old auction catalogues in this regard and inform me of any recollection of (or better yet, can state that you own) a Laurentide cover of September 11th, 1924.

Elliot-Fairchild Air Service

It has been some months since I wrote about the Elliot-Fairchild stamp and it is now time to refer to the first flight covers of this company.

It appears that both of the company's issues (that of March 21st and of April

15th, 1926) had first usage at the same time on a series of April 15th flights from Sioux Lookout to Red Lake and return and also from Rolling Portage to Red Lake and return. I am unable to find any reference to the number of covers of each type carried, other than a figure of 60 covers of the second issue flown from Rolling Portage to Red Lake plus an additional ten covers reported to have been franked with tete-beche pairs. If ten tete-beche pairs were actually used on cover, then certainly the published figure of only 50 panes of this issue with tete-beche pairs (of which I have previously expressed doubt) is probably incorrect.

The same two issues were also used to frank covers on the company's first flights from Haileybury to Rouyn on May 27th, 1926 and the return flights on June 1st, Elliot-Fairchild having moved its operations to that area after losing or relinquishing this contract in the Red Lake area to Patricia Airways & Exploration.

The A.A.M.S. catalogue indicates 50 covers with the first issue and 45 with the second carried in each direction on these flights. Morgan states that in addition some covers were carried franked with both issues of the Jack V. Elliot Company.

Stamps issued by Elliot-Fairchild were further used on the June 27th, 1926 flights of P.A. & E. in the Red Lake area prior to the issue of Patricia's own stamps, but these covers are properly a part of the P.A. & E. story and will be discussed later.

Questions pertaining to this issue include:

- #49 What quantity of covers with each type of stamp were carried on the flights of April 15th, 1926.
- #50 Can the usage of Jack V. Elliot stamps on the May 27th-June 1st flights from Haileybury to Rouyn and return be confirmed?
- #51 Are the circumstances surrounding Elliot-Fairchild's withdrawal from the Red Lake area known?

SUPPORT "TOPICS" WITH ARTICLES

R.C.P.C. LEAVE THE CONGO

(Armed Forces Postal Services)

Tracings by Ted. L. Kilish (BNAPS 1901)
Approval to reproduce this article from the Oct. '64 issue of the Canadian Post Office Department's THE POSTMARK was kindly granted by Mr. B. M. Erb, Superintendent of Public Relations.

With the return home of Canadian troops from their duty with the United Nations in the Congo it is apropos we comment on the role performed by the Royal Canadian Post Corps (RCPC) in providing postal service to the Canadian participants.

The heat and humidity prevalent in the tropical climate of the Congo were lesser problems to the two man RCPC detachment with the Force. A normal tour of Congo duty was of six months' duration and requests for extension of duty beyond this period were few and far between.

With the creation of the Force in July 1960 many administrative difficulties were encountered in the provision of a Canadian postal service. Negotiations between our Canadian postal administration and the Congolese civilian authorities were complicated by the Congolese political situation. For some seven weeks the Congolese administration processed incoming and outgoing mails of the Canadian Force and effected transfer through a United Nations Base Post Office manned by UN civilian personnel. During the first week of September 1960 a political collapse resulted in all airfields being closed and postal service being suspended. Military authority was then granted for the RCPC to take control within the Congo of all Canadian mail to and from the Force. Immediate advantage was taken to commence direct exchange of dispatches between Canada and CAPO 5046 established in Leopoldville proper by the RCPC as the postal regulating station to serve the force.

The "normal service which developed thereafter and continued to the withdrawal of the Force saw a daily air mail dispatch with arrivals in the Congo averaging four times weekly and a twice monthly arrival by service aircraft of ordinary letters, parcels, newspapers and periodicals.

Delivery and collection of mail within the Force presented its own unique challenge to the RCPC. The Force was deployed in detachments throughout the Congo as



far as 1500 miles from CAPO 5046. Road or river travel was not possible and mail service was a high priority on UN aircraft flights between the base and the detachments. Mail was THE important item on the flight at all detachments and by all reports rations and "pay parade" were secondary factors with the aircraft arrivals.

Financial postal service was provided by utilizing a MO 3 system of mail order purchase for money orders through the auspices of CFPO 25 established at CAPO 5046. A common sight in the CFPO was a sheet or sheets of stamps clipped to a letter-twine line to overcome the humidity and keep the stamps usable.

A high degree of cooperation was established with the postal representatives of the Swedish, Irish and Nigerian contingents participating in the Force, emphasizing once again the principles of the Universal Postal Union that Post Office is the universal common mediator.

In addition to their seven-days-a-week postal operations the RCPC personnel assumed their share of military duties. It seems the most vivid memory of most "Orderly Sgts" is the twice-nightly check of quarters for security purposes. The quarters being two buildings of seven stories each with no elevator service and the resulting climb up and down fourteen flights of stairs twice each night of duty.

Members of the RCPC who served in the Republic of Congo are: Capt. L. W. Mank, Kitchener, Ont.; Sgt. E. R. Foubert, Eastview, Ont.; Sgt. J. Hodson, Montreal, P.Q.; Sgt. J. C. Gauthier, Hull, P.Q.; Sgt. E. W. Ferguson, Lethbridge, Alta.; Sgt. A. J. Gaillard, Spring Hill, N.S.; Cpl. J. G. H. Poirier, Eastview, Ont.; Cpl. J.P.P. Fillion, Montreal, P.Q.; Cpl. L. H. Cattell, Detroit, U.S.A.; Cpl. J.J.E. Cornellier, Joliette, P.Q.; Cpl. J.C.C. Provost, Mont-Louis, Gaspé, P.Q.; Cpl. L. Javelle, Drummondville, P.Q.

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

PART 9

SECRET

THIS LIST MUST BE DESTROYED BY FIRE IMMEDIATELY THE ADDITIONS
& C HAVE BEEN RECORDED IN THE INTER-RAILHEAD SORTING LIST.

List No. 248 Additions, Amendments, etc., to Inter-Railhead Sorting Lists
30th January, 1919

Page	Unit	Circulation
1	14 G. H. Q. Reserve M. T. Coy	H.6
11	15 Railhead Supply Detachment	R.17
24a	2nd. Canadian Div. Train, 1 Coy. & F.P.O. TP.2	RP.2
24a	5th Canadian Div. Train, 1 Coy. & F.P.O. TP.5	S.52
26	94th Field Ambulance	S.25
28	14 Canadian Field Ambulance	S.52
40	1 Mobile Laboratory	S.102
42	Canadian Corps Rest Station	S.52
46	1 Mobile X Ray Unit	S.102
47	3 Mobile Dental Unit	S.102
50b	Canadian Corps Vet. Evac. Station	S.52
51	H.Q. 2nd. Brigade, Canadian Engineers	RP.2
51	39 Div. R. E. Headquarters	S.41
53	12th Railway Coy. R. E.	R.35
56	234 Field Coy. R. E.	S.41
56	236 Army Troops Coy. R. E.	S.41
57	362 Forestry Coy	S.41
62	2nd Canadian Pontoon & Bridging Transport Unit	RP.2
62	4 Batt'n Canadian Engineers	RP.2
62	5 Batt'n Canadian Engineers	RP.2
62	6 Batt'n Canadian Engineers	RP.2
63	11 Advance Park R.E.	R.5
68	239 Light Railway Forward Coy.	S.41
69a	40 A.A. Searchlight Section	S.41
69a	54 A.A. Searchlight Section	A.1
78	Q. Special Company R.E.	S.35
81b	6 Railway Survey Section R.E.	S.107
85	83 Canadian Ordnance Mobile Workshop — Medium	S.52
91	G.R.U. No. 9	S.41
95	Central Purchase Board A.1. Canton	A.1
95	Central Purchase Board A.2. Canton	H.19
95b	Aust. Machine Gun Base Depot	SW.2
96	Fifth Army Demob. Staging Camp	S.41
96a	19th Corps Troops Construction Coy	S.41
96a	19th Corps Troops Reception Camp	S.41
96a	Canadian A.S.C. Reinforcement Depot	S.52
96a	Canadian Machine Gun Base New Entry	S.22
106b	342 Prisoner of War Company	S.54
106d	360 Prisoner of War Company	S.54
106a	35th Div. Salvage Coy.	S.25
111	176 Inf. Bdge. Hqrs. & F.P.O.	S.66
119	25th Battalion Liverpool Regiment	S.66
121	1st. Inf. Labor Coy. Middx. Regt.	S.41
121	7th Inf. Labor Coy. Middx. Regt.	S.41
129	17th Battalion Sussex	S.66

130	26th Bn. R. Welsh Fusiliers	S.66
203	30th Labor Group Hqrs.	S.41
205	6th. Labor Coy.	S.67
205	7th Labor Coy.	S.31
205	25th Labor Coy.	S.41
205	26th Labor Coy.	S.41
206	72 Labor Coy.	S.31
212a	751 Area Employment Coy.	S.41
212a	753 Area Employment Coy.	S.41
215	44 Coy. Chinese Labor Corps	APO. 4
215	76 Coy. Chinese Labor Corps	S.41
90	Agricultural Officer Berthen	S.67
x	Third Army Animal Collecting Camp New Unit	R.19
x	20th Div. Horse Staging Camp New Unit	R.20
x	A.D.P.S., Fifth Army Rept.	S.118

xFor temporary record at Bases, Depots and Office on which located.

NOTES:

The G.H.Q. Electrical & Mechanical School has been closed, correspondence coming to hand should circulate to S.19 for disposal. Delete entry page 102.

PLACE NAMES LIST

Add.—

Aachen (Aix la Chappelle)	S.40
Bonn Tor	
Bruhl	
Burge	S.40
Burscheid	
Strempt	

AMEND— Hazerbrouck	S.32
--------------------------	------

5	929 Co. A.S.C. 7 Sectn.	S.47
4	No. 18 Army Aux. Horse Coy. Reptd.	H.9
6	18th Aux. M.T. Coy. Reptd.	S.54
18	5th Aux. M.T. Coy.	RW. 3
46	29th Sanitary Squadron	S.41
98	E.F.C. No. 146 New Unit	S.48
204	63 Labor Group Hqrs.	S.52
208	158 Labor Company	H.19

NOTE:

Complaint is made that correspondence for No. 18 Army Aux. Horse Coy. is being mistreated as for 18 Aux. M. T. Coy. Special care should be exercised to prevent such mistreatment.

RAILHEAD CHANGES

N I L

—To be continued—

(Continued from page 94)

examined for substantiation. No explanation is offered for these marks not being present on all letters received. No reason is presented for their use in some cities, but not in all. No claim is made that the

list of towns using the marks is complete. I believe the significance of the marks has been established. Defining the details I leave to those with more extensive collections and those with access to the official files. Comments, suggestions, or brickbats will be welcomed by the author.

EARLY POST OFFICES OF THE MIDLAND DISTRICT

by Max Rosenthal

In 1793 Governor Simcoe of Upper Canada visited the shores of Georgian Bay and discovered that the harbour called by the Indians Penetanguishene was suitable for ships. He planned the opening of a colonization road to connect Lake Ontario with Georgian Bay, and put the Queen's Rangers to work opening Yonge Street from York (Toronto) to Holland Landing. By 1813 the land between Kempenfeldt Bay and Penetanguishene had been purchased from the Indians. Toward the close of the 1812 War, in 1814, a road was opened between these two points, and a naval establishment was proposed for Penetanguishene Harbour. After a brief existence it was given up in March 1815, and removed to the Nottawasaga River.

However, the naval post was again taken to Penetanguishene in 1818, and the next year settlers began to locate along the Penetanguishene Road, now Highway 93 to Waverley and Highway 27 north of there. Four townships of Simcoe County meet at Waverley: Medonte on the southeast, Flos on the southwest, named after Governor Sir Peregrine Maitland's wife's lap dog, Tay on the northeast, and Tiny on the northwest, named after another of Lady Maitland's little dogs.

In 1828 Penetanguishene received a sudden expansion by the removal of the military post from Drummond Island there, the soldiers being followed by French and Indian halfbreed boatmen and traders. The establishment, as it was called, was two miles northeast of the center of the present town, near the entrance to the harbour. It petered out to an end in the early 1850's. Today the Asylum occupies its location.

Captain James Matthew Hamilton, of His Majesty's Fifth Regiment of Foot, became the first official postmaster at Penetanguishene in January 1830, in the store of Andrew Mitchell, to whose daughter he was married. The first mails were carried from Holland Landing to Penetanguishene by a halfbreed. The Ontario Archives has a letter Deputy Postmaster-General Stayner sent from Quebec to the postmaster of York (Toronto). J. S. Howard on November 2, 1829, regarding the soon to be opened post office.

"I intended to mention to you earlier, but I fear I have forgotten to do so, that as the postmaster of the newly created office at Penetanguishene (Mr. Anderson) will be obliged to pay his Indian courier weekly he will require a little advance of money — say about 10 pounds, which I will thank you to send him immediately. And should Mr. Anderson hereinafter require further assistance in the same way I have instructed him to apply to you. He will not want much I should think — his courier will cost about £10 a quarter, and I should hope that his receipts will in a short time nearly, or quite, cover that amount."

Apparently Indian Agent T. G. Anderson, who was to become Coldwater's first postmaster actually did the duties of postmaster, not Hamilton. The latter's son, also J. M. Hamilton, was later postmaster.

In the beginning there was no regular mail, at stated intervals. Sometimes there were government dispatches, and then the mail would go. The first regular mail from Holland Landing to Penetanguishene was carried by two young Irishmen, Edward and Miles McDonald, in 1833. They were ferried across Kempenfeldt Bay from the beginning of the Penetanguishene Road, now the eastern edge of Barrie, to Tollen-dal, on the south side.

A letter in the Ontario Archives from George Mitchell, Penetanguishene to Samuel Street, Niagara Falls, sent March 18, 1834, is postmarked on the front in red with a double circle enclosing Penetanguishene, U.C. in small, slanted lettering, and 18th Mar '34 written in brown. A letter from Captain M. O. Moberley, Penetanguishene, U.C. in small, slanted lettering, and 1842 to the Commissioner of Crown Lands, Kingston is postmarked with the typical double circle of that decade broken by Penetanguishene, U.C. in large letters, and the date, July 31, 1842 set in type. The name is so long that very little of the broken circle appears. The whole postmark is in red.

Indian Agent Captain Thomas G. Anderson came to the site of Coldwater, in Medonte Township, in 1830. He received several hundred acres on the Coldwater

River, extending from the village up the stream. Anderson superintended the cutting of the Coldwater Road to Orillia, originally an Indian portage, and now Highway 12, and the erection of houses for the Indians. A mill for them was built in 1832-3. The name was first intended to be Colewater, in honor of Governor-General Sir John Colborne, but the present name, taken from the river, known by the Indians under a name meaning cold water, soon overshadowed the former.

Coldwater became the name of the post office when it was established in 1835. Anderson kept it the first two years. Andrew Robertson was postmaster for a year, and was succeeded in 1838 by Edmund Moon, the Coldwater post office being moved to the corner of the 9th concession road and 15th sideroad. Moon was an early settler in Medonte Township, having taken up land southeast of the post office corner. In 1851 the Coldwater post office was moved back to the village of that name, and Moon's post office renamed Medonte. In the middle 1880's its name was changed to Moonstone, to honor him.

With the exception of upper Flos, in the southeast portion of the township, Flos did not become generally settled until later years. In 1832 Hugh Marlow took up a lot on the Penetanguishene Road about a mile north of Hillsdale, in Medonte, but in a couple of years he moved to the Flos side, a quarter mile west of the future village of Hillsdale, where he kept a store, tavern and, beginning in 1837, Flos post office. In the 1840's Flos post office was moved south towards Craighurst, at the very southwest corner of Medonte. James Morrison kept the first tavern there, and it was called Morrison's Corners. He started the first line of stages along the Penetanguishene Road in 1847.

Thomas Craig had taken up land $\frac{3}{4}$ of a mile north of this corner in 1818. His eldest son, John Craig, became postmaster when Flos post office was moved there. John Hunter, the first mail carrier from Barrie to Owen Sound, in writing his reminiscences of May 1847, mentions a strict surveillance kept at Flos post office, because of complaints about service. Speaking of carrying the mail from Barrie north on the Penetanguishene Road at that time he wrote: "John Craig was postmaster, and had the office where he lived, $\frac{3}{4}$ of a mile north of the corner (Craighurst) and I well remember that if I was a minute late I had

to account for it. These were days before cheap postage."

James Patton, who laid out the southeast quarter of the site in village lots, named it after Craig, and about 1860 the post office name was changed from Flos to Craighurst. The Craighurst post office was moved west across the present Highway 93 into Flos Township in the 1890's. A tavern-keeper, Alexander Hill, was prominent at the time the Hillsdale post office was established near the original site of Flos, around 1870, and his name was used. It was in Medonte, at the corner of the 55th sideroad and Highway 93.

About 1836 some of the French-Canadian settlers living mainly in Penetanguishene began to take up farms in that fertile valley of Tiny Township which became known as the Lafontaine Settlement. In lot 17 on the 16th concession road Lafontaine post office was opened in 1855.

As settlers pushed the limits of civilization westwards into the forest of Flos Township the village of Apto took rise in 1851 on the outskirts of the clearings towards the southerly end of the township, on what is now Highway 27. A post office was opened in 1857, kept at the boundary with Vespra Township by Malcolm Stewart until 1859. That year it was moved north a mile to the corner with the 2nd concession road, and the village's founder Dennis Gallagher became postmaster.

Waverley post office was established in 1858 in Medonte on the northeast corner of the present junction of Highways 27 and 93. About 1853 John McGinnis settled at what is now the southwest corner of Highways 27 and 92, in Flos. It was called the Four Corners until 1859, when Thomas Stone opened a store. A new post office called Elmvalle was shortly opened, with William Harvey, who had settled in 1848, as first postmaster. Formerly called Macville, in 1859 Wyebridge post office was opened in Tiny Township when the present Highway 27 crosses the Wye River. A bridge was being built across it then. It was first settled by James Plewes, who became postmaster.

Coulson post office, opened at the corner of Medonte's south boundary road and the 8th concession road, was named after mill owner James Coulson. In the 1890's it moved south across the road into Oro Township. Mount St. Louis also opened around 1860, at the 5th concession road and 5th sideroad of Medonte. Vigo appear-

ed in 1866 in Flos, at the northwest corner of the 4th concession road and the 15th sideroad. In 1868 John Ferguson circulated a petition asking the government for a post office, and Fergusonvale, at the corner of the 4th concession road and the present Highway 27 in Flos, was opened. Phelpsston was established at the same concession road and the 9th sideroad.

Warminster began in Medonte when Walter Barr built a tavern at the corner of the Coldwater Road on Highway 12 with the 5th sideroad. A post office came into existence there in 1867. Creighton was opened in Medonte at the northwest corner of the 11th concession road and the 5th sideroad the next year.

About the time the government built the houses and mill for the Indians at Coldwater in 1832-3 Michael Labatte was sent to clear the land in Tay Township at Waubashene, where Matchedash Bay empties into Georgian Bay, for them. William Hill erected a sawmill in 1851. The Georgian Bay Lumber Company later built a more extensive mill there. Opened in 1867 as a sub-post-office of Coldwater, it was at first spelled Washashene. In the early 1870's it became a full post office. By the mid 1870's it was spelled Waubashene, and later took the present spelling, Waubashene.

Another sub-post office of Coldwater opened in Tay Township in 1867 was Port Severn, where the present Highway 103 crosses the channel between Little Lake and Georgian Bay. It had a sawmill before Waubashene. Port Severn became a full post office in the 1890's. In the 1900's its post office was moved west across the channel into Baxter Township, Muskoka District.

Van Vlack was opened on Georgian Bay in lot 26 of Flos in the early 1870's, the same period in which Vasey appeared in Tay at the corner of the 5th concession road and the southern boundary road.

In 1869 the Midland Railway was given the go ahead signal to extend from Beaverton to Georgian Bay. Munday's Bay, so called after two landowners in the vicinity, had been the first name applied to the site of its terminus in Tay Township. Some years later, John Smith, of the garrison stationed at Penetanguishene, referred to the place as Midland, meaning that it was halfway between Penetanguishene and Victoria Harbour. Its harbour was selected in 1871 as the terminus of the new railway. Thomas Gladstone built the first store there

that year. In 1872 the Midland post office was opened, with himself as first postmaster.

Until the construction of the Midland Railway in 1871 Victoria Harbour was called Hogg's Bay, after the inlet of Georgian Bay in Tay on which it is located. The new post office was given the new name.

The first settlers at the north end of Flos Township were Thomas Allen and William Wood, and their names were given to the post office at the corner of the 11th concession road and 15th sideroad, Allenwood, opened in 1874. At the corner of the same sideroad and the 7th concession road was also opened that year (Crossland, named after Henry Crossland. Gibson was opened in Tiny Township, at the corner of the 2nd concession road and the 15th sideroad.

North of Medonte and east of Tay, Matchedash was the last of the Simcoe Country townships to be settled. Although the Matchedash Road up the east side of Matchedash Bay was opened in 1830, in 1845 there was only one settler in the whole township. In 1842 William Lovering arrived. Lovering post office, opened in 1877, got its name from W. D. Lovering, in whose farmhouse it was located, on the north bank of the North River, west of the 2nd concession road.

Fesserton appeared in Tay in 1877 on what is now Highway 12, south of the 5th sideroad. Fair Valley was opened the same year in Medonte on the 12th concession road, at the south corner of lot 10, named by R. C. Hipwell. Captain Elmes Steele, who had settled near there in 1832, had named the corner a short distance north of his land Purbrook. Saurin, on what is now Highway 27, at the 11th concession road of Flos, opened about 1880. In Medonte appeared Early in 1884, on the road in lot 12 just east of the 11th concession road, named for Miss Edith Kent.

A road was opened to Sturgeon Bay from Coldwater in 1843-4, and the harbour on the bay became a busy port, called Tay Port, after the township. W. H. Tanner built a mill there in 1873, and the place became known as Tannerville. When a post office was opened, around 1880, on what is now Highway 12, east of the 8th concession road, it was called Sturgeon Bay.

St. Patrick post office appeared in Tiny Township in the middle 1880's, at the 8th concession road and the 5th sideroad. At the same time came in Russelton in Flos,

named for its postmaster, James Russell. Located on the present Highway 26 just west of the Nottawasaga River, in 1907 its name was changed to Edenvale. Orr Lake was established on Highway 93 in Medonte, at the northeast corner of that lake.

In 1887 Hobart was opened in Medonte. Alexander Fowler, a farmer and storekeeper, applied to the Post Office Department for a new post office, suggesting Fowler's Corners. The request for the post office was complied with, but the name Hobart was substituted. It was on the east side of the 9th concession road, in lot 9.

Langman, named after Richard Langman, its first postmaster, was opened in Flos in the 1890's, at the corner of the present Highway 92 and the 20th sideroad. New Flos, previously called Brigg's Corners, appeared at the western boundary road and the 4th concession road. On the south boundary road of Medonte, at the 11th

concession road, Jarrett's Corners moved north into this township from Oro. Price's Corners also moved north across this boundary road, where Highway 12 crosses it. Elliott's Corners, at the 4th concession road of Tay and the 10th sideroad, was named after its first postmaster, James Elliott.

Also in the 1890's, Lefaive's Corners was opened in Tiny Township at the 11th concession road and 10th sideroad, and Randolph, at the 14th concession road and 13th sideroad. Years before this village was known as King's Mills, after the owner of a small mill. Later it was bought by the Randolph Brothers and the village was given their name. Christian Island post office was opened in the same decade on the island Indian reserve, off the northwest shores of Tiny Township. Mail for it was previously sent to Penetanguishene and Lafontaine in the winter, and to Collingwood during the navigation season.

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