

BNA Topics

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Official Journal

Of The

British North America

Philatelic Society

Volume 22 Number 6 Whole Number 234 June 1965

Published June 4

FOR SALE INTACT

ROYAL TRAIN MAIL

An interesting collection of mail posted on Royal Trains with twenty-nine covers or cards showing special cancellations, including 1925 and 1934 South African tours; 1925 two covers are from Southern Rhodesia the other from Bechuanaland, each with an oval cancellation surmounted by the South African arms; 1934 three covers, one bearing Belgian Congo adhesives (4) each cancelled by the rare straight line "Train Royal S.A.R. Prince George d'Angleterre/SAKANIA ELISA-BETHVILLE 5-4-1935".

Also included are covers from the following tours; 1934 tour of Australia and New Zealand by the Duke of Gloucester, two covers, bearing Australian "MacArthur" 2d and New Zealand 1934 1d. + 1d. Health each cancelled by "Royal Train" c.d.s. 1939 Canada and U.S.A. (13); 1947 South Africa (3, one with an oval "OFFICIAL FREE" date-stamp); 1951 four scarce covers and 1959 Canada and 1953 Southern Rhodesia.

There are many extraneous items connected with the Royal Trains, including photographs, headed notepaper and an interesting letter from the Postmaster on the Canadian Royal Train giving detail of postal arrangements, and an itinerary of the 1951 tour, stating that "no philatelic service was provided for philatelists."

\$180

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
VOLUME 22 / NUMBER 6 / WHOLE NUMBER 234 / JUNE 1965

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Nominations—

E. A. Richardson

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For membership details write to the Secretary listed below:

ELECTED OFFICERS

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VICE-PRESIDENT
SECRETARY
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1964-'66 L. A. Davenport, K. M. Day, W. Rorke
1965-'67 Dr. E. C. Black, Dr. R. V. C. Carr, A. H. Kessler

Official Section



Monthly Report from the Secretary . . .

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

NEW MEMBERS

- 2122 Berry, James D., Jr., 29 Lawrence Street, Wakefield, Massachusetts 01880
2123 Feuring, Herbert F., 2929 Francis Street, Regina, Saskatchewan
2124 Guile, Clifford R., 465 Venne Street St. Lambert, Quebec
2125 Guskin, Leo, 1211 West 52nd Avenue, Vancouver 14, British Columbia
2126 Ichida, Dr. Soichi, #13 Shiba Park, Minato-Ku, Tokyo, Japan
2127 Pink, Lester, Box 100, Yarmouth, Nova Scotia
2128 Roberts, Dr. Norman H., 1013 N.E. 40th Street, Seattle, Washington 98105
2129 Scott, Dr. P. A., 354 Codrington Street, Barrie, Ontario
2130 Shelson, Norman, 72 Castlewood Road, Toronto 12, Ontario

APPLICATIONS PENDING

- Almond, John Lewis, 139 Kenwood Avenue, Toronto 10, Ontario
Armson, Louis, Box 8, Sarah Street, Gravenhurst, Ontario
Lutz, Edward J., 4 Timberlane Road, Upper Saddle River, New Jersey 07458
Parsons, H. H., 17 Blackdown Crescent, Islington, Toronto, Ontario
Stone, Robert L., 9351-83 Street, Edmonton, Alberta
Zap, David J., 5706 McMurray, Cote St. Luc, Montreal 29, Quebec
N.B.—Louis Armson has paid all back dues and is applying for replacement on rolls with former membership number 1781

APPLICATIONS FOR MEMBERSHIP

- BELL, Dr. Peter A., 20 Shallmar Blvd., Apt. 915, Toronto 10, Ont. (C-CX) CAN—19th & 20th century mint & used postage and mint blocks. Covers. Coils. Proposed by G. S. Wegg, No. 308, Seconded by R. J. Woolley, No. 359.
HINDLE, R. G., 126 Portland Ave., Winnipeg 8, Man. (C) CAN—19th & 20th century mint & used postage and blocks. 1st Day & 1st Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Complete booklets. Mint & used Airmails. R.P.O., Slogan & Squared-Circles cancellations. SPECIALTY—Edwards & Admirals. Proposed by J. Levine, No. L1.
JONES, Don I., 10 Cushendale Dr., Willowdale, Ont. (C-CX) CAN—19th century mint postage & blocks. 1st Day covers. Coils. Mint booklet panes. Postal stationary entires. SPECIALTY—Postal Stationery. Proposed by J. H. M. Young, No. 1523, Seconded by R. S. Wilson, No. 1986.
LANGLEY, Gordon R., 465 Albertus Ave., Peterboro, Ont. (C) Proposed by F. J. Hickey, No. 956. Seconded by F. M. Banks, No. 1519.
MILLER, Allen F., 24 Sinclair St., Belleville, Ont. (DC-CX) CAN, NFD—Used postage. Pioneer Airmails on cover. Federal & Provincial Revenue. Semi-official Airmails. Postal Stationery entires. Literature. Flag & "Belleville" cancellations. SPECIALTY—Post Cards of Canada & Nfld. Proposed by E. A. Richardson, No. 168.
PETERS, Fred C., Royal Bank Bldg., 2nd Floor, Portage & Arlington, Winnipeg 10, Man. (D) CAN, NFD, PROV—Mint & used postage. Federal & Provincial Revenues. Mint, used & semi-official Airmails. Proposed by R. J. Woolley, No. 359.
PURSER, Maj. C. Ralph, 130 Sunnyside Ave., Ottawa 1, Ont. (C-CX) CAN, NFD—19th & 20th century used postage and blocks. Pre-stamp, stampless and other covers. Coils. O.H.M.S.-G. Used booklet panes and complete booklets. Precancels. Used airmails & semi-officials. Postal stationary entires & cut-quares. Literature. All cancellations. SPECIALTY—Cancellations, Tagged stamps, Officials. Proposed by H. Reiche, No. 783, Seconded by Dr. E. S. Mercantini, No. 1636.

CHANGES OF ADDRESS

- 1213 Baulch, Bert L., 3065 Jaguar Valley Drive, Apt. 21, Cooksville, Ontario
50 Daggett, H. M., Dept. of Chemistry, U. of B.C., Vancouver 8, B.C.
52 Fifield Edson J., P.O. Box 2792, Hamilton Sta., Pompano Beach, Fla. 33062
579 Gaylord, S. B., 1317 Ruffner Road, Schenectady, N.Y. 12309
687 Lea, W. E., 1 The Adelphi, John Adams St., Strand, London W.C. 2, England
1938 Morgan Frank M. Box 26, Hanover New Hampshire
2090 Murphy, Brian D., 204 Springfield Rd., Rockcliffe Park, Ottawa, Ontario

RESIGNATIONS ACCEPTED

Barnes, Hubert L. Calder, Stanley C. Mueller, Mrs. Bodil K.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, April 1, 1965	969
NEW MEMBERS, May 1, 1965	9
RESIGNATIONS, May 1, 1965	3
TOTAL MEMBERSHIP, May 1, 1965	975

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.

NOMINATIONS

All candidates placed in nominations have assented to such nomination and agreed to serve if so elected.

FOR BOARD OF GOVERNORS: Cook, Al (Ithaca, N.Y.); deVolpi, Charles (Montreal, Que.); Llewellyn, George (Philadelphia, Pa.); Nickle, Sam (Calgary, Alta.); Pelletier, Nels (Toronto, Ont.); Peters, Ray (Phoenix, Ariz.)

Respectfully submitted: Nominating Committee — E. Richardson, Chairman, D. Crawford, A. McIntyre, L. Davenport, Dr. E. Walck, H. Lussey and W. Rockett.

FOR BOARD OF GOVERNORS: Llewellyn, George; Nickle, Sam; Warlick Robert.
Respectfully submitted: J. Culhane, A. Kessler, J. Levine, E. F. Smith, E. Whiting.

ANNUAL MEETING

ARTICLE VI, Section 1. The Annual Meeting of the Society shall be held at such time and at such place as the preceding Annual Meeting shall determine, but in any event, some time within the next calendar year. Notice thereof shall be published in BNA TOPICS no later than the issue preceding the date for such Annual Meeting, together with the Order of Business and Agenda for that Annual Meeting:

The Order of Business at each Annual Meeting shall proceed as follows:

1. Call to Order
2. Reading and approval of the Minutes of the preceding Annual Meeting
3. Communications
4. President's Address
5. Reports of Officers
6. Report of Appointed Officers and Permanent Committee
7. Unfinished Business
8. New Business
9. Report of Committee on Elections
10. Introduction of New Officers
11. Adjournment

The 17th Annual Meeting & Convention (BNAPEX '65) shall be held on September 16-19, 1965 at Chatham Bars Inn, Chatham, Cape Cod, Mass.

THE *Editor's* MAILBAG

Dear Mr. Young,

Checking through my collection of Moncton — Montreal TCA first flights (November 1, 1939 and **not** January 2, 1940 as some catalogs would have you believe), I spotted two strikes of Prince Albert circular date stamp with really strange indicia. The correctly struck backstamp is 10

a.m., Nov. 2; the airplane having left Moncton at 2 p.m. Nov. 1. But what does "NO/30 3/2" mean? Probably not Nov. 30, 3 a.m., clerk no. 2. Possibly Nov. 2, 3:30 p.m. Suggestions welcome!

Very truly yours,
John S. Gordon No. 1030

ANNUAL REPORT

From the Treasurer . . .

JAMES T. CULHANE, 119 Montgomery Ave., Coleston, Norristown, Pennsylvania

BRITISH NORTH AMERICA PHILATELIC SOCIETY

Balance as of December 31, 1963

Dues in advance for 1964	161.00	
Life Membership Fund	598.00	
Squared Circle, 3rd Edition, Donations	137.02	
Library Donation	10.00	
General Funds on Deposit	225.94	680.08
Funds in custody of sales manager		795.91
Funds in custody of handbook agent		47.90
Funds in custody of editor		11.43
Funds in custody of circulation editor		61.52
Funds in custody of librarian		20.00
Total		1616.84

Receipts & Disbursements Account

Jan. 1st, 1964 thru Dec. 31st, 1964

Receipts

Dues

For 1964	4333.75	
For 1963 paid in 1964	44.00	
For 1965 & later	185.50	
Fees	62.00	4625.25

BNA Topics

Advertising in 1963	126.10	
Advertising in 1964	842.10	
Subscriptions	24.20	
Miscellaneous	8.15	1000.55

Yearbooks

Advertising in 1963	254.50	
Advertising in 1964	134.00	388.50

Miscellaneous

Handbook Sales	959.27	
Sales Dept. — Income in Excess of Expenditures	212.99	
Library — Donations & Rental	62.00	
Library — Donations thru treasurer	25.00	
Donations — 3rd edition Squared Circles	5.00	
Miscellaneous Income	47.34	1311.60

Total Receipts		7325.90
		8942.74

Disbursements

BNA Topics

Print 9 issues	3167.32	
Cuts	611.34	
Postage	295.16	
Mailing Service	143.25	
Mailing Envelopes	132.58	
Advertising Refund	19.60	
Miscellaneous Printing	30.31	
Miscellaneous	13.09	4412.65

Yearbook

Prospectus	38.46	
Printing	860.56	899.02

Handbook Expenses

Map Stamp	67.19	
Canadian Revenue Catalogue	93.88	
Registration Stamp	43.23	
Duplex	65.50	
R.P.O.	90.00	
Cuts for 3rd edition Squared Circles	108.19	
Advertsing	65.34	
Miscellaneous	63.42	596.75

General Expenses

Postage	162.36	
Printing & Stationery	261.41	
Discount on Canadian Funds	113.92	
Canadian Bank Charges	19.51	
Library Expenses	133.49	
Grand Award Bnapex '64	51.45	
C.P.A. Audit	50.00	
Returned Bank Items	7.31	
Miscellaneous	18.05	817.50

Total Disbursements		6725.92
Funds on Deposit		1121.51
Funds in Custody of Sales Manager		1008.70
Funds in Custody of Handbook Agent		53.19
Funds in Custody of Circulation Editor		50.21
Funds in Custody of Editor		4.70
Funds in Custody of Librarian		21.49
		<hr/>
		8942.74

Statement of Assets & Liabilities as of Dec. 31, 1964

ASSETS		LIABILITIES	
Funds on Deposit	1121.51	Dues in Advance — 1965	178.50
Funds in Custody of Sales Manager	1008.70	Dues in Advance — 1966	7.00
Funds in Custody of Hand- book Agent	53.19	Life Membership Fund	458.00
Funds in Custody of Editor	4.70	Squared Circle 3rd Edition Donations	33.83
Funds in Custody of Circula- tion Editor	50.21	Payable to Librarian	21.49
Other Assets in Custody of Sales Manager	6.03	Payable to Advertising Mgr.	15.66
Flag Cancellation Handbook Rights	32.46	Surplus 12/31/63	1765.93
Fancy Cancellation Handbook	30.62	Surplus for 1964	735.21
Postal Stationery Handbook ..	174.36		
Canadian Revenue Catalogue	41.95		
Registration Handbook	43.23		
Accounts Receivable:—			
Topics Advertising 183.00			
1964 Yearbook			
Advertising	453.16		
1963 Yearbook			
Advertising	12.50		
	<u>648.66</u>		
	3215.62		<u>3215.62</u>

Statement of Operations for the year 1964

		Income	
Dues			
For 1964 paid in 1963		145.00	
For 1964 paid in prior years		16.00	
For 1964		4333.75	
For 1963 paid in 1964		44.00	
From Life Membership Fund		140.00	
Fees		62.00	4740.75
BNA Topics			
Advertising for 1964		770.50	
Classified Advertising		71.60	
Subscriptions		24.20	
Receivable		183.00	
Miscellaneous		8.15	1057.45
Yearbook			
Advertising		134.00	
Receivable		453.16	587.16
Miscellaneous			
Handbook Sales		954.27	
Sales Dept Income in Excess of Expenditures		212.99	
Sales Dept. — Blank Book Sales		11.25	
Library Donations		55.00	
Library Rentals		7.00	
Miscellaneous		47.34	1287.85
			<u>7673.21</u>
Total Income Applicable to 1964			7673.21

Statement of Operations for the Year 1964

Expenses

BNA Topics

Print 9 issues	3167.32	
Cuts	611.34	
Postage	295.16	
Mailing Services	143.25	
Mailing Envelopes	285.83	
Advertising Refund	19.60	
Miscellaneous Printing	30.31	
Miscellaneous	13.09	
Payable to Advertising Manager	15.66	4581.56

Yearbook

Printing & Prospectus	899.02	899.02
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Miscellaneous

Library Expenses	133.49	
Cost of Handbooks Sold	628.67	
Cost of Blank Sales Books Sold	11.25	
Discount on Canadian Funds	113.92	
Canadian Bank Charges	19.51	
Postage	162.36	
Printing & Stationery	261.41	
C.P.A. Audit	50.00	
Grand Award BNAPEX '64	51.45	
Bank Return Items	7.31	
Miscellaneous	18.05	1457.42
Total Expenses Applicable to 1964		6938.00
Surplus for 1964		735.21

7673.21

Our books were audited by James H. Degnan, C.P.A. who stated: "In my opinion the accompanying Treasurer's Report present fairly the financial position of the British North America Philatelic Society at December 31, 1964 and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year."

James T. Culhane, Treasurer

BNAPS REGIONAL GROUPS

Philadelphia—Meets the first Thursday of each month at 7934 Pickering Stret, Philadelphia, Pa. *Temagami*—Meet every summer. Alfred P. Cook, Coy Glen Road, Ithaca New York. *Vancouver*—Meets every Friday night at the Y.W.C.A., corner of Burrard and Dunsmuir, at 8 p.m. *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.

THE BEGINNINGS OF POSTAL SERVICE ALONG THE NIAGARA RIVER

by MAX ROSENTHAL

The first settlement in Upper Canada, except for the French settlements on the Detroit River, was at Niagara, in 1780. In the article "Early Post Offices of the Niagara Frontier" (BNA Topics April 1964) much has already been told about the first post offices along the Niagara River, in Welland and Lincoln Countries, but, since the beginning of things in what is now Ontario centred there, and this includes postal services, there is more to tell about those early days.

In 1793 Peter Russell came to Niagara, then being replaced as the Upper Canada capital by York, as Toronto had been named the year before, to become Receiver-General. On November 23 he wrote to John Gray, a Montreal merchant. "I was yesterday favoured with your letter of the 12th ulto. Covering some shop notes and an account of sundries amounting to £20.16, which including MacDonell and Chewitt'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 this side, and no vessels having lately arrived from York I cannot say whether the Governor will send me those I have asked for. I must consequently remain so much in your debt until the communications 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 on Sept. 9) — since that you favoured 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 thrown about in the merchant's shops and picked up by whoever pleases to take them and as I live back from the river, I seldom receive mail

for several days after their arrival. I think myself fortunate to receive them at all." (Peter Russell Papers, Ontario Archives).

There were occasional mails by bateau on the St. Lawrence River 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 snow shoes via Oswego and the south side of Lake Ontario to Niagara, there 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.

Therefore, it was important to know when the winter express was going through Niagara, and Peter Russell complained to its postmaster when he almost missed it. Merchant Joseph Edwards was postmaster at Niagara. At half past 12 on March 2, 1795 Edwards replied to a letter from Russell, at Newark, delivered to him that morning. "By the contents of your letter of this date, be assured, my astonishment is as great as you express was the case with yourself.

"I shall however reply briefly to it. The letters were delivered at your house by my young man, on the third day after it arrived, who informed your black servant at the same time that the mail for Quebec would leave Niagara the Monday following at 12 o'clock — if you was not at home it is no fault of mine. The critical time of the arrival of the mail, and the subsequent bad weather precluded the idea of publishing the departure in any other way than that put in practice, i.e. informing all there who had letters to receive. Those people only defray the expense who send letters by the opportunity. Far be it from me to tax you with arrogance, but give me leave to observe, the Post Office as a branch of the British Revenue knows no difference between the Governor-General and the lowest subject.

"The letters if they come here any time today will go in the mail, but the great number I have got of letters equally im-

portant I presume as yours will prevent me keeping the mails any longer than tomorrow morning early. The means of sending them to me, are the same as those you have taken to convey the one I am now answering." (Toronto Reference Library).

Russell was already in York by the time that George Forsyth, Niagara on February 22, 1798 wrote to him, a letter in the Peter Russell collection of the Toronto Reference Library. On the front is postmarked a straight line NIAGARA Feb. 23. Merchant Forsyth wrote: "It was well that you received the 10 barrels of flour by Mr. Duncan's vessel. He ran a great risk of losing this vessel on his return here. We shall surely attend to your concession for the sugar the first safe conveyance that offers, which we are afraid will not be till some vessel goes over in the spring. Should we perceive any person going over by land, that would take charge of it, we will embrace the opportunity."

Although this place itself was also called, at various times, Buttersburg, West Niagara and Newark, the post office was always called simply Niagara until 1906, when it became Niagara-on-the-Lake. The first stagecoach line in Upper Canada began running from it to Queenston and Chippawa in 1798, carrying letters at 4d. each. In 1801 these so called "public" coaches discontinued carrying the mail privately, as post offices were established at Queenston, Chippawa and Fort Erie, and postmasters' stages inaugurated to carry the mail. Fort Erie had a post office for only two years, and not again until 1826.

Fort Niagara, on the east bank of the river, across from Niagara came into American possession in 1796. A year later a post route was established to it from the older sections of New York State, and a post office opened at Fort Niagara. The American postmaster arranged for American mail to be delivered to the Canadian postmaster. A considerable amount of Canada mail travelled by way of the American postal service. At first Joseph Edwards had the agency for handing mail for Upper Canada which had travelled by way of the American service, as well as being postmaster of Niagara. In 1801 and 1802 Silvester Tiffany was postmaster of this agency, Edwards continuing as postmaster of Niagara, a point not made clear in the previous article.

The importance of the Niagara agency in

getting mail quicker from overseas is pointed up in a letter from Alexander Wood, a York Merchant, who wrote to Ogilvy, Mylne & Co., London, England on October 12, 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 once a week and letters are generally at hand in three months, which makes a material difference."

W. and J. Crooks, Niagara merchants, must have taken over the agency handling Upper Canada mail through the United States, because on July 27, 1808 they wrote Peter Russell: "We are particularly grieved to think that any omission owes to the not forwarding your newspapers should be the means of depriving you of that source of political information which at this time is so interesting to us all — but be assured that whatever may become of them after they get to your side, they are regularly forwarded by the first conveyance for York every Thursday morning after the arrival of the post from New York. If sealing the packet will prevent its detention this can in future be done."

In a letter to Surveyor-General Thomas Ridout, York on January 4, 1812, in the Ontario Archives, Crooks wrote: "Your letter for England is forwarded under cover to Mr. Moon, agent for British packets at New York, with whom we correspond, and who no doubt will do the needful. The postage 18sh. York is at the debt of your account." In that year, 1812, Crooks replaced Edwards as postmaster of Niagara.

Although named Queenstown, after Queen Charlotte, the post office at that place seems to have been called Queenston from its beginning. The 1812-14 War closed the post offices in Chippawa and Queenston. Queenston reopened in 1817, Chippawa not until 1825. The first circular postmark in Upper Canada was used at Niagara as early as 1818. In the John Norton papers of the Ontario Archives is a letter from W. H. Thomson, Quebec to "Colonel Norton", Grand River, Lake Erie", sent October 24,

(Continued on page 145)

Newfoundland News

SIDNEY T. HARRIS, 10 Walsingham, St. Johns Wood Park, London N.W. 8, England
BNAPS 1500

In this the second article of this new series I want to bring up a subject which is of great importance to all collectors of Newfoundland stamps, both present and future. I am referring to the listings of Newfoundland in what is of course the North American Bible of Philately "The Scott Catalogue". I would like to make it clear first of all that my criticism is directed to the one country in which we are interested here in this column, and that is the listings of Newfoundland itself. First of all may I complain that the illustrations provided particularly of the first cents issues and the following issues are not only inadequate but extremely bad. Some of the illustrations are almost unrecognisable except to the expert who is very familiar with the stamps of this country, but surely we are giving information to future collectors as well as the present ones and I do feel that the illustrations themselves could very well use a new set of illustrations showing the stamps in better illustrative form.

Now turning to the listings themselves I feel that I must point out that apart from the pence issues a great many of the groupings are wrong and inaccurate. Take for instance the first cents issue quoted in Scott as 1865 to 1894. There were two separate printings of some of these stamps, one group on white paper and the first printings on a thin yellowish paper. Surely these two separate printings should be separated and not given just "a" numbers for the white paper issues. The next group is given as 1868 to 1894, but here again there are several different printings and issues printed on different dates but they are all lumped together under one grouping from S.32 to S.36. Going still further down the listings have a look at the issues grouped under 1887 to 1896, S.57 shows the ½ cent orange-red issued in 1896, this is followed by S.58 the ½ cent black which is stated to be issued in 1894. How is it possible to list one stamp published at a later date with a later number than the one issued in 1896? We can go on for quite a long time with criticism of the grouping of listings, but I particularly want to draw attention to the listings of 1932 to 1937,

S.183 to 199. There are really two completely different printings and issues, one dated in 1932 January, and the other from 1932 to 1938 where both the colours and values were changed, and in my opinion the two printings should be separated and divided into two separate groups to which they belong.

In addition it must be pointed out that a great many important varieties, perforations, imperforates etc. are not listed at all in the Scott listings, and important shade varieties are missed out too. One example for instance is in the Caribou issue of 1919 where Scott lists S.124 the 15 cent dark-blue and omits any reference at all to an important shade in prussian blue which is quite a scarce stamp, and definitely a shade which should be catalogued.

Again with regard to pricings the Scott catalogue is completely out of date and requires a review of its pricings from the pence issues right to the end of the story in 1949. Many prices are quite unrealistic and are not in keeping with the general market of today's values, particularly when the scarcity is known of many of the middle commemorative and other permanent issues.

One could go on for a very long time on this subject and perhaps go into far too much detail. There is an old saying that "comparisons are odious" but in this case I must make an unfavourable reference to the Scott listings as those compared with the Stanley Gibbons Part I where the listings are far superior and in a great deal more detail, and I must add, considerably more accurate and up to date. I know that a great many of my fellow collectors in North America will agree with what I am saying here, as I have already discussed this with many of them, and I should like to draw the attention of Scott Publications to the remarks I have made above and earnestly suggest to them that the time has arrived when they should seriously consider completely rewriting, and adding to the listings of Newfoundland. In this connection I am quite sure that there would be willing help from all Newfoundland enthusiasts in doing this, thus giving a

(Continued on page 145)

CANADIAN PATRIOTICS

by CLARENCE A. WESTHAVER

Canada Flag & Picture Series

Description:

Canadian flag in red around the rectangular picture. Part of shield of coat of arms on the lower right side. Canada in gold in the right hand corner close to the bottom.

Earliest date: May 7, 1907

Publisher: W. E. Hebb, Halifax, N.S.

Market Price: \$3.50 to \$5.00

3700 Entrance to Victoria Park, Truro, N.S.

3708 View from Citadel, Halifax, N.S.

3710 Market Slip, Low Tide, St. John, N.B.

3716 Market Slip, High Tide, St. John, N.B.

3718 Brown's Flats, St. John River, N.B.

3720 Old Chipman House, St. John, N.B.

3721 King Street, St. John, N.B.

3723 Christ Church Cathedral, Fredericton, N.B.

3724 Prov. Parliament Buildings, Fredericton, N.B.

3725 University of New Brunswick, Fredericton, N.B.

3726 Officers Quarters, Fredericton, N.B.

3731 King Square, St. John, N.B.

3732 Birch Bark Indian Wigwam, St. John, N.B.

3736 Gates Bridge, Weymouth, N.S.

3738 Bridges and Reversible Falls, St. John, N.B.

3747 Steamer Victoria Fredericton St. John Route

3749 Horse Shoe Falls, Niagara Falls, Ont.

3756 An Oxen Mobile, Bridgetown, N.S.

3765 H & S.W. Station, Shelbourne, N.S.

3773 Murphy's Bridge, Yarmouth, N.S.

3775 Bay View Park, Yarmouth, N.S.

3788 I.C.R. Station and Tracks, Truro, N.S.

3789 Entrance, Point Pleasant Park, Halifax, N.S.

3791 Scene in the Gardens, Halifax, N.S.

3792 Point Pleasant Park, Halifax, N.S.

3793 Regatta Bay, North West Arm, Halifax, N.S.

3794 Old Runciman House, Annapolis Royal, N.S.

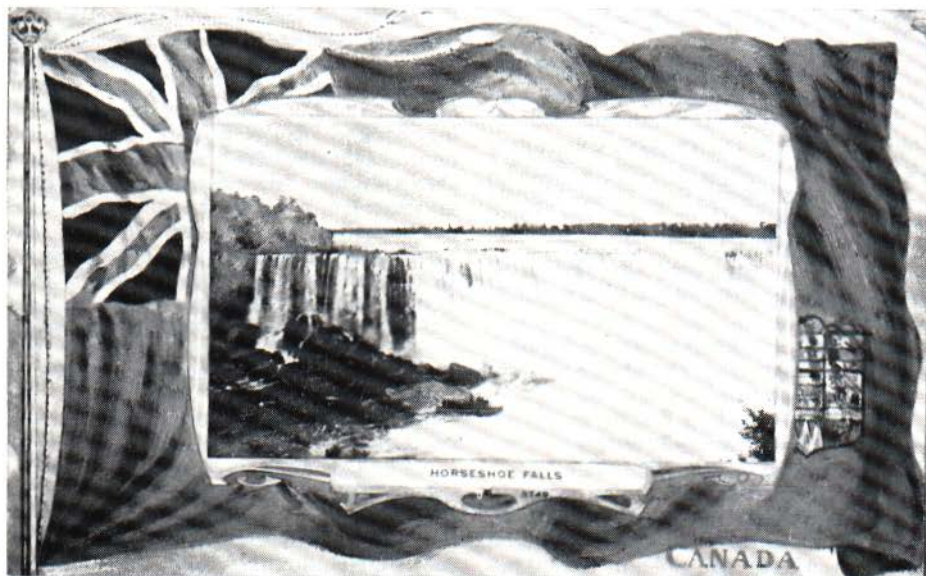
3795 Barrington Street, Halifax, N.S.

3796 Holy Well, (Victoria Park), Truro, N.S.

3797 Victoria Park Scene, Truro, N.S.

3799 Military Inspection, Citadel Hill, Halifax, N.S.

3800 Scene on North-West Arm, Halifax, N.S.



- | | | | |
|------|---|---|-----------|
| 3801 | Grand Military Review, Halifax, N.S. | Halifax, N.S. | no number |
| 3802 | British Sailors at Gun Drill, Halifax, N.S. | Bridge & Reversible Falls, St. John, N.B. | no number |
| 3803 | Regiment on Parade, Halifax, N.S. | Brown's Flats, St. John River, N.B. | no number |
| 3807 | Str. Lakeside Leaving Port Dalhousie | | |
| 3811 | Provincial Normal School, Truro, N.S. | | |
| 5784 | Ferry Landing, Windsor, Canada. | | |
- The following cards are of the same design but by different publishers. It is evident that they loaned the format to more than one publisher for printing.
 Publisher: Warwick Bros. & Rutter, Limited, Printers, Toronto.
- | | | | |
|--|--|--|-----------|
| | Yarmouth Auto Club, Yarmouth, N.S. | | no number |
| | Christ Church Cathedral, Fredericton, N.B. | | no number |
| | Railway Bridge, Bridgewater, N.S. | | no number |
- | | | | |
|------|--------------------------------|--|--|
| 5784 | Ferry Landing, Windsor, Canada | | |
| | Regatta Day, North West Arm, | | |
- (These two seem to be the same reverse "Made especially for T. H. Hall, St. John N.B. Established 1860".)
- | | | | |
|--|---|--|-----------|
| | Greetings from Crystal Beach (No picture) | | no number |
| | Smelter Junction | | no number |
- (These two seem to be the same design as the others, but the colors on the flag are much lighter. They both carry the legend on the reverse side "The Pugh Mfg. Co., Toronto".)
- | | | | |
|--|---|--|-----------|
| | Chester Basin, N.S., (Pugh Mfg. Co., Toronto) | | no number |
| | Banish the Bar Poem. St. John, N.B. Oct. 12, 1911. Private post card. (No mfr.) | | |

Sixth International Philatelic Exhibition

Washington, D.C., is to be the site of the Sixth International Philatelic Exhibition held in the United States May 21-30, 1966. Svend Yort, president of NAPEX, announced that plans are underway to stage the event in the large exhibit hall of the Shoreham Hotel.

This will be the first time that an International Philatelic Exhibition is taking place in the Capital of the U.S.; all previous exhibitions were held in New York City, where this show was originally planned. Foreign exhibitions are usually held in the capitals of the respective nations: London 1960, Paris 1964, Vienna 1965.

NAPEX has designated the following local philatelists as members of the directing board:

- Svend Yort — Chairman of the Board
 George T. Turner — President and General Chairman
 Helen F. Demond — Secretary
 Robert C. Masters — Treasurer

This group has begun concentrated effort to formulate plans and committees are at work. Announcements will be made from time to time as progress develops. The initial prospectus will be available in July 1965

and those interested in exhibiting, having a dealer's booth or advertising in the program should send a card to the general chairman so their names can be put on the mailing list.

Previous decennial international exhibitions were held in the United States in 1913, 1926, 1936, 1947 and 1956. The 6th in '66 has been authorized by the Association for Stamp Exhibitions Inc. to be held in Washington rather than New York. The Association, under the leadership of president David Lidman, will appoint a committee to assist the Washington group.

Visitors will have the opportunity to tour the Bureau of Engraving and Printing where U.S. stamps are produced, see the National Postage Stamp Collection in the Hall of Philately and Postal History in the Smithsonian Institution's Museum of History and Technology; purchase stamps at the Philatelic Agency; visit the White House, the Capitol, Arlington Cemetery, Mt. Vernon, the Library of Congress, the many memorials and monuments.

Until committee assignments are announced all correspondence should be addressed to the general chairman: George T. Turner, 408 A Street, S.E., Washington, D.C. 20003.

Rounding Up Squared Circles

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

SOME ODDS & ENDS BY C. A. KEMP

I recently saw two squared circle covers which would bring stars to the eyes of even the most advanced collector. They were two legal size covers, one of which was cancelled with a beautiful strike of Lambton Mills squared circle dated JU 27/95 tying the stamp to the cover, and it has as a receiving mark on the back of the cover Sudbury circular cancel dated JU 29/95. The second cover is just the reverse, being cancelled with the Lambton Mills circular hammer dated JA 29/96 and on the back as a receiving mark is the Sudbury squared circle dated JA 31/96. These two unusual covers were picked up by R. Maresch & Son (Toronto Dealers and Auctioneers) and are now in Stanley Cohen's collection in England.

If you have not been able to add any new towns to your squared circle collection recently, I would suggest that you go through your duplicates of some of the larger towns (such as Truro, Fredericton, Brantford, Dundas, St. Thomas etc.) and see if you can find a few matched sets, -AM and PM for the same date. A few of these matched sets on an album page makes a nice display. I went through mine not long ago before disposing of a surplus lot of these common strikes and found about thirty matched pairs.

The handbook shows Canning as the

birthplace of Sir Robert Borden but it was only recently that I learned from Gaston Lamarre that another squared circle town, —LAURENTIDES,*—is the birthplace of another of our famous Prime Ministers,—Sir Wilfrid Laurier. The Laurier home is now maintained as a Museum there.

Many collectors have been making a special study of one or more of the multi-indicia towns. The space available in the handbook does not permit the full story of these towns to appear, but we have had some excellent articles in TOPICS on Halifax, Peterborough and some of the others. We expect that some of the specialists will soon be reporting on other towns and we are looking forward to printing the details in future issues of TOPICS.

There are a great many new squared circle enthusiasts who are in the 100, 150 or 200 different towns category. I would suggest that you drop a line to the Editor of this page and let him know some of the items you would like to see in future issues.

E. C. Soughton reports a couple of latest dates:—

BURFORD—Nov. 6/98 Note this is **Nov.** not **No.**

CHESLEY—No. 23/98 (almost 2½ years later than the handbook)

(Continued from page 141)

1822, its front postmarked with this cancellation, a large double circle enclosing Niagara, U.C., the date Nov. 7, 1822 being set within in small type. (See page 90 of BNA Topics, April 1964 for a picture of another cover with this marking). "Paid way after closing" is written above.

(Continued from page 142)

great deal more information to the collectors of this popular country. I would like to add that these criticisms are directed to the listings of Newfoundland, I do not know what the listings are like for other countries, I am sure that they must be much better.

Finally, I would make another suggestion to the publishers of all catalogues and that is that they should get together and agree upon a code of colour listings which should be the same in all the listings, for instance in the 1861-62 Scott calls the rose stamps rose, and Gibbons call the same stamps rose-lake. This carries on more or less right through the catalogue and it surely would be most helpful if English speaking peoples in particular could have the same colour listings in all the catalogues.

The idea of these notes, criticisms and comments is to be constructive, and if this article can have the attention of Messrs. Scott Publications Inc. it will not only be to their benefit but the benefit of all collectors of Newfoundland.

THE TAGGED STAMPS OF CANADA

PART 7

by

Dr. Edward S. Mercantini

The quantity of tagged stamps for the Christmas 1964 issues were 10,400,000 of the 3c variety and 6,200,000 of the 5c. In addition to these, 104,000 "cello-paqs" were prepared of the 3c denomination. The 5c was not sold tagged in "cello-paqs". The small amount overprinted with phosphor of the 5c Christmas variety makes it a stamp with the lowest printing for many a year. Not many contemporary regular issues of Canada have been produced in a number less than 10,000,000, the last such being the 1c tagged of the first issue (1954 Queen design) which had a printing of 8,200,000. The only other recent small issues of stamps were the 7c jet aircraft of 1964 of which 10,825,000 were put on sale, and the 3c tagged of the first issue with 11,695,000 available. We must also keep in mind that most of the Canada Officials and coil stamps were issued in small quantities, some in very low numbers.

Gorden Vaughn of Chatham, N.B. has sent to me for examination several interesting used varieties of the current Queen tagged series. The 2c green, normally tagged with a 4mm. band at right and left edges of the stamp, was sent to me with only an 8 mm. tag almost in the mathematical center of the stamp. Another 2c green which Mr. Vaughn came up with was tagged with an 8 mm. band on the extreme right of the stamp so that to the right of the tag only the perforations were free of phosphor. A third 2c green had a ½ mm. tag at the left edge and a 7½mm. tag at the right edge of the stamp. These varieties are undoubtedly stamps which the Post Office Department rejected for use in Winnipeg where the Sefacan machinery is in use, however make for interesting additions to a collection of Canadian ultra-violet philately.

I have seen and examined numerous tagged stamps which the owners believed to be oddities, but which turned out to be normally tagged issues. The misconception occurred because the design was grossly off-center so that without the help of ultra-violet light there seemed to be an absence of a tagged band on the unprinted part of

the stamp. However with the use of the ultra-violet lamp the two 4 mm. bands could be seen at each edge of the stamps.

In an earlier article I stated that the 4c current tagged issue with the tag at either right or left edge of the design appeared in the Fall of 1964. I must now rectify this as I have now seen a 4c tagged at right edge still on piece from Winnipeg dated April 7, 1964, which is a much earlier date of usage than suspected.

Due to the many requests received by the philatelic agency in Ottawa for varieties of the 4c tagged current issue, and because such varieties are apparently unknown or ignored by the P.O.D., the philatelic sales staff has been directed to supply only the usual current stamps without going to undue trouble to find the requested varieties. It is not my place to comment on whether this directive is a reasonable one or not, but only to report it since it does affect the philatelic public.

It was noted in the W.I.P.A. 1965 Bulletin #4 that there would be a competition (during the International Postage Stamp Exhibition in Vienna) under the heading, "Fluorescent Phenomena in Austrian Postage Stamps" with three prizes of considerable monetary value. This again points to the growing popularity of tagged stamps, as was shown by the Dayton, Ohio show DAYPEX '65 having luminescent stamps as its theme in April.

In the March 1965 issue of The Bureau Specialist there appeared a very erudite article entitled, "Some Comments on Luminescence" by McClellan G. Blair. This gentleman is a physicist and philatelist who relates in his article a few of the basic facts about luminescence, along with the necessary theory, and the application of these principles to the modern production of postage stamps. A very interesting point he makes is that the terms "luminescent", "phosphorescent" and "fluorescent" are basically synonymous, subject to various pragmatic considerations he mentions in the article. Every collector interested in ultra-violet philately should make it a point to read this specific article.

The Proof Corner

ROBERT H. PRATT, 3097 W. Mill Road, Milwaukee, Wis. 53209

I believe this venture into the stamp (or proof) area will welcome Sidney Harris to our magazine. I know he can add a great deal to our understanding of Newfoundland stamps. Sidney will make a knowledgeable and fitting commentator for "Newfoundland News". We shall welcome his comments from across the Atlantic.

At a recent auction in Toronto, I purchased a fine copy of Scott's Newfoundland #79 Carmine Rose on Thick Paper. This variety is unlisted by Scott and Gibbons (#84). Holmes however does list it as #81C — on card paper. This latest copy came quite reasonably as no one else seemed interested. This lack of interest I cannot quite understand.

American Bank Note printed the 1898 Royal Family Issue of Newfoundland. The same company made the dies and plates for the Canada Universal Issue of 1898. This was done in their Ottawa Branch.

Boggs in his book on Canada (pp 331) writes as follows:

"The only other variety worthy of note is the thick opaque paper on the 2c Purple. This occurred during the later printings after dealers and collectors had stocked up, which accounts for its comparative scarcity in unused condition."

This Canada stamp is listed by Holmes (#58A5) Scott (#76a) and not by Gibbons.

The story about the Newfoundland stamp is that seven or eight mint copies were discovered about ten years ago by an associate of Jim Sissons. One block and three or four

mint singles are known to exist. I remember the block and three singles showing up in Sisson's auctions in the last year.

This raises several interesting questions:

a—Were these stamps proofs which "got out"?

b—Were these stamps just an error in printing?

c—Do any exist **used**? As this was a very common stamp probably most of the letters wound up in the waste basket. Perhaps there are some in collections. I should recommend a search.

d—From the standpoint of Newfoundland, this also raises the question: Was this issue printed in Ottawa, not New York?

e—Why doesn't Gibbons list these very scarce and interesting varieties?

If these Newfoundland stamps were printed in Canada, it might account for the reported existence for this issue of Proofs on cardboard. This was a common way of proofing plates in Canada about this time.

Now for a different subject. I am interested in finding out if anyone has die proofs of Newfoundland Revenue Stamps. These seem to be most scarce. The story of Newfoundland is incomplete without the Revenues. The stamps I have (some of) but the die proofs or plate proofs intrigue me by their absence. Do any of you "Revenuers" know about this?

— More around the corner —

TO ALL MEMBERS AN URGENT PLEA

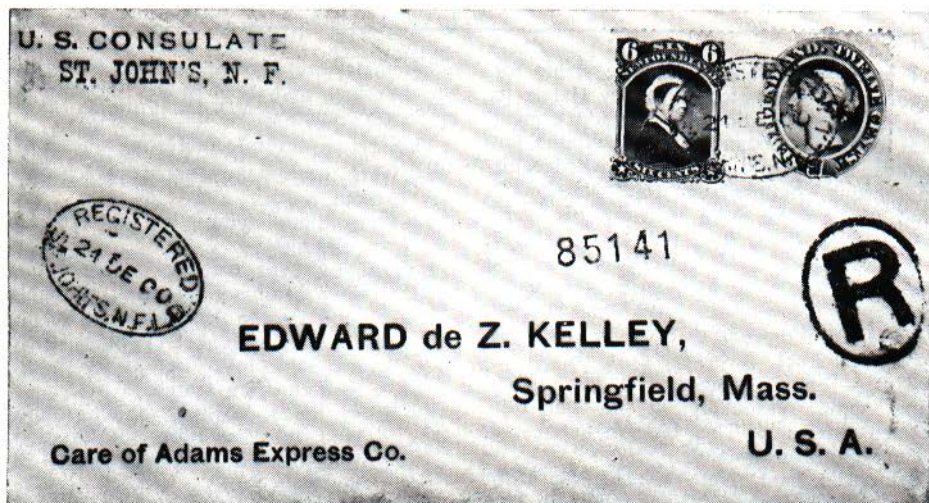
At present the backlog of articles for publication in BNA Topics numbers only three or four other than the postal history of Ontario counties by Max Rosenthal. We herewith solicit once again your help.

Please send us your writings

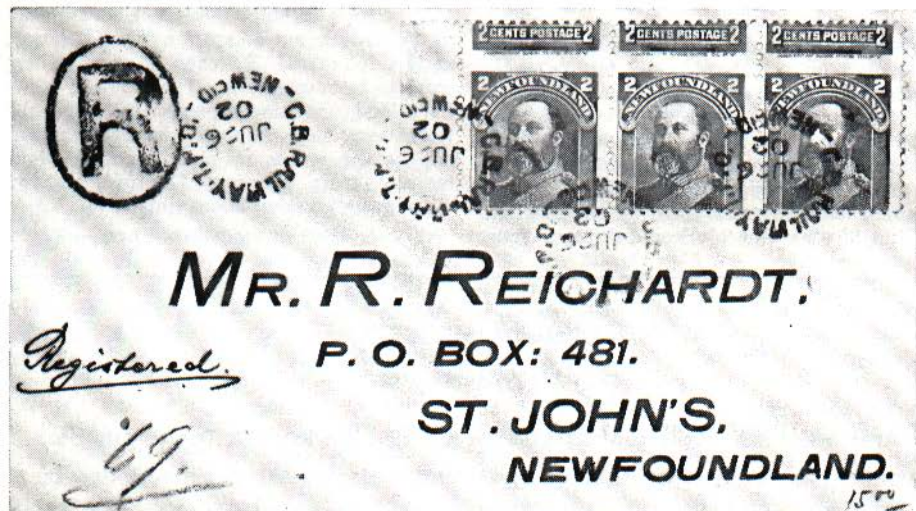
The Editor

NEWFOUNDLAND COVERS

by N. W. Scales



A perfect colorful cover for any collection. A U.S. consulate cover of St. John's N.F. from St. John's to Springfield, Mass. backstamped in Violet. The 12c puce brown (the only puce in Scott's) and the 6c carmine lake. Large Black R for Registry. Postmarked and tied by an oval Registered 24 — DE — 00 — St. John's, N.F.L.D.



Scott's #82 (horizontal strip of three perforation variety) on a registered cover to St. John's. Postmarked and tied by a Railway postmark "C. B. Railway — T. P. O. JU 26 02 NEWFLD."

Backstamped Railway Traveling Post Office "N. N. & W RAILWAY-T-P-O JU 26 02 NFLD" and arrival postmark "ST. JOHN AM JU 27 02 NEWFLD.", both in black.

P.D.Q.

MERV QUARLES 17344 Mahoney Parkway, Hazel Crest, Illinois 60429

PDQ — pretty darn quick — a short and apt description of the reason Precancelled stamps were introduced in Canada — to speed the handling of bulk mailings.

Fellow precancel collectors please drop me a line or let your editor know what you would like to read in PDQ.

The city type and numeral type are perhaps well-known to fellow BNAPSers. The city types we believe were almost all overprinted by the King's printer at Ottawa from electroplates. Halifax Type 1 may be an exception.

The numeral types were overprinted by the security printers British America Bank Note Co. or Canadian Bank Note Co. Some fifty-nine cities used these distinctive overprints. The city types were in use from 1903 to 1935. The numeral type was first used in June, 1931 and were discontinued in 1954.

Amherst, N.S. used a city type during the life of the Admiral Issues and copies are scarce today. Should you possess a copy of the 1c yellow 2c green or 4c bistre please drop me a note as we believe only one or two copies may exist.

The 1c yellow "although known to have been issued went undiscovered until F. W. Campbell (BNAPS #143) located a copy, which" passed to Dr. Mynchberg and now resides in the H. G. Walburn collection. The Postmaster of Amherst at the time precancels were used recalled 5c and 10c stamps were also issued. According to the same source the balance were returned to Ottawa and destroyed. The 2c was used by a lumber operator on a Christmas calendar mailing.

Fellow precancel collectors please drop me a note or let your Editor know what you would like to read in PDQ.

Beamsville Ont. was a small town of some 1,300 population in the 40's, located in the fruit growing district of the Great Lakes area of southern Ontario began using precancels about 1931. Wholesale fruit distributors were making use of quantities of 1c stamps on their mailing lists. In the early 30's "the bulk of fruit distributed was made by rail to distant buyers, but in recent years sales on the spot to truckers have

cut into the number of mailing lists and no new precancels have been issued since 1937."

Beamsville exists only in numeral type "2186". The 3c red Admiral and the 2c carmine 1930 were not regularly issued but more about the Experimental Printings at a later date.

Brandon, Man. This city used precancels from the time of the Edwards through the War Effort issue. A special type is found on the 1c and 2c Edwards reading "Brandon — For Third Class Matter Only". In 1932 the numeral type "5099" was introduced.

Bridgeport, Ont. is now called Fort Erie. This city used a city type and also Bridgeburg — For Third Class Matter Only. This latter type was in use for a short time and is found only on the Edwards. Walburn advised 3/29/65 "An attempt was made to ascertain revenue from 3rd class mail in certain cities and these precancels were obligatory for some years and then discontinued."

A Trial printing in blue ink is found in the Bridgeburg city type on the 1c Edward.

An interesting misspelling occurs on the tenth vertical row of the electroplate. There is an extra "B" making the overprint read "Bribdgebürg".

Brantford, Ont. is our next city for discussion. At least two electroplates were used for the city types.

Type 1 — spelled the province name in full Ontario.

Type 3 — abbreviated the province "Ont."

Type 1 was in use on the Edward through the Medallion Issue of 1932.

Type 3 was first used during the life of the Admiral Issues.

Readers may wonder why no Type 2. in the 6th Edition Official Catalog of Canada Precancels. It is reserved for "Third Class Matter Only" as reported by S. M. Schoemann in 1912. His collection passed to Dr. W. I. Mitchell. H. G. Walburn wrote March 3, 1965 "when I contacted Dr. M. (now deceased) he had no knowledge of them, so I deleted the listing."

BNAPSers Hetherington of England wrote

in BNA Topics April, 1962 "This Type used for Brantford, Ont., was recorded in early Precancel Catalogs, but was dropped by the Noble as Mr. Walburn had never seen a copy, but I have listed it as I have a copy in my collection." How about a photo Mr. Hetherington of a precancel that is perhaps unique.

The numeral type "2310" was introduced in 1935 and are rather plentiful.

Brockville, Ont. used precancels from the Edwards through the George VI of 1937.

Type 1. read Brockville Ontario

Type 2 read Brockville for third class matter only.

Type 3. read Brockville, Ont.

Type 4. read "2342"

The 6th Edition Official Catalog of Canada Precancels lists some 14 stamps not including inverts, double and double inverts.

Brown's Nurseries Ont. was first overprinted in 1905 according to Frank Thompson an early precancel expert. The 1c Edward was precancelled with a city type and "For Third Class Matter Only". The post office was discontinued it being located only seven miles from Welland.

Carberry, Man. Walburn reports this city "had only one user of precancels a seed company with head offices in Brandon, Man. Spruce and pine seedling were the main output of the branch nursery and a Carberry printer gave the Brandon company a cut rate on their catalogs, which were mailed from Carberry for several years, until the printing was awarded to a Brandon firm, and all mailings have since been made from there." Walburn considers the 1c Edward "scarce normal and a rarity inverted". Lucky owners let me hear from you.

EARLY POST OFFICES OF PRINCE EDWARD COUNTY

by Max Rosenthal

On February 3, 1813 Ebenezer Washburn of Hallowell, wrote to Surveyor-General Thomas Ridout, York (Toronto), in a letter which is now in the Ontario Archives. "I take the liberty of troubling you to advise me whether and land business can be done at York this winter. I shall esteem it a very particular favor if you can inform me by the first opportunity." "The first opportunity" might not be too soon, as there were no post offices as yet between Kingston and York, and mail between them was carried once a fortnight in winter, by courier.

In 1783, anticipating the Loyalist influx, the Crawford Purchase secured from the Indians lands from Kingston to the head of the Bay of Quinte. A number of United Empire Loyalists were directed to five townships then open for settlement. These included Hallowell, in Prince Edward County. Leaving New York State in 1783, they spent the winter at Sorel, Quebec, and arrived in the Bay of Quinte the following summer. As they travelled by water, they continued up the bay, and eventually located at its head, at Hallowell Bridge, and

settled in that village. In 1787 David Conger built a sawmill overlooking the bay, the first in the county. In 1797 Hallowell Township was formed from parts of Marysburgh and Sophiasburgh. It was named for Benjamin Hallowell, of Boston, who was forced to flee that city, taking up residence in York, and being given the township which bears his name.

The first Loyalist settlers in Prince Edward County were Colonel Henry Young, at East Lake, and John Weese, in Ameliasburgh, both in 1783. About 1788 came Ebenezer Washburn, one of the first to settle at Hallowell Bridge, the bridge spanning a creek which drained a marsh. In the Henry Young Papers, Ontario Archives is a letter sent by Washburn to Major David Young, Little Lake, Hallowell, on May 3, 1818. "I write you this merely to apologize for not having it in my power to pay your son the money we owe when he called on me for it some time ago. I never in all my concerns in trade have met with half so great a disappointment in our flour concern."

Washburn must have gotten out of his

difficulties and continued in business, because in 1820 he became the first postmaster of the newly established Hallowell post office, a post mainly held by businessmen. He continued as postmaster until 1825, when M. Patterson took over.

Hallowell gradually acquired a substantial population and was situated on the west side of the bridge, but, in the meantime, another village sprang up on the east side of the creek. Hovelton House, on the latter side, had been the first tavern in Prince Edward. The Reverend William Macaulay came into possession of the land his father had bought from Hovelton and he named the new village Picton, after Sir Thomas Picton, one of Wellington's generals.

In 1829 the post office must have moved to the east village, as its name was changed from Hallowell to Picton, and J. S. Heermans became postmaster. However, in 1831 William Rorke, the Crown Lands agent for Prince Edward District, became postmaster and the name already was changed back to Hallowell. On a letter from Simeon Washburn, son of Ebenezer, to Surveyor-General Samuel P. Hurd, York, sent on March 26, 1833, is postmarked a small double circle broken by HALLOWELL, with MAR set in small type within, all in red. The date "29" is written in below the month. On October 20, 1836 Rorke wrote to John Macaulay (Macaulay Papers, Ontario Archives), Kingston, "Please send a line by steamboat", indicating one of the ways of which the mail was carried.

On March 18, 1836 Reverend Macaulay wrote to his wife. "Finding that the folks in the village were pertinacious in preferring the incorporation of the two villages of Hallowell and Picton under one name, I thought it would not be advisable to embarrass John, as a new legislator, by either causing him to abandon his brother's rights or by subjecting him on the other hand to a charge of voting partially — however today I gave the name of Picton, if the Legislature choose to keep it, and also withdraw all opposition to the union of the two villages under one name."

The two villages were incorporated as the Town of Picton in 1837, and the post office name changed. A letter from postmaster Rorke to Surveyor-General R. B. Sullivan, Toronto, sent March 24, 1840, is postmarked with a very large double circle broken by Picton, U.C., in red, with "Mar 25, 1840" written in. A letter from

Rorke to Wm. H. Merritt, M.P., Kingston, sent in 1841, has the same postmark in black, with "14 Aug." written in, but no year. A letter from Rorke to Surveyor-General Thomas Parke, Kingston, sent on June 14, 1843, has the somewhat smaller but still large double circle, more usual in that decade, broken by Picton, U.C., with Ju 4, 1843 set in type, all in red.

David Barker, grandson of a namesake who came with Major Vanalstine's party to Barker's Point in 1784, was appointed postmaster of Picton in 1848. He was a business partner of D. B. Stevenson, whose papers in the Ontario Archives bear many Prince Edward postmarks, including a letter from D. W. Mullen, Picton, sent April 17, 1851, which is still cancelled with the postmark used in 1843.

Hillier Township was named after Major Hillier, assistant to Governor Sir Peregrine Maitland. It was part of Ameliasburgh Township until 1823. Thomas Flagler settled in Hillier Township early in the 19th century. After farming and blacksmithing for 25 years he moved to what was then known as Pleasant Valley, where Pleasant Creek is crossed by what is now Highway 33. A shop was built in which his son John R. carried on the trade. In this village Hillier post office was established in 1825, with Daniel D. Bedell as postmaster. Next year G. A. Clarke became postmaster, in 1830 James Pierson. Pierson came to Canada in 1803, taking up land on the shore of Pleasant Bay. Returning from the 1812-14 War, he became very prosperous, increasing his land holdings and building schooners. He was postmaster of Hillier until 1834.

After several other men, in the early 1840's Phillip Flagler took over that post. A letter from James Redner, Rednersville to D. B. Stevenson, M.P., Picton, has a medium-sized double circle broken by Hillier, C.W., with OC 24, 1850 set in type, all in red, with the thin lettering of that decade's postmarks.

Sophiasburgh Township, north of Hallowell, and named after George III's Queen, was the second one surveyed in Prince Edward. Among its earliest settlers were Nathaniel Solmes, Guillaume Demorest, Phillip Roblin, and John Roblin. Demorestville was named after the second man. He built a mill in lot 38, Marsh Range, Sophiasburgh, on a creek running north from Fish Lake into the Bay of Quinte. It was a mile from the bay, but a village sprang up and grew to be a rival for a while of Hallowell

(Picton). A post office came into existence in 1829, with Thomas Demorest as postmaster.

In 1812 Samuel Sprague arrived in Sophiasburgh, settling later east of Northport. His son Nostrand Sprague began business as a clerk in Demorestville, where he afterwards started for himself as a general merchant, taking over as postmaster around 1850. A letter sent by postmaster Demorest to Crown Lands Commissioner Sullivan on April 17, 1837 is postmarked with a double circle enclosing Demorestville, U.C., in slanted letters, in red, the date is written in.

It is likely that the first white settler in Prince Edward County was Daniel Edwards, said to have come in 1768 to what is now Wellington, in Hillier Township. Archibald McFaul took over the first store in Wellington in 1827, when it was called Smokeville. He began agitating for a post office, until finally in the summer of 1829 postmaster Heermans of Picton, through whom McFaul urged his claims for an office, drove Deputy Postmaster-General Stayner to the village to investigate. James Young, of the Carrying Place, which is on the neck of land connecting the Prince Edward peninsula with the mainland, being there on a visit, was asked over to McFaul's store to discuss the matter. Stayner saw the necessity of a post office. Then came up the question of the name. Young suggested the name Wellington. Stayner, after thinking a few minutes, said, "Yes, that will do very well, there being no post office of that name."

Wellington post office was opened in 1830, with McFaul as postmaster. A letter from him to the Commission of Crown Lands, Toronto has the manuscript postmark "Wellington, 21 Oct. 36" written in two lines joined by a bracket. A letter from W. Young to D. B. Stevenson, Picton, August 24, 1850 has a medium-sized double circle broken by Wellington, C.W., with "AU 27, 1850,A" set in type, a thin-lettered postmark.

Marysburgh, the southernmost township of Prince Edward County, was divided into South and North Marysburgh Townships in 1871. In South Marysburgh was established in 1832, halfway between Prince Edward Bay and Spence Lake, Milford post office, with Thomas Nash as postmaster. It derived its name from the number of mills along the Black River. On a letter sent by John McCarroll to D. B. Stevenson, Picton on February 25, 1851 is postmarked with a medium-sized double circle broken by

Milford, C.W., with the date written in, all in red. A letter from Peter Dulmage to Stevenson is cancelled with a large double circle enclosing Milford, U.C., and "3 May 53" written in. With the falling off of the lumber trade, Milford declined.

Ameliasburgh, the northernmost township in Prince Edward County, was originally called Seventh Town, being, like Marysburgh, named after one of George's III's daughters. A post office was opened in 1832 at Ameliasburgh village, north of Roblin Lake, called Ways Mills, situated in the land of the horseshoe below the hill on which the present village stands. James H. Meacham was postmaster for three years, then he was moved to Belleville and the office was closed. As Roblin Mills it was chosen as the township centre, but the post office, reopened in 1836 with Thomas McMahon as postmaster, was named Ameliasburgh. The grist mill, built in 1842 of blue limestone by Owen Roblin still stands today opposite his stone house. Roblin became postmaster. About 1860 the spelling was simplified to Ameliasburg. There was a daily mail and stage from Belleville, 10 miles distant.

Consecon, on the river and lake of the same name, had the first grist mill in Ameliasburgh, built by Matthias Marsh, whose son later kept the post office. However, when it was opened in 1836 E.D.S. Wilkins was postmaster. A letter from Robert Darling, Consecon to D. B. Stevenson, Picton, sent March 22, 1851, has a large double circle broken by Consecon, U.C., "22 March 1851" written all in red.

Five miles west of Picton, also in Hallowell Township, Bloomfield had as one of its original settlers John Bull, who came in 1801, and began the first grist mill in 1831. Originally known as Bull's Mills, Bloomfield, according to local legend, derived its name from a Captain Bloomfield, at being chosen at a meeting in 1833. In 1836 Bloomfield post office came into being, with John Thirkell as postmaster.

By 1854 there was no regular postmaster at Bloomfield. As Postmaster-General Robert Spence took steps to appoint a new one, its residents sent a petition to him now in the James Dougall Papers, Ontario Archives, saying.

"We the undersigned inhabitants of the village of Bloomfield and its vicinity and accommodated by the Bloomfield post office, respectfully represent, that we have learnt

with surprise and regret that John Stinson has been appointed postmaster. There are two persons in this village by that name — the elder being about two miles from the village, and the younger about half a mile from where the post office has always been located. The latter has, since the appointment, obtained a license to keep tavern, so in case the office is removed to his place over young men and our children, whom we frequently send to the post office, will be exposed to influences of an immoral and pernicious tendency. We therefore petition to reverse the appointment, and to appoint in his stead Levi Varney, who lives in a central position, and who has for a long time faithfully and satisfactorily served us in the capacity of assistant postmaster."

Varney got the post, but held it only a year, being replaced by Jonathan Striker.

In 1791 James Morden built the first house in Northport, in Sophiasburgh Township, opposite the easterly tip of Big Island. At one time huge amounts of grain were shipped from this port. North Port post office was opened in 1836, with James Emerson as postmaster. In 1839 Samuel Solmes took over. Later in the century the two words were combined into Northport.

In the late 1840's Rednersville post office was opened in Ameliasburgh, where sideroad 75 meets the road along the Bay of Quinte. It took its name from a descendant of New Jersey Dutchman Henry Redner, the original settler of the township, James Redner, who ran a general store for many years in the village. Under the mention of Hillier post office earlier was noted a letter from Redner to Member of Parliament Stevenson in 1850. He wrote in it."

"I am informed that Mr. Roblin is about to resign as postmaster of Rednersville. I wish to request that you will give me your interest in the government in my appointment as postmaster of Rednersville. I am an old resident of the place and can get any kind of recommendation. Please write me as soon as Mr. Roblin resigns." Redner was made postmaster.

Athol Township, west of the two Marysburghs, along with them and a part of Hillier Township, was the original Fifth Town, the first in Prince Edward to be laid out. It was segregated from the others in 1848. Cherry Valley post office was opened in it, at the southeast corner of Spence Lake, shortly after. It was named by Alva

Stephens, as at that time cherry trees were plentiful there.

In 1851 was established Bongard's Corners post office, in Marysburgh, at the northeast corner of the road along Adolphus Reach and sideroad 68. John Bongard was postmaster at this grain shipping centre. Melville post office came into existence in Hillier Township, at the eastern end of Consecon Lake. Its mill was one of the oldest in the county.

The early 1850's saw Allisonville post office come into being in Ameliasburgh, where Consecon Creek crosses sideroad 75, named for its postmaster, Reverend Cyrus Allison. In the late 1860's it moved into Hillier. Green Point was opened in Sophiasburgh, on the north side of the road along the North River, in lot 34. It had formerly been called Grassy Point. John Trumpour was the first settler there, and kept the first tavern in the township. Phillip Roblin was postmaster. The post office was closed in 1872. Gilbert's Mills, with Daniel Gilbert as postmaster, was opened in the same township in 1854, on sideroad 52 at its corner with the 2nd W.G.P. concession road, seven miles northwest of Picton. The same year opened Port Milford, in South Marysburgh, on the road along South Bay, at sideroad 22. It was closed in 1857. In the late 1850's opened Cressy, on the north side of the road along Lake Ontario, in lot 8, W.L.P. Range.

During the early 1860's in Ameliasburgh opened Albury, on the road parallel to the Bay of Quinte, in lot 93, and Mountain View, on the present Highway 14 two miles west of Muscote Bay. In South Marysburgh opened Point Traverse post office, settled by a Loyalist, John Allen, on the road along Prince Edward Bay, in lot 2, Long Point Range.

In the later 1860's was established in Sophiasburgh Crofton, at the corner of what is now Highway 14 and the road on the south side of the Broleen Front Concession, Point Petre in Athol Township, West Lake, in Hallowell, on the road along Yeo or West Lake two miles north of the southernmost tip, Owen Point.

In 1838 the Indians had sold their last land in Prince Edward County, Waupoos Island off Marysburgh Township, in Prince Edward Bay. At a hamlet opposite the island in North Marysburgh Waupoos post office was opened in the early 1870's. Where Hubbs Creek crosses the present Highway

33 Rosehall post office was opened in Hillier and South Bay in South Marysburgh, in lot 7 at the north side of the road along the bay of the same name. Prinyer's Cove? on the Bay of Quinte, in North Marysburgh, was the house of John Prinyer, one of the earliest settlers in the township. On the shore road, in lot 35, opened Prinyer post office in the middle 1870's. Salmon Point established in Athol, on the road along the south side of East or Spence Lake and sideroad 18, appeared. Cardwell was opened in South Marysburgh, in lot 9, on the north side of the road north of the mouth of the Black River. Around 1880 it was renamed Black River Bridge.

A little later in the 1870's were opened Ross More, in Ameliasburgh, on rocky Point Hennesy, across the bay one mile from Belleville, on the present Highway 14, and Chisholm, in Hillier, on the same highway and the road slanting through the Irvine Gore. Ross More was closed, then reopened, in the late 1880's, reappearing as Rossmore.

In 1879 the first railway was completed through Prince Edward County, running from Trenton to Picton. On November 10, J. S. McCuage wrote to Postmaster-General Sir Alexander Campbell. "The mail is now carried by horses daily to and from Picton, leaving Picton 4 P.M. for Napanee (using a ferry between Stone Mills, on the Prince Edward side, and Adolphustown, on the north shore) where it connects with the Grand Trunk and is delivered the next morning at Toronto and Montreal. Letters mailed at Toronto at 7 p.m. and at Montreal at 9 p.m. connect at Napanee with our stage, reaching Picton the following morning about 9 o'clock. The Prince Edward Railway now being completed, we have a

number of people asking "when will it carry the mail?"

Around 1880 opened Woodrous, two miles from Picton, just within Athol Township, closed in the middle 1890's, South Marysburgh got Balfour, on the road between the W.L.P. and S.P.E.B. Ranges, Solmesville opened in Sophiasburgh, on the road along the Bay of Quinte, in lot 13. Its postmaster was Reuben C. Solmes. Shortly after, Fish Lake was opened in Sophiasburgh, on the road in the 2nd W.G.P. Range, lot 23. After 1855 Bethel came into being in that township, on 3rd W.G.P. concession road, 2½ miles west of Gilbert Mills.

Peter Vanalstine, Captain in a Loyalist regiment, in 1793 had received land in Marysburgh around the Lake-on-the-Mountain. In 1796 he erected a mill below it, using water from it, and later Glenora, on the Bay of Quinte below it, was to become a thriving millsite, using its power. Glenora post office was not opened until 1892, probably because of its nearness to Picton. Big Island post office was established off Sophiasburgh Township. At the hotel on Owen Point, in Hallowell, Sand Banks summer post office was opened in 1892, in 1894 changed to West Point, also open only during the summer.

During the early 1900's Ameliasburgh got Gardenville, where the Canadian National Railways crosses the road to Pine Point, a mile south of the Carrying Place; North Marysburgh opened Waupoos East, on the road along Prince Edward Bay, in lot 14. In the later 1900's Elmbrook post office opened in Sophiasburgh, on the 2nd S.W.G.P. concession road, four miles north of Picton.

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

PART 11

With the compliments of Lloyd W. Sharpe
(See BNA Topics, May 1964 p. 119 for Preface)

ACCOMMODATION & EQUIPMENT

As stated in Section (h) of the Chapter on General Organisation of the Postal Services in France a Field Post Office is a black iron box and its contents. A schedule of the contents of the box is given in Appendix II of Consolidated Orders. For sorting purposes in the Field a number of folding canvas sorting pockets were supplied by the Canadian Post Office Department and these proved so serviceable that similar canvas pockets were provided by the British Postal Service for use in Imperial Post Offices. Beyond this the accommodation and equipment of a Field Post Office depended entirely on the resourcefulness and ingenuity of the staff employed therein. An elaborate wooden sorting case was no doubt a source of convenience if available and the owners were fortunate enough to occupy the same billet for an extended period, but its value diminished considerably if the office was moved frequently and then the fortunate ones were those who had none to carry.

Railhead Post Offices, which were originally housed in railway trucks and later in small huts, required a certain number of fittings because of the greatest complexity of the sorting to be performed, but the transport of these fittings from place to place presented little if any difficulty because they could usually be moved by postal lorry. In the case of Railhead Post Offices the fittings were often made by the staff themselves with the aid of a hammer, a few nails, and some old boxes, but sometimes the staff would find friends among the Engineering Works Companies who would make the necessary fittings in their workshops with the more suitable materials and tools available.

Field Post Offices, however, usually found it more convenient to make the best use of such resources as they found at hand and left them behind when they moved. The table or sideboard in a French villager's cottage, the floor of a barn, stable or dugout, the steps of a ruined church, or the counter of a deserted inn. An ingenious sorting fitting was once seen made with a ladder resting on two barrels with mail bags laid over it and pressed down between the rungs thus making a series of pockets into which the letters were sorted.

At Stationary Post Offices behind the lines more or less permanent fittings were provided according to the volume of work performed. These were usually made to specification by the local engineering works staff.

MAIL BAGS

In November 1917 the Canadian Postmaster General called attention to the fact that the number of mail bags despatched to the United Kingdom with mail for Canadian soldiers was much larger than the number returned. A similar situation had arisen much earlier in the Imperial Postal Service and owing to the shortage of canvas and impossibility of obtaining fresh supplies had presented a very serious problem. Although the Canadian Post Office may have experienced considerable inconvenience in this matter, comparatively speaking they enjoyed 60% of immunity from the trouble because only 40% of the bags despatched from Canada were sent to the fighting zone, the remainder being returned to Canada from London after the contents had been sorted and forwarded to France in bags provided by the Imperial Post Office.

In the case of the bags sent to France special steps were taken to secure their return in due course. Periodical checks were made of the number sent up to particular units

and the numbers returned; representations were made to the Commanding Officers of units which failed to return the number received; the whole Postal Service was frequently enjoined to exercise vigilance to prevent loss; and steps were taken to recover bags when it was found that any were being used for improper purposes. These measures were undoubtedly effectual to a great extent, but with all the precautions taken it was impossible to prevent a certain leakage, and when the conditions obtaining are appreciated it will perhaps be agreed that it is a matter for congratulation that more bags were not lost than was actually the case. Every bag addressed to a unit passed from the custody of the Army Postal Corps when handed to the unit post orderly; it covered the mail carried over the devastated waste to the men in the wet and sodden trenches; it was emptied in their abode of desolation; and who will not find some measure of excuse for the man who "found" it while the post orderly was busy sorting the mail, and used it to keep off the rain and wind or as a loin cloth for his horse.

DESIGNATION OF FIELD POST OFFICES

For the purpose of identification the date stamps of Post Offices all the world over include the name of the place at which the Post Office is located. This is impossible in the case of Post Offices with a mobile Field Army, because they are part of the military formation and move with it. Even in the case of Army Post Offices at fixed points on the Lines of Communication for purposes of secrecy it is very undesirable to indicate the name of the place. The Imperial Post Office had a system under which each Post Office date stamp included a symbol the key to which was as follows:—

"A.1", "A.2", etc. indicated the First Army Hqrs. Field Post Office, Second Army Hqrs. FPO etc.

"H.1", "H.2", etc. indicated 1st. Corps. Hqrs. FPO, 2nd. Corps. Hqrs. FPO, etc.

"R.1", "R.2", etc. indicated the 1st. Division Railhead FPO etc.

"T.1", "T.2", etc. indicated the 1st. Division Train FPO etc.

"1", "2", "3", etc. indicated 1, 2, 3, etc. Brigade FPO's etc.

"S.1", "S.2", etc. indicated Stationary Post Offices on the Lines of Communication or other places where large numbers of troops were assembled.

The Canadian Field Post Offices were allotted similar symbols and the letter "X" was inserted to distinguish the Canadian Offices from the Offices of Imperial formations bearing the same numbers. Thus—

The Canadian Corps Hqrs. FPO was known as "H.X"

Canadian Divisional Railhead P.O.'s were known as "RX.1" "RX.2", etc.

Canadian Div. Headquarters P.O.'s were known as "DX.1" "DX.2", etc.

Canadian Div. Train P.O.'s were known as "TX.1", "TX.2", etc.

Canadian Brigade Field P.O.'s were known as "X.1", "X.2", etc.

The distinguishing letter was subsequently altered to "P" to avoid a certain amount of confusion which arose between certain offices, e.g. "H.X." (Canadian) was sometimes confused with "H.10" (X Corps).

In the early part of the war the stamp bearing the symbol allotted to a particular office was used by that office, but as the symbols became known it became necessary to make a change. A person regularly receiving letters from a member of the 1st. Canadian Division Headquarters Staff in course of time realised that "D.1" meant 1st. Division Headquarters and any one so disposed could have gradually compiled a battle order by obtaining a letter from every battalion or other unit and noting the symbol in the date stamp impression. To defeat such an object all date stamps were periodically changed and every Office used the date stamp bearing the designation of another Office. Thus in June F.P.O. "DP.1" would use the date stamp of "D.7", in July it would use that of "D.34", and in August it would use that of "DP.4" etc. The arrangement was of course inconvenient from the postal point of view but it had exceptional military advantages and was calculated to confuse rather than assist enemy agents in their search for military information.

—To be continued—

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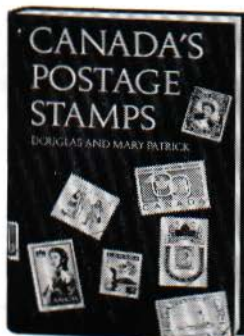
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