

BNA Topics



Chatham Bars Inn, Chatham, Cape Cod, Mass.
Scene of BNAPEX '65 — September 16-19

Official Journal

Of The

British North America

Philatelic Society

Volume 22 Number 7 Whole Number 235 July-August 1965

Published July 5th

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
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Monthly Report from the Secretary . . .

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

June 1, 1965

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2132 Lutz, Edward J., 4 Timberlane Road, Upper Saddle River, New Jersey 07458
2133 Parsons, H. H., 17 Blackdown Crescent, Islington, Toronto, Ontario
2134 Stone, Robert L., 9351-83 Street Edmonton Alberta
2135 Zap, David J., 5706 McMurray, Cote St. Luc, Montreal 29, Quebec

REPLACED ON ROLLS

- 1781 Armson, Louis, Box 8, Sarah Street, Gravenhurst, Ontario

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Hindle, R. G., 126 Portland Avenue, Winnipeg 8, Manitoba
Jones, Don I., 10 Cushendale Drive, Willowdale, Ontario
Langley, Gordon R., 465 Albertus Avenue Peterboro, Ontario
Miller, Allen F., 24 Sinclair Street, Belleville, Ontario
Peters, Fred C., Royal Bank Bldg., 2nd Floor, Portage & Arlington, Winnipeg 10, Manitoba
Purser, Major C. Ralph, 130 Sunnyside Avenue, Ottawa 1, Ontario

APPLICATIONS FOR MEMBERSHIP

- BOSCH, Warren L., 3-12 Stouffer Place, Lawrence, Kans. 66044 (C-C) CAN, NFD, N.B., N.S.—19th & 20th century mint & used postage. Coils. O.H.M.S.-G. Used Airmails, R.P.O. and Squared-Circle cancellations. Re-entries on Canada #41. Proposed by J. Levine, No. L1.
BROOKER, Arthur L., 39 Winnipeg Road, Weston, Ontario (C-CX) CAN—19th & 20th century mint & used postage. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes. Federal & Provincial Revenues. Mint Airmails. Cut-squares. Proposed by A. H. Insley, No. 1301. Seconded by R. J. Woolley, No. 359.
FRASER, Don, 1183 Warsaw Ave., Winnipeg 9, Man. (C) 19th century Canada, 19th & 20th century Nfld., N.B.—Mint & used postage. O.H.M.S.-G. Literature. Territorial & Squared-Circle cancellations. SPECIALTY—Postal History of Manitoba. Proposed by R. J. Woolley, No. 359.
JACKSON, W/C Russell F., 3932 Ortona Crescent, Vancouver 8, B.C. (C-CX) CAN—19th & 20th century mint & used postage. Pre-stamp, stampless, 1st Day, 1st Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Complete Booklets. Precancels. Federal & Provincial Revenues. Mint, used Airmails and on cover. SPECIALTY—Tagged issues. Proposed by H. Dilworth, No. 692. Seconded by Dr. E. Bowmer, No. 1580.
MacLEOD, W. K., Jr., P.O. Box 249, Thetford Mines, Que. (C) CAN, NFD, B.C., N.B., N.S.—19th century mint postage and blocks. Pre-stamp, 1st Day & 1st Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Mint & used booklet panes. Precancels. Mint & used Airmails. Literature. Proofs. Proposed by J. Levine No. L1.

COLLECTING INTERESTS

- LANGLEY, Gordon R., 465 Albertus Ave., Peterboro, Ont. (C) CAN, NFD, PROV—19th & 20th century mint & used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint & used booklet panes. Mint & used Airmails.

CHANGES OF ADDRESS

- 1187 Bentham, Chester N., 350 Central Avenue, Silver Creek, N.Y. 14136
46 Menendian, Raymond A., 3360 Westbury Drive, Columbus, Ohio 43221
1361 Pike, J. A., 1927 West 19th Avenue, Vancouver 9, British Columbia
1733 Stonier, Peter F., M.D., 613 Gary Lane, Norristown, Pa. 19401

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, May 1, 1965	975
NEW MEMBERS, June 1, 1965	5
REPLACED ON ROLLS, June 1, 1965	1
TOTAL MEMBERSHIP, June 1, 1965	981

OFFICIAL NOTICE

FINAL NOMINATIONS

FOR BOARD OF GOVERNORS: Alfred P. Cook, Charles P. deVolpi, George B. Llewellyn, Sam C. Nickle, Narcisse A. Pelletier, Reimers A. Peters, Robert B. Warlick.

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 Sir,

I was most interested to read the article in April Topics on 'Carriers Marks' by Jacques Houser. I have been putting these markings aside for some time, and have only recently sorted them out and mounted up a few pages. I had regarded them as Receiving marks but having recently acquired a few showing both the ordinary town date stamp and the 'carrier' mark, I had noted as Mr. Houser states that the time mark on the 'carrier' mark was always later than that on the ordinary backstamp, though I had not realised the significance of this. Having now checked through my small lot again, I find that Mr. Houser's explanation fits the facts without exception and am grateful to him for working this out.

The strikes in my collection are almost all covered by the types mentioned in the article but I have two new types to add, plus a few minor additions to the indicia listed.

In the first type illustrated, Montreal, 17mm diam, I have the time markings NN (noon), MT (midnight) and 4. In the same types used at Toronto, I have 'O' above the date, the significance of which I do not know. In the last type shown, Toronto

I have 12.30, and have the identical type used in Hamilton, 21mm with 8.30 and 12.30 times.

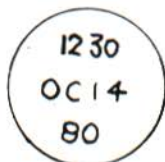
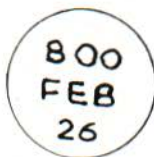
The two new types, in fact could probably be called variations on these already listed, but I attach a tracing for reference.

1. Toronto, 21mm diam, similar to type 1 but larger and exact time over the date 12.30.

2. Hamilton, 19mm, again resembling type 1, with 800 at the top.

Yours sincerely,

Charles Hollingsworth (896)



Dear Sir,

TAGGED STAMPS OF CANADA

On page 93 of the April issue of BNA Topics in the paper with the above title by Dr. Mercantini there is a statement that would lead one to believe that both the 3c and the 5c Christmas Stamps (1964) were issued in the form of cello-paq sheets. He states "These (the 3c and 5c Christmas stamps) were sold tagged, both loose and in cello packs".

I had never heard of the 5c existing in this form and on inquiry have been informed by the Philatelic Service of the Canada Post Office that "The 3c Christmas issue was assembled in cello-paq form, but not the 5c denomination".

Ralph J. Holmes

Dear Sir,

In regard to Puzzlements under the by-line of Wilsdon & Kilish the S does occur on a Sunday, also all days of the week.

The explanation I was given many years ago, was that it was to show when poor old Dobbin was late getting to the P.O., and the S represented the ½ hour, the O the hour. S being for Semi half. H couldn't be used for obvious reasons, and there was no ½ available.

If this is the correct explanation, then it would be interesting to find out whether the next mail went out on the hour, or if there was 1½ hour delay before the next time. i.e. 17-S No 18 but 19-O.

This seemed a reasonable answer at the time, and never gave it anymore thought until this article. So have no idea how ac-

curate it is. Anyway Petit Larousse would be more useful than Websters!

G. H. Potts, 1607

Dear Sir,

BLACK BROOK and EAST RIVER ST. MARY'S

Sir George Williamson inquires (Topics No. 233, p. 112) 'when the name Black Brook started.'

Mr. Frank W. Campbell in his invaluable **Canada Post Office Operating Dates, 1755-1895** lists two offices of this name. One in Northumberland Co., N.B. from 1861 on, the other in Cape Breton Co., N.S. 1873 on. To these must now be added Mr. Woolley's third, viz., in Pictou Co., N.S. (Topics No. 229, p.20). As Sir George says we should be interested to know when this P.O. was opened more particularly since we are told it was changed to East River, St. Mary's about 1890.

Turn now to East River, St. Mary's. Mr. Campbell lists two — both in N.S. One in Guysborough Co. 1840-1872 (changed to Greenfield in the latter year) and the other in Pictou Co. 1864 on.

As Sir George's entire of 1855 emanated from the Pictou Co. office (a fact which is borne out by the New Glasgow c.p.s.) not the Guysborough Co. one, we must ask Mr. Campbell to amend his opening date from 1864 to at least 1855.

Reverting to Black Brook — one is surprised to learn that no mention of any of the offices is made in the recently published *Postal History of N.S. & N.B.*

Yours faithfully,

Evan R. Gill (208)

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 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.

gray violet and five the bar type precancelled type T.

There are not too many more in the \$20 to \$30 range than in the \$40 to \$50 range so that most of the listed items are within the reach of the serious collector although finding the scarcer items will provide a real challenge.

The catalogue lists a total of slightly over 3400 varieties of which Toronto has 378 City and MOO number varieties and 169 type U bar varieties. Montreal has 267 City and MOO number varieties and 116 Type U varieties.

A feature of this listing is that the prices quoted are the net market price for what is described as "B" condition, specimens with sound paper, without additional cancellation and the stamp design clear of the perforations. Exceptional copies are worth a premium of up to 50% and poorer copies than described as condition "B" should be discounted.

Congratulations to the editor and publisher for such an excellent guide to Canada Precancel stamp collecting.

(This catalogue has been added to the list of handbooks available from the handbook committee.)

HALPEX '65

By A. W. McIntyre

The 37th annual convention of the Royal Philatelic Society of Canada which was staged in Halifax, May 13 to 15 was one of the most remarkable, said Dr. G. M. Geldert, the president. "The Nova Scotia Stamp Club had done a wonderful job, one that would take a long time to surpass."

Secretary Walter Anderson recalled that the first steps to organize Canadian philately were taken at Halifax in September, 1887 and that the Nova Scotia Stamp Club became the first affiliate of the C.P.S., the forerunner of the R.P.S.C.

During 1965 there were already 175 new members. With a total of 55 chapters, there

were 1,548 members in 20 countries. Within two years Canada will mark its centennial in the society's 80th year. The Royal can still look forward to a goal of 2,000 members.

The highlights of the convention program was a symposium with five speakers, an outstanding Court of Honor and entertainment that included a drive to scenic Peggy's Cove and a lobster supper at a seaside resort in Hubbards. The Court of Honor brought together a lot of material seldom seen by the public, such as five copies of the 12-penny black, western express covers of gold rush days, stampless letter of furtrading time and fine album pages from specialized Canadian collections.

There were special exhibits by the Canadian post office. Also there was an exhibition post office at the show with a special cancellation for all philatelic mail and a sales wicket for commemoratives and bureau stocks. There were special frames from the United Nations.

The bourse had eight tables with dealers from Ottawa, Toronto, Kitchener and Halifax.

This was not a year for a national show and the Nova Scotia Club decided on a Maritimes Competitive Exhibition which provided many new exhibitors. This drew 35 exhibits, a total of 81 frames. The three-man jury headed by Fred Jarrett of Canada and V. G. Greene of Toronto and Clarence Westhaver of Boston.

There were three gold, six silver and 12 bronze medals awarded. Golds went to the Canadian exhibit of early provincial stamps by C. Collins of Halifax, the European low countries exhibit by R. F. Gardner, also of Halifax, and a Danish West Indies showing by Dr. J. E. Hiltz, Kentville.

Special awards of silver trays were donated by Dr. Geldert and presented to the exhibitor of the best showing from each district club.

James Kraemer, co-ordinator of chapters reported two new ones, at Red Deer and Saskatoon, numbers 79 and 80.

Please send changes of address to the Secretary

JACK LEVINE, 203 Tranquil Dr., Oxford, N.S.

FANCY CANCELLATIONS

Day & Smythies

Supplementary Plate J — Miscellaneous

Serial No.	Description	P.O. of Origin	Date	Remarks
Type 65	New Type	Toronto		On 3 cent Large Queen
35a	11 in circle of wedges	Fredericton	?	
43a	Numeral 1 in circle in circular surround 16 segments	Toronto	1871	
43b	Intaglio 1 in oval surround of cross hatches	Toronto	1874	
68a	Intaglio 22 in rectangle	?	?	Partial strike
91a	1881 surrounded by oval of dashes.	?	1881	in blue
94a	Primitive 1 in grid of 6 bars	?	?	
149a	Neat 8 point star with diamond-shaped rays	?	?	
162a	Thin lined simple cross	Stroud, Ont.	1886	
202a	Thick cross in oval	Almonte, Ont	1875	
223a	Primitive crown with white background in circle	?	?	
256a	Masonic triangle	Kingston	1872	
266a	Small pumpkin head 18mm.	?	?	
268a	Large, oval pumpkin head with curved eyes	Napanee, Ont	1884	
270a	Small Face with white background in oval	?	?	
276a	Oblong death mask no mouth	?	?	
274b	Face in circle	Scotsburn Station, N.S.	1898	Compare 274a
284a	Simple flag or 8 segment cork	?	?	
290a	Union Jack with flagstaff	Toronto	1900	
349b	Intaglio clair in circle	Clair, N.B.	?	About 1880



TYPE 65



35A



43A



43B



68A



91A



94A



149A



162A



202A



223A



256A



266A



268A



270A



276A



274B



284A



290A



349B

Newfoundland News

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

A good deal of research and further information is still required in connection with all the Pence issues from 1857-1862. The listings at present in the Scott Catalogue are divided into three main groups, the scarlet-vermilions of 1857, S1-9, the 1860 on thin wove paper S11-15, and the rose issues of 1861-62 Scott 15a-23.

In fact however there were four main printings of the Pence issues and in particular the 1861-62 issues under the general heading of the rose stamps were printed on two different types of paper, one thick and one thin, the thick paper being of a deep rose-lake and the second printing of a pale rose-lake on much thinner paper. This does not apply to the 8d values S.22 as there was only one printing after the scarlet-vermillion issue Scott 8.

It is necessary to divide the rose issues in particular into the thick and thin papers and also to differentiate between the deep rose lake and the pale rose lake values.

Again if we take the 3d triangular green there were four separate printings of this value and the first S.3 which is given as 3d green is really a shade of yellowish green and quite distinguishable from the second printing which was again on thicker paper and should come into the issue of 1860 on perhaps slightly thinner paper than that used in the first issue, but nevertheless it is quite a distinctive printing. In the 1861-62 issue there was the biggest printing of all of the 3d value consisting in all of 70,000 stamps and these do not appear in the listings of the 1861-62 issues at all. These last issues on thin paper and in a much deeper and rather bluish green printing are of course the commonest of all the three printings, and it should be possible to separate them and give them separate listing categories.

So far I have never been able to discover any dated covers prior to 1860 with the 3d green triangular used, and I would be most grateful for any information that can be given to me in the research on this particular stamp and if possible photographs of any covers which enthusiasts of Newfoundland may have in their collections. These remarks also apply to nearly all the

other values and I am particularly anxious to obtain data on all covers prior to 1860.

In a later article I hope to publish the findings that we have made so far and to give a listing of the differences in printings on all three issues as some quite interesting discoveries have been made recently. It should be pointed out that in connection with the rose stamps the 1861-62 issues the first printings on the thicker paper and the deeper rose-lake shades are very much scarcer than those of the pale rose-lakes quantities of which were later remaindered, some in fairly large quantities. The 6½d and 8d values are of course extremely scarce and the 1/- value is also not quite as scarce as the other two, but nevertheless one to be looked for particularly in the sheet form of twenty subjects.

Recently at an auction at Messrs. H. R. Harmer of Bond Street, London, a 6d rose-lake on cover in the original shade (the cover itself was actually damaged) but the stamp itself a remarkably fine specimen, was sold under the hammer for £600 or approximately \$1,700, so that the rarity of these rose-lake stamps on covers can be readily appreciated.

Similar remarks can be applied to the 5d value of which there were three separate printings, and investigations are going on here to see whether there does not exist a 5d in the thicker paper consistent with the rest of the printings.

The Scott Catalogue lists a 6½d orange No. S14. I have never seen this stamp and according to the Perkins Bacon records published by the Royal Philatelic Society, London, this stamp cannot exist, as the second order for Pence stamps placed with Messrs. Perkins Bacon & Petch did not include the 6½d value, all of which appeared in the orange-vermillion shade. I would be most anxious to have particulars of this stamp should any Newfoundland collector have a specimen in his collection, as it seems possible that if this stamp does in fact exist it must be some kind of proof, as certainly no stamps were printed in this colour and of this particular issue. Scott notes that No.

(Continued on page 183)

ADDITIONAL NOTES ON CARRIER MARKS

by Jacque Houser

Since the first article on the significance of the carriers marks was prepared, additional examples have come to the attention of this collector. From studying these covers and cards, use in three additional towns has been established, and two additional types have been noted.

These findings are included in the summary of towns, types, dates, and hours attached. Identification of types follows the illustration on page 95 of the April 1965 "Topics". Starting at the top of the page with type I, the last on the page becomes type V. Type VI is an inverted type V — that is, the top line of the indicia gives the day, the second line the month, and the third line the time. Finally, type VII has the time in the upper line of the indicia, town name in the second line, and the month and day in the third.

On the basis of the information now in hand, these marks have been used from 1875 to 1907. Toronto shows the earliest usage while Brantford, Ontario and Winnipeg were still using them as late as 1907. Brantford, London, St. Francois-Xavier, Vancouver, Victoria, and Winnipeg show having used only one type each. Two types have been seen from Kingston, Montreal, and St. John while Hamilton and Toronto can each show usage of three types.

The percentage of examples following the system of hour and date outlined in the first article has risen sharply. Approximately 500 examples have been examined since the first report was submitted with no more than six exceptions noted — or approximately one percent. Another interesting exception to a statement in the original article has turned up in some of the Hamilton marks. While the majority appear to have been struck through an inked ribbon, about 2% (7 out of about 400) of the examples studied were made in the normal manner by a metal hammer inked before striking.

The study of these interesting and so sadly neglected Canadian postal markings has greatly benefitted from the loan and gifts of covers by BNAPS members John Kitchen and George April and constructive

comments by Dr. Hollingsworth. Unfortunately, we are no nearer an unqualified solution as to why they were used. With the exception of the comment by Bill Topping that he thinks that perhaps they were used by the local directory service office in British Columbia, nothing has been uncovered to affirm or discredit the hypothesis that the stamps are carrier marks and used as suggested in the previous article.

CARRIER MARKS

Towns, Types, Dates, Hours

- Brantford—Type I, 20mm.
Earliest: Feb. '02
Latest: June '07
Hours: 1, 2, 3
- Hamilton—Type II 20mm
Earliest: Jan. '92
Latest: Feb. '02
Hours: 8, 11:15, 11:30, 1:00, 3:00, 4:00, 4:15, 4:30, 5:00
- Hamilton—Type V, 18, 19, 21mm
Earliest: Jan. '81
Latest: Dec. '85
Hours: 8:00, 8:30, 12:30
- Hamilton: Type VI, 19mm
Earliest: June '92
Latest: Dec. '92
Hours: 8:00, 4:30
- Kingston: Type III, 17, 21mm
Earliest: May '93
Latest: Oct. '96
Hours: 10:00, 5:00
- Kingston: Type V, 17, 21mm
Earliest: May '83
Hours: 8:30
- London: Type IV, 21mm
Earliest: May '84
Latest: Apr. '01
Hours: 8:00, 3:00
- Montreal: Type I, 16½, 17, 21mm
Earliest: June '84
Latest: Jan. '02
Hours: NN, 1:00, 2:00, 3:00, 4:00, 7:00,
MT
- Montreal: Type V, 18mm
Earliest Oct. '76
Latest: May '80
Hours: 1:00

St. Francois-Xavier: Type I, 17mm

Earliest: Mar. '93

Hours: 1:00

St. John, N.B.: Type I, 19mm

Earliest: Feb. '00

Hours: 4:00

St. John, N.B.: Type V, 19mm

Earliest: June '94

Latest: June '96

Hours: 4:00

Toronto: Type I, 17, 17½, 21mm

Earliest: Dec. '86

Latest: July '88

Hours: 12:30, 1:00, 2:00

Toronto: Type V, 20mm

Earliest: Oct. '75

Latest: July '83

Hours: 8:00, 8:30, 11:30, 12:30, 1:30, 2:00

Toronto: Type VIII, 19mm

Earliest: July '03

Hours: 17 (5:00 p.m.)

Vancouver: Type I, 19½mm

Earliest: July '97

Latest: Oct. '02

Hours: 1:00, 2:00

Victoria: Type I, 19mm

Earliest: Sept. '95

Latest: Apr. '99

Hours: 1:00, 2:00

Winnipeg: Type I, 17, 19, 21mm

Earliest: Feb. '92

Latest: Mar. '07

Hours: 1:00, 2:00, 3:00, 4:00

The Proof Corner

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

Every now and then I am surprised. The other day I was offered a beautiful copy of Newfoundland #9 Mint for a sum well over \$1,000.00. It was worth the price, but!

A rare die proof of the same stamp of which perhaps 5 exist can be had for around \$200.00. A plate proof of which perhaps 40 exist can be had for around \$20.00. Here are two items much rarer, harder to find, more cleanly printed, going for much less. This same condition applies for many of the early issues. Why not collect proofs?

My feeling is that proofs are not fully appreciated by the average collector. However, if you desire a truly representative and complete collection for a show or medal purposes, proofs are a must. If you are a student of Philatelic matters, proofs are a delight. If you are aware of color, Color Trial Plate Proofs excite your interest. If you study re-entries and constant varieties, plate proofs are invaluable.

Henry Goodkind in an editorial, *The Collector's Club Philatelist*, Vol. 44, No. 2, points up another facet. The advent of the

topicalist seems to have detracted from our experts.

Proofs should be of as much interest to the topicalist as it is to the "old fashioned" collector. How was his stamp designed? What steps were taken to design it? How was it made?

And then here we go, papers, perforations, watermarks, shades, etc. etc. Topical collecting can have a lot more to it than just accumulating animal stamps or flower stamps or JFK stamps, etc.

I, as Mr. Goodkind, find a decided lack of interest of knowledge in the proof field. Many old time dealers, who by the way, are rapidly retiring, have much unwritten data. When they go, where is our basic knowledge to come from? Who will take up the study and wonderful fun of collecting proofs?

To me they are the last unrecorded and vastly under priced rarities in the philatelic field. How many BNAPSers really collect and enjoy proofs for all their wonderful beauty and basic data?

SUPPORT THE SALES CIRCUIT

POSTAL GLIMPSES OF BRITISH COLUMBIA IN THE GOLD RUSH DAYS

by Max Rosenthal

In February 1849, as a result of the California gold rush, the United States government established a regular mail steamship service from New York to San Francisco via Panama. This service was extended a few months later to Portland, Oregon and Olympia, Washington, to serve the growing settlements around the Columbia River and Puget Sound, and from Olympia express boats of the Hudson's Bay Company conveyed the mails to Vancouver Island.

The Cariboo gold rush of 1858 resulted in the regular mail steamers between San Francisco and Olympia making Victoria a port of call. The American ships carried mail for the British colony free.

In 1862 came out a book by Captain C. E. Barrett-Lennard, (An Englishman who had spent two years there) "Travels In British Columbia, with the Narrative of a Yacht Voyage Around Vancouver's Island". He wrote:

"Intending emigrants and visitors to British Columbia and Vancouver's Island have at present the choice of two routes, the ordinary are by sea, via Cape Horn, which includes a sea voyage of some 20,000 miles and the so-called overland route, via Panama, whereby the distance and duration of the voyage are greatly abridged.

"The line of mail in the United States is at present open from New York to St. Joseph's, Mission, by rail. The remainder of the journey is performed in coaches, passing through the Mission settlement of Utah, and so on to Sacramento, and thence by water to San Francisco, on the Pacific. The Pony Express travels through the same tract of country."

Captain Barrott-Lennard gave his readers the history of the colony.

"The town of Victoria, capital of Vancouver's Island, was originally a station or port of the Hudson's Bay Company, founded in 1843, and, like everything else in this part of the world, is of recent date. The Island of Vancouver was granted to the

Hudson's Bay Company on condition of their colonizing it in 1848. James Douglas the present Governor, was the factor of the company at Fort Victoria, and when the natural resources of the country, developed by increased immigration, entitled it to be erected into one of the colonies of the British Empire, he was selected for the post of Governor.

"I believe that the harbor of Victoria will not be found to meet the requirements of a very much increased immigration, but will have to yield to the superior-claims of Esquimalt, situated about three miles to the southeast. At the present moment, however, it was its very existence to the facts of its being the chosen station of the men-of-war on this coast, as well as the port whence the mail steamer sails twice a month to San Francisco. The arrival of this steamer creates no small stir and sensation in the colony, and great is the rush for letters at the post office in Victoria, as the very brief delay of the mail steamer at Esquimalt, seldom exceeding two or three hours, leaves but little time for answering correspondence. I cannot speak of the postal arrangements in the colony without alluding to Wells, Fargo, & Co. Express and Forwarding Agents. They are much in request for sending letters and parcels to San Francisco, as well as into the interior of British Columbia, as such missives, confided to their charge, are not only safer, but likely to reach their destination more speedily than my means of the ordinary mail conveyance."

Wells Fargo began to transmit letters and parcels from Victoria in 1858. In his book "Four Years In British Columbia and Vancouver Island", also published in 1862, Commander R. C. Mayne, Royal Navy, wrote:

"As I have several times mentioned expresses and express men, I may here explain that all over California and British Columbia letters or parcels are carried with perfect safety, and, all things considered,

very cheaply, by means of them. The principal one there is Wells Fargo, which has agencies all over the world. The office at Victoria is one of the finest buildings there. I have never known a letter sent by them miscarry. There are several minor expresses in different parts of the country — Ballou's Fraser River Express, Jeffrey's Express, Freeman's Express — all of which appear to flourish, and so great is the trust reposed in them, and the speed with which they travel, that the miners, as yet, prefer sending their dust by them to the government escort."

Wrote Captain Barrett-Lennard.

"On the occasion of my final departure from the colony of Vancouver's Island, I took passage on board the mail steamer that calls twice a month at Esquimalt for San Francisco. Well's Fargo's agent, as usual, formed one of the number of passengers, and he might be seen sorting his pile of letters and parcels, preparatory to his arrival at San Francisco. The object of Wells Fargo's Agency is the safe and speedy transmission of letters and small parcels throughout all the countries on the Pacific seaboard of the North American continent, consequently they have their agents travelling along all the principal routes into the interior, and they have also established depots or post offices, as well as banking offices in all the principal towns. The travelling agent for British Columbia, Mr. Bellew is a man of great courage and resolution. It is his habit, at intervals, so completely to disguise his personal appearance as almost to defy recognition. I have seen him at one time bearded like a Turk, at another close-shaven as a Puritan divine, now adorned with long flowing locks, now close cropped as a roundhead. His object in so doing is to render his identification as difficult as possible, as, being frequently entrusted with large quantities of gold, he thinks it desirable that his person should not be too well or too generally known."

In 1856 the American and British governments appointed commissions to determine the boundary between the United States and British Columbia after it reached the sea coast, as well as the line of the 49th parallel across the continent. In February 1857 Commander Mayne received his appointment as Lieutenant to H. M. S. Plumper, then at Portsmouth, fitting out for service at Vancouver Island.

By early 1861 the only regular passenger

steamer connecting Victoria with San Francisco was the Pacific. In June, the Captain, whose subsidy from the United States government had been withdrawn in January, refused to continue carrying the mails without compensation. Writing about the events of May, Commander Mayne reported:

"On the 26th the mail steamer arrived, but with no mail — Mr. Booker, our consul at San Francisco, sending instead the pleasant news that the Americans had refused to carry the colonial mails without payment any longer. The American company had been allowed to bring and take over mails for years without any offer of remuneration being made. We could not help wishing sincerely at the time that the Derby Ministry had remained in office, as it was understood that it was their intention to grant a mail subsidy for the colony. The company that owns the saw mills at Alberni had made proposals for carrying the mail, and their agent told me that a subsidy of £20,000 for conveying them between San Francisco and the colony had been promised them, and that nothing but the final confirmation of the contract was wanting when the Government went out.

"The agent also represented to me that the refusal of the incoming authorities to ratify the contract arose from the fact that so few letters left England addressed to British Columbia. The reason of this was, he said, that the letters should be directed under cover to the agents at San Francisco, on account of the uncertainty of the conveyance of the ordinary mails beyond that place. Correspondence, indeed, with the colony was at that time most uncertain — the majority of letters intended for settlers there being directed 'Post Office Steilacoom, Washington Territory.' This mode of direction used often the puzzle the post officials and amuse us. It was printed upon all the official envelopes, but the cause of its origin and continuance was a mystery which no one could explain.

"Steilacoom was never the post office of Washington Territory while we were there, and even if it had been, why letters should be directed to that place, which is 60 miles up Admiralty Inlet, when there was a post office at Fort Townshend, in its entrance, was most unaccountable."

For a while the British consul at San Francisco was obliged to forward the mails by a slow sailing vessel, the barque Isle of France.

In 1862 the lure of gold induced John

Emmerson to leave England for the distant gold regions of British Columbia. In 1865 came out his book "British Columbia And Vancouver Island, Voyages, Travels, And Adventures. In July 1862 he was at the Victoria post office, looking for mail from England. He wrote:

"Letters are not delivered at the dwellings, personal application must be made at the Post Office. The letters are arranged alphabetically and passed through the window to the applicant.

"On the arrival of each mail, quite a scene is presented in front of the Post Office. From 20 to 200 persons may be seen standing in the street, one behind the other, forming a line sometimes a 100 yards in length, and it is no uncommon thing to have to stand one to three hours before his turn arrives. While some are going others are coming, and the crowd continued sometimes three or four days at a stretch. It may seem incredible that so much time is occupied in distributing a few hundred letters, but the plan adopted involves a long and tedious process, as a great number of letters have to be examined for each applicant. For example, Smith applies for a letter

— there may be a hundred letters bearing address beginning with the letter S, and the whole of those 100 letters must be looked over to ascertain if there be one or more letters for Smith.

"Letters not applied for at the time are kept at the Post Office till called for, a list of the owners' names being posted outside."

Local private firms proposed to establish house delivery of letters each day, with special deliveries on the arrival of the mail steamers, at the rate of five cents for each letter, but nothing came of this proposal, and the people of Victoria had to wait many years for mail delivery.

Matthew MacFie, Fellow of the Royal Geological Society lived five years in Victoria. In his book "Vancouver Island And British Columbia", published in 1865, can be found another complaint. He wrote: "We are even denied that great essential of commercial prosperity as British dependencies direct postal connection with England — our letters are conveyed from New York to Aspinwall, and from Panama to Victoria, in foreign bottoms." This state of affairs was to continue until the twin colonies joined the soon to be formed Dominion of Canada.

Rounding Up Squared Circles

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

In a lot of old family correspondence that was recently picked up by R. Maresch & Son in Toronto there was a quantity of postcards addressed to Alma, Ontario. An examination of these brought out some interesting information. All the cards were dated between February and April 1909. The Alma squared circle hammer was used as a receiving mark on cards dated FE 15, FE 24, MR 5, MR 8, MR 9, MR 16, MR 17, & MR 20. The circular hammer was used on the last two cards which were dated AP 1 & AP 5, 09. Not only does this give us a new latest date of use for the squared circle hammer at ALMA, but it indicates that the cut-off date for the use of this hammer may have been the last week in March 1909.

H. M. Dilworth sends us the following information regarding UNION, B.C.

BNAPSer W. E. Topping, an expert on B.C. Cancellations, who has done much research on post office openings and closing from information in the Victoria, B.C., archives has this to say about UNION, B.C. Squared circle collectors should transcribe the following into their copies of the handbook; UNION, B.C., was established Aug. 1, 1889, the postmaster being David Little. The Post office was closed by P. M. G. authorization on April 1, 1898, and the name changed to CUMBERLAND, B.C.

R. T. (Bob) Thomson, who seems to have a great faculty for unearthing material that has been overlooked by others, discovered a very big lot of correspondence from the Port Dover, Simcoe area. It was mainly business correspondence on postcards — hundreds of them — and the lot

included two strikes of Port Dover and three of Simcoe with the squared circle hammer used as a canceller. It is interesting to note that all three Simcoe squared circle strikes are for one date — No. 15, 95, and that all the hundreds of Simcoe cards before and after that date were cancelled by the circular hammer.

FORMOSA — It would appear certain that there were two hammers used at this town — not a 1st and 2nd State of the same hammer. A complete study of this is now underway and we hope to be able to publish the results of this in an early issue of TOPICS.

Dr. R. Chaplin reports seeing London

Type 2 on 1 cent Admiral. In the handbook it mentions that this is known on KG-War Tax Stamps. He also saw (in H. E. Canham's collection) WOOLER FE 27/12 which is the latest date reported. Enter this in your handbook.

Stewart Kenyon reports the following earliest & latest dates:—

Tilsonburg Blank OC 19/93 earliest

Medicine Hat Blank FE 1/03 latest

Red Deer SP 26/02 latest

R. M. Doull reports the following—

Iberville NO 12/13 latest

Stirling FE 19/06 latest

this Stirling is on a card in the collection of C. F. Borton.

THE PHILATELIC ADVOCATE

by Stanley Pollard

After spending considerable time trying to puzzle out the correct sequence of the Canadian Publication the "Philatelic Advocate", I finally succeeded in gathering together what I think is a complete run of this issue, and to help others to complete their runs. I hereby list all the oddities to be found in the various volumes.

The Philatelic Advocate 1896-1901

Berlin, Ont. Starnaman Bros.

61 numbers in 11 vols.

Vol. 1 Nos. 1-3. Sept. Nov. Dec. 1896

Vol. 2. Nos. 1-6. Jan.-June, 1897

Vol. 3. No. 1 July 1897. 1st issue of 8 pages. Whole #10.

No. 2. July, 1897, 2nd issue of 1 page, numbered 9 and 10. whole #11.

No. 3. Aug. is wrongly numbered Vol. 3. No. 2. Whole #11, on the wrapper, but correctly numbered Vol. 3. No.3. Whole #12, on the inside.

No. 4. Sept. is correctly numbered Vol. 3. No. 4, Whole #13, on the wrapper, but wrongly numbered Vol. 3, No. 4, Whole #14 on the inside.

Nos. 5, 6, 7, Oct. Nov. Dec. all correctly numbered on the wrappers, and inside, i.e. Vol. 3. Nos. 5, 6, 7, whole #14, 15, 16.

Vol. 4. Nos. 1, 2, 3, and 4 have no whole numbers listed on the inside just on the wrappers.

Nos. 5 & 6, whole #21, 22, correctly listed inside and on the wrapper.

Vol. 5. No. 2 has no whole # listed on the wrapper, but correctly listed on the

inside. The balance of the volume all correctly listed on the wrappers and inside.

Vol. 6. No. 4 correctly numbered Vol. 6. No. 4. Whole #32 on the wrapper, but wrongly numbered Whole #31 inside. No. 6 has no number listing on the wrapper. Balance of the volume correct.

Vol. 7. No. 2 wrongly numbered Vol. 7. No. 2 Whole #37 on the wrapper, but correctly numbered Whole #36 on the inside. Balance of volume correctly numbered.

Vol. 8. No. 2 Starting with number 2, the Volume numbers are printed in Roman numerals on the wrappers, but in Arabic on the inside. Numbering is correct on all numbers, but wrappers revert to Volume numbers in Arabic with number 5.

Vol. 9. All numbering correct on wrappers and inside.

Vol. 10. No. 2 incorrectly numbered whole #53 on the inside, but correctly numbered Whole #54 on the wrapper. The balance of the volume is correctly numbered on the wrappers and inside.

Vol. 11. All numbers correctly numbered. With Vol. 11. No. 3, the advocate was sold to W. G. L. Paxman and became part of the "Canadian Stamp Sheet and Energy".

If there is sufficient interest and response from readers, I will list other runs of Literature, that may have caused trouble and confusion to collectors.

Canada's Semi-Official Airmails

by DANIEL G. ROSENBLAT (BNAPS 1445) 210 Monte Diablo Avenue, San Mateo, Calif.

I would like to draw to the attention of all readers that I have recently moved and my new address is as shown above.

I have recently, through the courtesy of Mr. William Topping of Vancouver, had the opportunity to photostat the front page of the Estevan Mercury edition of Oct. 2nd, 1928 which headlines the unsuccessful air-mail flight from Estevan to Winnipeg attempted the previous day.

While the newspaper story does not really add anything new to our previous knowledge of this attempt, it does have a few "folksy" details that are interesting and amusing, for example the following quotation:

"Shortly after passing over Bienfait, Lieut. Alton observed engine trouble. He alighted on a field on the Anderson farm and in gliding to a stop the machine ran into a concealed rock pile, smashing both wings of the machine. Lieut. Alton says that this is the first serious mishap that has befallen him in the eight years he has been engaged in commercial flight, and he was much chagrined at his failure to perform the most interesting mission that has been entrusted to him since his eventful war service."

One may wonder how Farmer Anderson managed to "conceal" a rock pile big enough to smash both wings of the plane, but at least one can sympathize with Lieut. Alton in his chagrin.

Elliot-Fairchild Air Transport Ltd.

In August of 1926 the Elliot-Fairchild Air Service Ltd. (now operating only in the Haileybury-Rouyn area) changed its name slightly by substituting "Transport" for "Service" and this occasioned a new issue of stamps of different format, size and color showing the name change. This issue consisted of 5,000 stamps printed in vertical strips of five, perforated in between but otherwise straight-edged.

The stamps are known in two shades of red, pale and deep, and Holmes attributes this to two printings, the first of 3,000 in the pale shade and the second of 2,000 in the dark shade. However, if this were so it could be assumed that the first flight covers would be franked with the pale shade, but

my own examples are all in a dark shade. While there certainly are shades of this stamp, and they may well be accounted for by two printings, nevertheless I question the Holmes explanation as it stands and would appreciate further information.

First flight usage of this stamp from Haileybury to Rouyn and return is listed in all catalogues as Aug. 13th, 1926, but this I believe to be an error. My own Haileybury-Rouyn cover is postmarked Haileybury, Aug. 11th and backstamped Rouyn, Aug. 12th. My return flight is postmarked Rouyn, Aug. 12th and does not show a Haileybury receiving mark. From this I would conclude that the out-bound covers were postmarked in advance the day before the flight and the flight and return were both made on the 12th.

All first flight covers appear to have been signed by the pilot, Glyn R. Burge, in connection with a violet, two line rubber stamp cachet reading either Haileybury-Rouyn or Rouyn-Haileybury as the case might be. The A.A.M.S. catalogue gives 400 covers carried out-bound and 450 return, other listings give 410 as the number carried on the return flight. The A.A.M.S. catalogue also states that the cachet has three lines and appeared in both blue and violet—while there may be two shades I doubt that there are any three lines. The same source also states that all covers carry the cachet and that most of them are pilot signed — I have never seen any that were not.

I have heard, but cannot confirm, that Elliott formed his own company as early as September, 1923 and that control of it was subsequently bought by the Fairchild Aviation Company, that in March of 1926 he entered into an agreement with Sherman Fairchild (and I do not know if this is a name coincidence or a connection with the Fairchild Aviation Co.) to operate the Elliot-Fairchild Air Service in the Red Lake area and subsequently the Elliott-Fairchild Air Transport on the Haileybury-Rouyn service—that in the fall of 1926 Fairchild (the Company or the individual?) dissolved the arrangement with Elliott and that this accounts for the disappearance of his name when the next issue of stamps appeared for

(Continued on page 184)

FRINGE BENEFITS

by John Wilsdon

The biggest bargain for a collector of Canadian stamps is the \$5 spent for a yearly membership in our Society. For the mere price of a bottle of Canadian Club, TOPICS is brought monthly to BNAPS homes. It is more instructive than the National Geographic (cost \$8 and gives more pleasure than a \$150 membership in a Bunny Club).

It is surprising that most members do not realize that delivery of TOPICS by the postman is just one of the three benefits you should receive for your membership. "Two others?" you may ask credulously. "Yes, two others", replies the author credibly.

Benefit number two can be done in the safety of your own hown. It involves simple tools — a piece of paper, a ballpoint pen and an off-centered stamp. TOPICS "Year-book" with the membership roster is also needed.

The procedure followed is this. Say you are Hugh C. McCreery living in Bismark, N.D. Select a member living in Florida or California, convoking thought of sun, sand, sea and palms. Mr. Cornelius W. Spain at St. Petersburg, Fla. is just the man. Write him a short exploratory letter asking for simple information such as the effects of hurricanes on gum.

Philatelic correspondence always expands into friendship and soon there will be a N.D. girl-watcher on Mr. Spain's veranda. Of course there is always the danger that Mr. McCreery will be entertaining his new friend in the cool Dakotas.

A bit of warning—don't pick La Marque, Texas as a prospective destination. Hospitality is spoken there aplenty but the smelling is awful. And Columbus, Ohio could be worse.

The biggest aspidistra of all the benefits is the annual meeting. Every national philatelic society has one and each is different.

Now the B.N.A.P.S. convention is different. It is held the right time of the year in September after the families and hordes of kids are back to home grounds and school. This year, it will be at Cape Cod and while there won't be bikini distractions, neither will there be beatniks with transistors or guitars. The sea this time of year is warmer than in July, 68° instead of 65°.

September is the first R month and supplies of succulent oysters will be on hand. The season's first swordfish will be broiled. Local sweet corn will be at its best and mixed with clams and chicken and seaweed, there'll be a genuine down-east clam bake.

The weather and the food are really incidental. The real pleasure of a convention is the opportunity of meeting other collectors. They are all friendly or they wouldn't attend and don't worry about your wife — the other women will take good care of her.

After it is all over and you return home, you'll have more names for your Christmas card list and New Year's, you'll both resolve to attend the next one for the oftener you go, the more the fun.

So, how about that BNAPEX '65, September 16th to 19th? You'd better make reservations right now. We'll see you!

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

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

PART 12

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

CENSORSHIP

The requirements of the Censorship Authorities naturally imposed considerable labor on the Postal Services and the arrangements necessary to ensure that the regulations were properly complied with were somewhat complicated. On the one hand the Postal Service had to remember its special responsibility in regard to the question and take all possible steps to ensure that all classes of mail required for censorship did not escape scrutiny: on the other hand it was bound to take advantage of all possible means to transmit correspondence not so required without subjecting it to restrictions or delays which were necessarily imposed on mails due for censorship.

The censorship requirements involved special arrangements as regards:

- (a) Correspondence always required for censorship:—Mail which had not been censored regimentally; mail which was franked but not stamped or stamped but not franked; Field Service Post Cards which infringed regulations; correspondence for neutral countries; correspondence for the civilian population in the zone of the Armies, etc., etc. These classes of mail had to be specially selected from the ordinary censored mail and despatched to the appropriate censorship centre.
- (b) Correspondence required for special examination from time to time:—In conformity with the censorship regulations that the "Censor Staff at the Bases will open such proportion of the outgoing letters and parcels as may be necessary", the Base Censors would sometimes call for all the mail posted in such and such a Division on a particular day. These mails would be withdrawn from postal circulation at the Base. Occasionally however circumstances would arise which called for the special examination of all the mails for and from a particular unit or individual. In such cases special arrangements would be made to divert the correspondence with due regard to necessary secrecy.

CANADIAN DAILY RECORD

The Canadian Troops in France had a small daily newspaper of their own, issued by the Canadian War Records Office to all units of the overseas forces of Canada. It contained the latest news cabled from Canada and was published in London. The distribution from London to the men in the trenches was undertaken by the Army Postal Service and the special arrangements made with the Imperial Postal Authorities for conveyance by Express Service to the Canadian Corps and the various Canadian units in other parts of France, and by the Canadian Postal Corps for distribution within the Canadian Corps and Divisions, deserves special mention because it was due to the facilities thus afforded that the Canadian troops were able to receive news from Canada in the trenches the day after the Record was published in London, i.e. as soon if not sooner than they could receive the London Daily Newspapers. The Daily Record was therefore deservedly popular.

The newspapers were made into separate packages in London for each unit. These were sorted into four lots which were despatched—

- (a) to Havre for conveyance by post to units through the Base Post Office there,
- (b) to Rouen for conveyance by post to units through the Base Post Office there,
- (c) to A.D.P.S. Canadian Forces at St. Omer for distribution by post to Canadian units on the Northern Lines of Communication.
- (d) to the Base Post Office at Boulogne for onward conveyance to the Canadian Corps.

This last category formed the bulk. They were loaded on the lorries used also for conveyance of the Express mail and within an hour of arrival in France were en route

to the Canadian Corps. On arrival at the Canadian Corps the packets were distributed by Postal Services to the Divisions, Brigades and units and, as already stated, were delivered to the men in the line on the day following publication in London.

CANADIAN ELECTIONS

The duly qualified Canadian soldiers in France participated in the following Elections during the War:—

- (1) Election of members for the Alberta Legislative Assembly in August 1917.
- (2) Election of members for the Saskatchewan Legislative Assembly in October 1917.
- (3) Dominion of Canada Election of 1917.

The Commanding Officers of each unit acted as Deputy Returning Officer for these Elections but the distribution and collection of the bags of ballot papers was undertaken by the Army Postal Service.

The bags were dealt with throughout as registered packets and were subject to special safeguards. The bags of completed ballot papers were concentrated at the Base Post Office at Boulogne and then transferred under escort to the Returning Officer appointed for the purpose.

At the conclusion of the Canadian Elections in December 1917 the Presiding Officer Colonel Frank A. Reid, sent the following letter to the Director of Army Postal Services in France—

"I have the honor to express my appreciation and thanks for the assistance rendered by you during the past month, when I was charged with the responsibility and control of arrangements for the Canadian Elections among the Forces in the Field.

Had it not been for your co-operation, it would have been impossible for me to complete my work".

CHRISTMAS ARRANGEMENTS

The Christmas season is never a holiday for the Postal Service but it is questionable whether any peace time increase of work can be compared to the abnormal flow of postal traffic which had to be dealt with by the Canadian Postal Corps as a result of the desire of friends to send messages and tokens of good will to the men at the front. Nor were the men themselves in any sense lacking in their desire to send similar messages to their friends. The Canadian troops not only received and despatched mail from and to Canada, but those who were not British born had many friends in the Mother country which they had made when on leave from France or while training in England. Consequently the volume of mail traffic was very much larger in the case of Canadian Divisions than for Imperial troops and the following figures of business for the Christmas seasons 1915 and 1917 will be of interest:

	December 1915	20 Nov. to 31 Dec. 1917
Bags of mail received	34,223	70,043
Bags of mail despatched	5,546	16,973
Number of letters posted daily	62,700	82,000
Number of letters posted during whole period	1,943,700	3,444,200
Postal Orders Sold	73,917 frs.	117,960 frs.
Postal Orders Cashied	10,358 frs.	65,410 frs.
Postage Stamps Sold	11,387 frs.	43,192 frs.
Registered items delivered	14,056	61,482
Registered items despatched	12,038	74,568

It must be borne in mind that these figures apply only to the Canadian Army Corps and do not include the mail dealt with for the 50,000 Canadian troops served outside of the front area.

To deal with the vast increase of work special arrangements were made to duplicate transport services and staff, and stores or dumps were established to store mails when

and where it was found that the volume was so great that a particular unit could not take delivery of all its mail at one time.

In spite of the abnormal increase of work during each Christmas period it is satisfactory to note that everything went smoothly and this was mainly due to the loyal co-operation and exceptional energy displayed by the whole of the staff of the Canadian Postal Corps.

DEMOBILISATION ARRANGEMENTS

In view of the bulk of the Canadian units having proceeded intact to England for demobilisation, no special arrangements as regards mail services were necessary in France.

Prior to repatriation of each unit the O.C. Home Depot, London, was instructed to divert mails to the Regimental Depot to which the unit was despatched in England. A large number of the small units however were disbanded or merged at the Canadian General Base Depot, Etaples, France, and the procedure for dealing with their mails was briefly as follows:

Until such time as the unit was completely disbanded or merged, that is until all its personnel had transferred to the General Base Depot, the work of redirecting mails for men who had left the unit was done by the unit mail orderly under the supervision of the O.C. Unit. When the complete personnel of a unit had proceeded to the Base Depot arrangements were made for all mails for that unit to be diverted to the Canadian postal redirection centre at Etaples for redirection. To enable this to be done it was also arranged for each unit to supply the Army Post Office with a complete nominal roll shewing the disposal of all men of the unit.

As regards the dispersal and winding up of Canadian Field Post Offices in France the following arrangements were made:

The personnel of Field Post Offices, other than Railhead Offices, proceeded to England with their respective formations, unless they were required for postal duty elsewhere in the Field in which case they were withdrawn prior to the closing of the office. Personnel of Railhead Post Offices, when such offices ceased to function, reported to the Postal Officers, Canadian Corps, for disposal. Divisional Supervisors proceeded with their Divisional Headquarters.

On ceasing to function each Field Post Office complied with the following instructions:

- (a) All cash was paid into a Base or Field Cashier.
- (b) All stock (Postal Orders, Stamps, etc.) was sent by registered post to the Base Post Office at Boulogne, and a final account rendered immediately afterwards.
- (c) All Post Office stores were also sent to the Base Post Office at Boulogne — except date stamps and type and secret circulation lists which were sent to the Director of Army Postal Services for disposal.

STAFF

The authorised establishment of Post Offices and Staff at the end of the campaign is given under the heading 'Administrative Organisation'. This comprised 31 Canadian Post Offices staffed by 4 Officers, 44 Non-Commissioned Officers and 108 Men — total 156.

The following is a brief summary of the steps by which the original detachment of Canadian Postal Corps was expanded to the strength ultimately attained.

15 members of the Canadian Postal Corps accompanied the 1st Canadian Division to France, under the Command of Lieut. (now Lieut.-Colonel) K. A. Murray. These men had previously been employed in the various training camps on Salisbury Plain in England, and prior to the departure of the Division for France had been attached to the various Infantry Brigades, etc., with stock and stores necessary for the transaction of Field Post Office work. They arrived in France with the various formations on or about 15th February 1915; and from the time of embarkation Lieut. Murray assumed the appointment of A.D.P.S., Canadian Division, and was responsible for the control and working arrangements of the Postal Service in France.

At the same time a detail of three men was placed at the Base Post Office at Boulogne for the purpose of dealing with mails for casualties.

During the heavy fighting in which the Division was engaged in April 1915 a draft of four N.C.O.'s and five men arrived in France from Canada. This additional personnel was utilised to form a Divisional Railhead Post Office and a Supply Column Postal Detail.

The 2nd Canadian Division arrived in France in September 1915. The Postal personnel for this Division had been arranged for in Canada, and had left for England in advance of the Division in order that they might receive a certain amount of training. They subsequently joined the Division and accompanied it to France. In order to make the best use of the experience gained by the Postal Staff of the 1st Canadian Division, about half the postal force of that Division was transformed to the Field Post Offices of the 2nd Division, their places being taken by a similar number of the new arrivals.

The Postal personnel for the 7th and 8th Canadian Infantry Brigades, which arrived in the B.E.F. a short time after the 2nd Canadian Division, was arranged for in France, i.e. by transferring to the Canadian Postal Corps employees of the Canadian Post Office Department who had enlisted in Infantry Battalions, etc. The 9th Infantry Brigade was formed in January 1916 and the postal personnel for this and the remaining formations of the 3rd Canadian Division was arranged for in the same manner as in the case of the 7th and 8th Brigades.

On arrival of the 2nd Canadian Division a Canadian Army Corps was formed. Lieut. Murray was then appointed A.D.P.S. Canadian Corps with the rank of Captain at Corps Headquarters. A Field Post Office with a staff of 1 N.C.O. and 2 Men was placed at Corps Headquarters to meet the postal requirements of the various Headquarters services.

On 31st January 1916 the Canadian Postal Corps with the B.E.F. consisted of 1 Officer and 59 other ranks. During March 1916 the Canadian Cavalry units, which had hitherto been serving with the Canadian Army Corps as infantry, were removed to a Cavalry Division for the purpose of forming a Canadian Cavalry Brigade. It was therefore necessary to provide a Field Post Office for this Brigade, and an Office was opened with a staff of 1 N.C.O. and 2 men.

In the summer of 1916 it became necessary to establish a Post Office at the Canadian Base Depot, and to enlarge the Postal Section at the Record Office, 3rd Echelon. A Sergeant and 2 men were provided for the new Post Office and the establishment of the Canadian Postal Record Branch was increased to 1 Officer and 11 Other Ranks, and Lieut. J. B. Walker, C.P.C., was appointed to assume charge of this detail on 25th September 1916.

The 4th Canadian Division arrived in France during August 1916. Some time previously 25 Post Office Department employees, who had enlisted in the Infantry Battalions and Artillery units of the Divisions already in the Field, had been attached to the Canadian Postal Corps for training in Field postal duties and these men, together with N.C.O.'s of more experience, were detailed to the six additional Field Post Offices which were opened on the arrival of the 4th Division.

On the 31st December 1916 the Canadian Postal Corps with the B.E.F. consisted of 2 Officers and 98 Other Ranks, and was operating 5 Army Post Offices, 21 Field Post Offices and 4 Supply Column Details besides the Canadian Postal Branch at 3rd Echelon.

As explained in Chapter 1, it became necessary to appoint an Officer for the purpose of co-ordinating and controlling the work of the various sections of the Canadian Postal Corps in France: and on February 10, 1917, Captain Murray was appointed A.D.P.S. Canadian Forces, B.E.F., with the rank of Major and with Headquarters at the British Postal Directorate. N. 35245 Company Sergt. Major F. A. Warner, C.P.C., was promoted to the rank of Lieutenant to directly supervise the postal arrangements of the Canadian Army Corps.

Towards the latter part of 1917, it became necessary to apply for increased establishments to cope with the growing amount of work at the Canadian Base Depot and the Canadian Record Section at 3rd Echelon. Arrangements were made for an establishment of 1 Officer and 11 Other Ranks at the Base Depot Post Office and No. 35211 Sergeant W. J. Gow, C.P.C., was given the rank of Lieutenant in charge of this detail on 7th

September, 1917. On 9th February 1918 the establishment of the Canadian Record Branch was increased to 1 Officer and 26 Other Ranks.

About the same time the enormous increase in the number of Corps Troops rendered essential the provision of additional facilities for dealing with mails for those formations. Application was accordingly made for an establishment for 2 Field Postal Auxiliary Detachments to be used independently of any formation.

A nominal roll of all personnel taken on the strength of the Canadian Postal Corps in France and covered by the foregoing authorities is attached.

The discipline of the whole of the force under my command has left nothing to be desired. From my Second in Command down to the junior Private I have always received most loyal assistance, zealous and unsparing effort, and cheerful service; and it is largely to this fact that I attribute the undoubted success and credit which has accrued to the Canadian Postal Corps in France.

From a staff among whom it is difficult to choose one more than another for individual commendation, I feel bound to call attention to the following:

Major F. A. Warner, D.A.D.P.S., Canadian Corps . . . By his undoubted efficiency he successfully performed a most difficult task; often under most trying conditions, and I must attribute largely to his work the fact the G.O.C. Canadian Corps was moved to write the following commendatory letters on 16th. April 1919:—

"Before the Canadian Corps finally breaks us, I would like to place on record my appreciation of the most efficient work done by the Canadian Postal Services during all the weary months of the war.

In doing this, I feel that I am correctly voicing the sentiments of all the soldiers who have served overseas. There have been times, of course, when we thought the mail bags were put in the bottom holds of cargo steamers, but most likely this was not the case. At any rate, our mail has come promptly, and has been distributed with the greatest regularity. During the long periods of trench warfare the difficulties were nothing like as great as they were during the latter stages, when the troops were almost constantly on the move, yet all these many difficulties were surmounted by the splendid organisation under Lieut.-Colonel Murray and his assistants.

With all good wishes for the future of the Postal Corps, and renewed thanks for its efficiency during the War".

(SGD.) A. W. CURRIE.

—To be continued—

(Continued from page 170)

14 was never placed in use, but the fact is according to the records that this stamp was never ordered or printed in this colour.

I think that all Newfoundland specialists and collectors will agree that the research indicated above is very badly needed, and any help collectors can give me in establishing further data would be most helpful and we will certainly publish the completed results if and when we can get to such a state of affairs.

It should perhaps be mentioned at this stage that the separate listings of the rose stamps on both thick and thin paper and in the deep and pale colours will be separately listed in the Stanley Gibbons Catalogue, Part I for 1966. This however is only the beginning of the research and the story necessary to give us a much clearer picture of the Pence issues as a whole, but it will

be agreed that this is a major step in the right direction.

In order not to get confused with all this we should recapitulate at any rate the papers which were used on all three issues. The 1857 on thick wove paper, the 1860 issues, still on thick paper, but thinner than the first issue, and the 1861-62 issues both on a thick paper similar to the 1860 issues sometimes with Stacey Wise watermarks, and then finally the thinner paper used for the bulk printings of most of the rose issues which were subsequently remaindered.

To further clarify the printings of the rose or rose-lake stamps there were two printings, one on June 10th, 1861 as follows, 5,000 stamps at 2d, 20,000 at 3d, 15,000 stamps at 4d, 20,000 at 6d, 5,000 stamps at 6½d and 10,000 at 1/-, all this printing is on the thicker paper and the deeper rose-lake colour. The next printing took place in Oc-

tober 1861 and was as follows, 10,000 stamps at 1d, 5,000 stamps at 2d, 50,000 at 3d, 20,000 at 4d, 10,000 at 5d, 50,000 at 6d, 10,000 at 6½d, 10,000 at 8d and 15,000 at 1/-, the whole of this second printing was on the thinner paper and the paler colours. It will be seen from this that the 8d value only exists on the thinner paper and paler colour. The figures I have quoted above are taken from the Perkins Bacon

records by Percy De Worms, published by the Royal Philatelic Society London, England in two volumes, and can still be obtained from them at the price of £6.6.0d for the two volumes. These records are really a must for all collectors of the early issues of British Commonwealth stamps not only Newfoundland but all the rest of the issues provided by Messrs. Perkins Bacon around that period.

(Continued from page 177)

Fairchild Air Transport in October of 1926.

All in all, this outwardly simple little issue leaves a great many questions to be answered. I have heard with much regret that Jack V. Elliot died in Texas only last year and it is certainly a shame that no

interested collector was able to obtain from him the complete story of these companies prior to his death — or perhaps someone did and can give us the benefit of it. At any rate I would hope to hear from any of you who could add any clarity to this tangled story.

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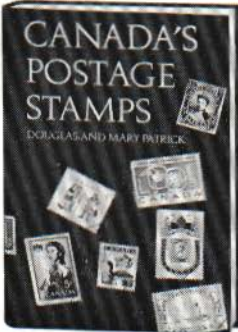
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