BNA Topics

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British North America Philatelic Society

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Published July 7th

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
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FEATURES AND COLUMNS

ARTICLES

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Monthly Report from the Secretary

JACK LEVINE, 7061 Old King's Road South, Jacksonville, Florida

May 1, 1966

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2208 Martin, Howard L., 4 Timothy Avenue, San Anselmo, California 94960
2209 Storch, Clarence L., Tamaqua National Bank Building, Tamaqua, Pennsylvania 18252

APPLICATIONS PENDING

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Fortin, Miss Marguerite, 824 Murray Avenue, Quebec 6, Quebec
Leyes, Gregory, 318 East 9th Street, Mishawaka, Indiana
Moore, T. R., 274 Ridout Street South, London, Ontario
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Rosenthal, Edward J., P.O. Box 97, Johnson, Vermont 05656

APPLICATIONS FOR MEMBERSHIP

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

BUSS, Douglas B., 24 Munn St., Hamilton, Ont. (D) CAN, NFD, PROV — 19th & 20th century mint & used postage and mint blocks. 1st Day covers. Plate Blocks. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Precancels. Mint & used Airmails. Postal stationery entires. Literature. Proposed by C. Westhaver, No. 1442.

ENGLAND, Mark, Valparaiso, Sask. (C-CX) CAN—19th & 20th century mint & used postage. Coils. O.H.M.S.-G Mint & used Airmails. Proposed by A. W. McIntyre, No. 762.

GESLING, Richard C., 1424 Ninth St., Moline, Ill. 61265 (C) CAN—Mint postage. Coils. O.H.M.S.-G. Mint booklet panes. Mint Airmails. Proposed by M. B. Dicketts, No. 2115.

GROSS, Jar, Laubova-2, Praha 3, Vinohrady, CSSR (C) CAN—19th century mint & used postage. Mint & used Airmails. Fancy cork cancellations. Proposed by R. J. Woolley, No. 359.

KARR, James S., 536-49 Avenue S.W., Calgary, Alta. (C-X) CAN, NFD (used)—Mint & used postage. Plate Blocks. O.H.M.S.-G. Precancels. Mint & used Airmails. Proposed by J. M. Gareau, No. 1955. Seconded by J. Benningen, No. 1881.

MARSHALL, George L, 237 Inglewood Drive, Toronto 7, Ont. (C) CAN—19th century mint & used postage. Flag 2 & 4-ring numeral, squared-circle and duplex cancellations. SPECIALTY—Squared circles on stamps. Large & Small Queens. Proposed by J. N. Sissons, No. L 17. Seconded by L. A. Davenport, No. 51.

NIXON, J. Edward, 118 Montgomery Ave., Apt. 308E, Toronto 12, Ont. (C) CAN—19th & 20th century mint & used postage and blocks. Pre-stamp & stampless covers. Literature. Proofs & Essays. Proposed by J. H. M. Young, No. 1523. Seconded by B. Haywood, No. 1955.

ROSE, Kenneth G., 87 Wildwood Drive, Calgary, Alta., (C-CX) Tagged. Perfins. Slogans. Modern Town cancels. Proposed by G. M. Hill, No. 1095. Seconded by J. Benningen, No. 1881.

CHANGES OF ADDRESS

(All notices of change of address MUST be sent to the Sec.)

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1862 Grenier, Major Guy, 1 Rosemount Ave., Apt. 56, Westmount, Quebec
L9 Meyers, Harold R., 195 Willoughby Avenue, Brooklyn, N.Y. 11205
2054 Standen, Robert I., 7324 Kananaskis Drive S.W., Calgary, Alberta
2002 Taylor, Clarence L., 3839 Normandy Avenue, Regina, Sask.

RESIGNATIONS

1511 Rorke, Willard, 10020 — 101A Avenue, Edmonton, Alberta

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, April 1, 1966	984	
NEW MEMBERS, May 1, 1966	11	
TOTAL MEMBERSHIP, May 1, 1966		995

OFFICIAL NOTICE

NOMINATIONS

For President — R. J. Woolley
For Vice-President — R. V. C. Carr
For Secretary — J. Levine
For Treasurer — J. T. Culhane
For Board of Governors — K. M. Day, J. J. Matejka, Jr.

Respectfully Submitted: Nominating Committee, E. A. Richardson, Chairman, A. Cook, W. Tutton, W. J. Hassan, M. Arons, R. Compton.

For President—Robert J. Woolley
For Vice-President—Dr. Robert V. C. Carr
For Secretary—Jack Levine
For Treasurer—James T. Culhane
For Board of Governors—K. M. Day, Stewart S. Kenyon.

Respectfully submitted: Messrs. Culhane, Kessler, Llewellyn, Rockett, Whiting—Philadelphia.

For President—Robert J. Woolley
For Vice-President—Dr. R. V. C. Carr
For Secretary—Jack Levine
For Treasurer—James T. Culhane
For Board of Governors—Dr. Robert A. Chaplin

Respectfully submitted: Messrs. Greene, Hollands, Jarrett, Jephcott, Young — Toronto.

The 18th Annual Meeting & Convention (BNAPEX '66) shall be held September 15-18, 1966 at the Calgary Inn, Calgary, Alberta, Canada.

The Order of Business at the Annual Meeting shall be:

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

EDITORIAL BOARD ANNOUNCEMENT

Due to the July-August issue being released in July and thus two months before the annual convention in September, it has been decided now and in the future to combine June-July and publish separate issues for August and September. This will enable all future convention committees to publish last minute information in time for the convention.

Please send changes of address to
Jack Levine
7061 Old King's Road South,
Jacksonville, Florida

Cheques and Money Orders make payable to
James Culhane, Treasurer

THE *Editor's* MAILBAG

Dear Editor:

A fine used copy of the three cent Small Queen perforated 11½ x 12 is priced higher than the same stamp in the rose color in Scott's and Lyman's catalogs but not in Gibbons'. In pricing the 11½ x 12 lower than the rose, I believe Gibbons have more correctly reflected their comparative scarcity since a study of them has led me to the conclusion that many more of the 11½ x 12 perforation were printed than the rose shades of 1870-73. Thus the 11½ x 12 should be cheaper.

From July 1st, 1870 to June 30th, 1873, 50,360,000 three cent stamps were issued to postmasters, acording to the Report of the Postmaster General, tabled in Boggs. Now after making allowance for about four months' use of the copper red of 1870 (5,000,000 stamps) and four months' use of the orange red in 1873 (6,000,000) we have 39,000,000, in round figures, of the various rose shades.

As for the 11½ x 12 perforation, between July 1st, 1873 to June 30th, 1876, 70,097,-900 three cent stamps were issued to postmasters, according to the Report of the Postmaster General. After deducting 2,000,000 for two months' use, July and Aug., 1873, of the 11¾ x 11¾ (or 11¾ x 12) variety, we are left with 68,000,000, in round figures, of the 11½ x 12 perforation.

Though Shoemaker's specialized study of the three cent Small Queen (1941) gives Sept. 1873 as the first month of use of the 11½ x 12, I have a copy town dated: Knowlton, Que. Jy 31, 73, clearly struck.

From July 1st, 1876 to June 30th, 1880, 137,629,200 three cent stamps were issued to postmasters, according to the report mentioned above. After deducting six months' of their use in 1880, roughly 19,000,000 stamps, we have 118,000,000, in round figures, left.

Shoemaker gives Sept. 25, 1876, as the date of the reappearance of the 12 x 12 perforation, but I have a cover with this perforation dated Jy 24, 76, so one could consider this perforation as being used from the 1st of July, 1876, at least. Since I am of the opinion that the 11½ x 12 perforation was used as often as the 12 x 12, from the time the latter was again put into use, that means approximately 59,000,000 stamps were perforated 11½ x 12 of the 130,000,-000, in round figures, issued to postmasters from July 1st, 1876 to Dec. 31st, 1879.

Adding this 65,000,000 with the 68,000,-000 of the earlier period (1873-76) we have a grand total of 124,000,000 stamps for the 11½ x 12 perforation. When we compare it with the 39,000,000 of the rose shades we see it is about three times as much. The only error in my calculations could be in regarding the 11½ x 12 as being used for half the total number of stamps issued to postmasters from July 1st, 1876, to the end of 1879. I have no positive evidence that this actually was the case but it seems very probable to me. To discredit my high figure of 133,000,000, any number of specialists could say that many of the stamps I regard as perforated 11½ x 12 are really 11¾ x 12, as Shoemaker indicated in his study. To this I woud reply that the 11¾ x 12, like the earlier 11¾ x 11¾ of 1873, is a very scarce perforation and that contrary to Shoemaker's findings, the 11½ x 12 was used until the end of 1879. Accordingly, a stamp perforated 11¾ x 12 or 11¾ x 11¾ should be found mostly in the early orange red shade of 1873.

The usual colors of 11½ x 12 are, in their order of use: Orange red, dull red, dull vermilion and bright vermilion, the latter used only in 1879. Within each group are numerous shades. There is an orange red in 1875 that has more red in it than the earlier printings. Among the dull reds of 1876 is a color that resembles the copper red of 1870. But the 1870 copper red has an undertone of rose while that of 1876 has an undertone of orange. But they so closely resemble each other that they can best be told apart in day light. Since the paper of the 1870 copper red is thicker than that of 1876 this is an additional help in separating them. Finally, there is a pale dull red in 1877.

Sincerely,

Edward McGrath

Dear Sir,

Mr. Rosenblat's article in B.N.A. current Topics suggests I give you my connection with the Patricia Airways & Exploration stamps, just for the record.

A Toronto company called the Map Specialty Co., operated by Algate, did considerable map work for the companies exploring the north. When Patricia Airways received authority from Ottawa for the use of a semi-official airmail stamp, they asked Mr. Algate to submit a design. I was then called in to offer suggestions and we submitted the design that was used.

At this point I may say that neither of us were unaware of the possibilities of being in on the ground floor. My participation consisted of a total of twelve first day covers to Red Lake and six to Woman Lake. What happened after was strictly between Mr. Algate and his philatelic conscience, which I may say was stretched to the breaking point.

Since we look to you to get the record straight, have fun with the surcharges which run in all directions, and when you get around to the proofs you can save time by just saying 'on various papers', for just about everything loose in the printer's stock was used.

Yours truly

Fred Jarrett

PRESIDENT'S ANNOUNCEMENT

The President is pleased to announce that C. Russell McNeil, 833 Kingsway Drive, Long Acres, Burlington, Ontario has been appointed circulation editor for BNA Topics.

Clarence A. Westhaver

HARMERS 48TH AUCTION SEASON PASSES $3,000,000 MARK

Big increase over last Season a certainty

With some two months of the 48th Season still to go, the H. R. Harmer Organization's auctions in New York, London and Sydney have already exceeded the three million dollar mark. The figure was reached during the London sale of May 16.

Compared with the past Season's final figure of $2,872,212 it is already clear that there will be a big increase when the present Season is completed in mid-July.

New York's total, at the conclusion of the April 26-29 sale is $1,578,516; the Season's expectation is $1,900,000 which will exceed even the top Caspary period of selling.

London turnover also up.

H. R. Harmer Ltd. in London, as of May 4, have already comfortably exceeded their previous figure and look toward a record Season's figure of about £575,000 ($1,600,000). In mid-July a grand total for the Organization's auction efforts is expected to be reported at over $3,500,000 to which will be added private treaty transactions of around one million dollars.

"Combined Operations"

The Harmer Organization functions in three Continents with the objective of selling for vendors in the best markets. **An outstanding example was the division of the "Louise S. Hoffman" Air collection between New York and London. The result was a total realization of over $200,000 with many new records established on both sides of the Atlantic.**

Prices still rising

Bernard Harmer, President of H. R. Harmer, Inc. in New York expressed continued optimism for future market conditions. "I have discussed this with my brother in London and we both feel that the extensive international buying by collectors, investors, and speculators, who believe that prices will go higher, can be expected to continue. We believe therefore that their thinking is correct". He added that this should considerably assist his Organization as London and New York are still pre-eminent as International philatelic centers.

THE ADMIRALS

by Hon. George C. Marler

A talk given before the Toronto Collector's Club
by the Honourable George C. Marler

Mr. Chairman and gentlemen:

I much appreciate the compliment of being invited to talk to you this evening about the Admirals, and I hope that what I have to say to you will be of some interest.

I am gaing to try not to quote too much from the Notes on the Admiral issue which I wrote some 17 years ago, but to talk about this issue in a much more general way, and suggest some areas in which further research might well add to the sum of our knowledge.

I have always been keenly interested in the Admirals. Though more than fifty years have passed I can still remember the thrill I experienced when I saw the first Admiral — the Five cents. It was on a letter from Canada that my parents received when we were all travelling in Europe. It was in that deep shade of blue that used to be described as "indigo", and it was indeed an attractive if not beautiful stamp.

As I look back — after all the intervening years — I am filled with regret that neither my pocket money nor my rather rudimentary understanding of how stamps were produced moved me to hop down to the post office and return with large well-perforated blocks of the latest plate numbers. I can only comfort myself with the thought that very few collectors did so, which explains why it is today that plate blocks of the Admirals are now so hard to come by.

What is equally regretted is that during the sixteen odd years in which the issue was current I never accumulated more than a few examples of each value, and some of them had been moved from one album to another so often that they came to look much like used copies. It was only in the 1930's after I had finished publishing a book on real estate law that I turned my attention in earnest to the task of making up for lost time. The Philatelic Agency in Ottawa still had full or partial sheets of some values, and I managed to pick up some material from this source. Since then various dealers and auctions have enabled me to accumulate quite a lot of Admirals, including about 950 plate blocks which is far from being the complete lot of them.

I referred a moment ago to the Five cents Blue that first attracted me to the Admirals. As I look at the early printings of that stamp I am still greatly struck by the clarity and by what I may call the cleanness of its lines; there is nothing fuzzy about them. Indeed the same is true of the early printings of all the higher values, by which I mean the Five, Seven, Ten, Twenty and Fifty cents. Accustomed as we are today to the extensive use of the mails, and the printing of very large quantities even of the higher values, it is difficult to realize that in the early years of the Admirals annual sales were relatively small. Thus only about 15 million of Fives were sold annually, the Seven and Ten cents each accounted for less than 5 million; while the Twenty cents only slightly exceeded 1 million. It took four years for sales of the Fifty cents to reach a million. It was hardly a best seller in those days, which probably accounts for its value today.

I have mentioned these higher values because I want to remind you that the early printings were all made from flat plates of only 200 subjects each. It is interesting to note that when the original issue was being organized two flat plates each were prepared for the Five cents, Seven and Ten, but only one each for the Twenty and Fifty cents. No doubt because the prospective consumption was small the manufacturers considered it economic to continue to use the flat bed press or presses that had served to print the higher value Edwards, and it was only in April or September of 1913 that the larger 400 subject plates were first made for these values. There seems to be no doubt that the flat plates gave better and clearer impressions, and that some sharpness was lost when the plates were bent so as to fit the presses used to turn out the larger quantities of low value stamps.

These early printings are particularly

interesting, not only because of their crisp lines, but because of the re-entries and retouches that can be found among them.

There are quite a few on the flat plates of both the Five cents and the Seven, which are to some extent described in my "Notes on the 1911-25 Issues". What is perplexing is that several retouches of the Five cents with cancellations anterior to the date when later plates were made seem to defy identification with the plate proofs of the flat plates. Of course, it is quite easy, in examining two sheets of 200 stamps each to overlook retouches, but despite this rather obvious truth I am inclined to think that some retouches to the plates were made after they were approved and put into use.

What remains to be done — and this is an example of the research that I had in mind earlier in my remarks — is to find blocks or strips of the early printings of the Five cents that will relate these unidentified retouches with some known position on the plate.

The Admirals seem to me to offer almost unlimited opportunities for research, for though a good deal has been written on the subject, so much yet remains to be learned. Let me suggest two further areas on which we have relatively little information. The first is the booklets. I don't suppose that it is widely known that a number of plates were made for the covers with the arms of Canada and the words "Canada Postage" engraved on them. There are, I know, differences between one plate and another; but are they consistent? When were the first booklets produced with the cover in French "Postes du Canada"? When were the changes made in the text of the information sheets, and in the kind of type used? When were the engraved covers replaced by those that were typographed?

A second area in which little information is available is the precancels. What were the periods of use of the various overprints that are described and illustrated in the precancel catalogue?

If I had the answers to all these questions I would gladly publish it, because there is neither pleasure nor virtue in unearthing new facts if they are to be kept secret. Surely it is only by communication to others that real satisfaction can be experienced.

My active interest in the Admirals started as I said earlier in the thirties — I would think about 1934 — and has continued ever since, though at times it has been pushed about rather roughly by my political activities. But what has interested me at all times was the possibility of identifying the material under consideration with some specific plate or plates. You may not instantly realize all of the possibilities there are. Perhaps you will bear with me for a moment if I mention some identifying features.

The first that comes to my mind is the guide dots. You will probably remember how often in the early printings a guide dot will be found on one side or the other of the portrait oval. This is explained by the fact that in laying out the plates a dot was punched on the plate so that the transfer roll would be placed so as to produce the recess impression of the subject in exactly the right place on the plate. The distance between the guide dot and the subject varied. Thus in the early years of the issue it was 5.5 mm.; afterwards it was reduced to 4.0 mm., or 4.25 mm. but as time went on this distance was increased and on the later plates it was as much as 13.5 mm. When it was 5.5 mm. it appeared in the white band around the portrait, on one side or the other; so the distance was changed, and in most plates it will be found only in the right hand margin.

Another identifying feature is the lathe work or engine turning that was entered along the bottom of the plate. This was done by means of a transfer roll, on which the engine turned design was in relief, and which produced a continuous band all across the bottom of the plate. As you know there were four main types of lathe work, but the pattern was sometimes inverted. As the period of use of each type was not very long, it is possible to identify pieces with lathe work to a given pair or group of plates.

The perforation guide is another identifying factor. Like the inscription "R Gauge" it was used on a relatively small number of plates.

The use of a second die, and the retouching of a die, are other means of identification, though they only enable you to assign material to one or other of what are rather large groups of plates. It is the relief break that permits more specific identification. I know that many of you know what is meant by a relief break, but for the benefit of those who are unfamiliar with the expression I think I should explain that the individual impressions on a plate are produced by means of a transfer roll on which the design stands out in relief, each line being a tiny metal ridge,

which produces a corresponding depression on the plate when adequate pressure is applied. Through the frequent use of the roll, a part of a ridge may break off, and produce a gap — or break — in the line on the plate; and with continued use the break may widen, and the line may even disappear.

The most common example of a relief break will be found on most copies of the two cents Red coil — Perf. 8 Horizontally — where the vertical line of the right numeral box is broken in several places; and you will find other examples in all the low values of the Admirals.

Last summer I looked over a large quantity of the Two cents Red that I bought some years ago, but had never examined. I sorted out a lot of dated cancellations, precancels, coils and so on, but what interested me most were the numerous retouches and re-entries which I found. There were so many that the obvious first step was to segregate those that were of the type of the original die. The next step was to sort them according to the relief breaks in the vertical line of the right numeral box which permitted dividing them into about ten different groups. This is my current philatelic project, and I am hoping before long to arrange them with used and unused material according to the pairs of plates to which they belong. I was happy to find that by using this method I was able to match up a number of the retouches and re-entries with others I had found earlier, and I hope ultimately to go on and identify them with specific positions on the plates.

What was relatively simple for the early plates of the Two cents Red — 26 in number — would be much more complex for the 134 other plates, and the identification of re-entries and retouches from the plates of the Retouched Die would be very difficult.

"The examination of a quantity of the One cent green, Two cents red or Five cents blue ought to be quite rewarding for there are a great many retouches and re-entries. I think I have something like 250 of the One cent green (not counting one plate which was very extensively retouched), about 400 of the Two cent red and over a hundred different of the Five cent blue, of which I have one to nine copies of each."

What was relatively simple for the early plates of the Two cents Red — 26 in number — would be much more complex for the 134 other plates, and the identification of re-entries and retouches from the plates of the Retouched Die would be very difficult.

Before I leave the Two cents I would like to tell you something about what is called "the worked-over die". There is, I think, good ground for the assertion that the manufacturers were probably never quite satisfied with the design of the Admiral issue. The retouching of the upper right spandrel of the One cent and Two cents, and the emphasis in the later values upon the vertical line in each spandrel, clearly show this. In the case of the Two cents it was evidently decided to try an improvement. A new die was laid down, and worked over by strengthening the vertical line in the lower left and right and also the right frame junction lines. A new transfer roll was then made and used to lay down a die consisting of five rows of four subjects, (OG-84 approved on August 10, 1915) from which a number of other transfer rolls were taken, one with 20 on, another with 10 on, two with 5 on and 1 on, and two more with only 1 on.

The idea of rolling 20 subjects at a time must have seemed rather attractive as a time saving method; 10 subjects at a time or even 5 would obviously be better than 1. But the experiment seems not to have yielded the results that were anticipated, for the method was not used further. The proofs of Two plates, Nos. 93 and 94, are marked "Roll from worked-over die", and Plates 89 and 90 are like them, but I know of no other plates that originated from the worked over die.

Two types of this stamp will be found, one with a dent in the bottom of the frame just to the left of the right numeral box (characteristic of Plate 93 and some subjects of Plates 89 and 90); the other has no such dent.

The question which further research may answer is: Were Plates 87 and 88, 89 and 90 and 93 and 94, all approved soon after the experimental die of 20 subjects was made, laid down with the experimental transfer rolls with 20, 10 or 5 on; or were they — like the other plates — the result of the impression of one subject repeated 400 times?

Another identifying feature is, of course, the dated cancellation. The fact that I have mentioned it last does not mean that it is the least important. Far from it. I have always started in with stamps bearing-dated cancellations, and used them as a basis for the research I was undertaking. I

try to get 25 for each month, for the lower values, and to be satisfied with what I can get of the others. It is surprising how difficult it is to get all that you want!

It was a combination of cancellations and relief breaks that enabled me a long time ago to learn that the early coil stamps of the Two cents Red had come from the plates for post office sheets made before special plates were laid down for the coils.

So that dated cancellations serve a real and useful purpose, and one gratifying aspect of looking for them is that often they turn out to be R.P.O.'s — I am just waiting for an opportunity to mount the many railroad cancellations that I have sorted out.

There is one other area on which some research might be undertaken. This is the making up of an authoritative list of the plates actually used for the various denominations of the issue. I do know that some plates were prepared but never used. For example, I understand that Plates 194 to 196 of the One cent, Plates 153 to 155 and 165 to 176 of the Three cents were not used, but is this information correct? Were there other plates from which no printings were made? I have a list of plates whose use is uncertain, and I shall be glad to distribute it, and if any of you can vouch for the existence of plate number blocks of these plates I shall appreciate it if you will communicate with me.

The subject of the paper used has always seemed beyond my capabilities. I can detect the difference between horizontal wove and vertical, and between the thick and the thin papers, but surely there is more to the subject than these rather obvious distinctions. Is there not someone who could shed more light on this aspect of the issue?

Then, too, we could try to ascertain when the use of the small perforating pins was discontinued, and the larger ones introduced and so on.

The possibilities seem unlimited.

I hope that what I have said tonight about the Admirals has been of some interest to you. The issue is one which has a very wide appeal for a variety of collectors, and to specialists affords endless opportunities for speculation and research. I fully realize that my choice of topics may have disappointed many of you, but I shall be glad to try to answer any questions that would supplement my comments this evening.

1 cent Green
5, 6, 19, 20, 33-42, 50, 53, 69-70, 95, 96, 102-104, 156 (any number above 170).

1 cent Yellow
191-193, 198, 199 (any number below 169).

2 cent Red
15, 16, 32, 33, 53-56, 68, 77, 78, 117, 118, 128, 142, 153, 154 (any number over 160).

2 cent Green
167-169, 185, 187-191, 197, 198, 205, 206, 221-223 (any number under 159).

3 cent Brown
11, 30, 43, 44, 52-56, 64, 65, 68-70, 90-92, 114 (any number over 120).

3 cent Red
118-120, 141-143, 145, 146, 150-155, 161 (any number under 115).

10 cent Blue
17

20 cent Olive
8

TO ALL MEMBERS

AN URGENT PLEA

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

Please send us your research.

The Editor

More Sketches of BNAPSers

DR. ROBERT V. C. CARR, 117 Robin Hood Way, Sherwood Forest, Youngstown, Ohio

No. 104 Leslie G. Tomlinson — BNAPS No. 574

It is with the greatest of pleasure to do this biography. The Dean of the Prince Edward Island collectors we might call him — at least as to the wide latitude of both his collection (both volume-wise and quality-wise) and to the enormous amount of literature which he has produced. Thusly, as a rabid PEI collector, your author has the highest regards for this gentleman.

Just after the turn of the century, Mr. Tomlinson was born in England. Along with Mrs. Tomlinson, there are 5 children and 12 grandchildren. He has a nice sized business and manufactures building materials.

Here is another long time collector — started as a schoolboy as a general collector but soon settled for the stamps of the British Empire and the collection became quite large. Unfortunately, with a large family, he was forced to sell much of his collection but with the resolve to some day specialize needing only the time and a few pounds.

Early in the 30's he went to see the late great philatelist — P. L. Pemberton. Asking for advice as to a specialty, Pemberton told him that there were only several countries left to study exhaustively, one of them being P.E.I. As we know, this he did with a vengeance. First the stamps themselves, followed by a study of postal history and ultimately the stampless covers back to 1790. Now came the proofs, essays, forgeries, bogus issues, covers, and anything else that I failed to mention.

Now may I quote from his letter what I consider a most inspiring sentence: "I have always held that a philatelist worthy of the name should study his material, and I have certainly done this, and as a result, I have written and had published over twenty articles on the subject." Here, may your author state (and give thanks to my friend) that he has graciously given me a copy of most of these items and they are most informative and as thorough as is possible.

He has exhibited in London (a silver — the highest award that one could win with this small country) and twice in Toronto. He has lectured and given displays to many groups, especially to those of which he is a member: The Royal Philatelic Society of London, Postal History Society, and the Canadian Philatelic Society of Great Britain.

Here, again, we have another great philatelist as a member of BNAPS and we are happy for it.

EXTRA COPIES OF BNA TOPICS MAY BE OBTAINED FROM THE CIRCULATION EDITOR

C. Russell McNeil, 833 Kingsway Dr., Burlington, Ontario

EARLY POST OFFICES OF THE LONDON AREA

by Max Rosenthal

The administrative buildings of the London District at Vittoria, near Long Point or Lake Erie, having burnt in 1825, it was thought desirable that the new buildings be erected in a more central location. The Forkes of the Thames River being nearly the central point of the London District, a campaign for the location of the new capital there commenced. Ira Schofield and Edward Allen Talbot and others pushed the claims of the Forks and won. A considerable portion of the town plot at The Forks was surveyed into half acre lots in 1826 by Colonel Mahlon Burwell. Peter McGregor made the first clearing in the village of London in the fall, putting up the first cabin there.

It was many years since Governor Simcoe had camped during the winter of 1792-3 at the Forks of the Thames, his object to select a site for the capital of Upper Canada. In the interval, settlement of the two townships around the town site, Westminster south of the Thames and London Township north of that river, had begun. They were later to become part of Middlesex County. Surveying of Westminster began in 1809-10, when there were only two residents in the whole township. Joshua Applegarth settled on a small ridge near the Blackfriar Bridge during the 1812-14 War, and later lived in the house where George J. Goodhue kept a store in concession 1. Captain Joseph Odell and John Odell settled in the same concession in 1811.

The first settler in Westminster was Archibald McMillan, who settled at Byron before 1810. The North Talbot Road was a blazed trail. When Abram Patrick arrived in 1811 he came on McMillan's tavern. Patrick cut the road from Byron to Lambeth, and built the first log house in Lambeth.

In 1812 Colonel Burwell began the survey of London Township, with a line running north-south through its centre, the Proof Line Road, now Highway 4. The tide of immigration came in 1818, when 40 Irish families arrived to take up land, under the direction of Richard Talbot. His sons Freeman and Edward Allen Talbot came that year. Freeman Talbot and Benjamin Springer, of Delaware, helped Burwell survey the London townsite.

Delaware was the only post office in Middlesex when in 1822 the Lawrasons opened this farm near Byron, and established a store there. Before 1825 mail was left at Nathan Griffith's hotel in Westminster. That year Lawrence Lawrason opened the first London post office, named after the township it was in, in his small store 120 rods east of the bridge on the London and Byron Road, on the plains of Hall's Mills. The mails were delivered at irregular intervals, and on delivery days there was a great rush for messages which the settlers expected to receive.

In 1827 Dennis O'Brien took possession of a vacated blacksmith's shop, and opened the first general store in London. In 1828 London post office was moved from Lawrason's store in concession 1 of London Township to the new village, where Major Ira Schofield was appointed postmaster. His office was in his farmhouse on North Street, a few hundred feet east of where the Convent of the Sacred Heart later stood.

George J. Goodhue closed his little store in Westminster, two miles south of London, and moved into O'Brien's settlement in 1829, where he opened a large general store, at the corner of Dundas and Ridout. Schofield's post office was in an unsettled part of the village, in a crude log cabin, inconvenient to the business community. The government was petitioned for its removal and from 1830 on it was kept by Goodhue. Lawrason became a business partner.

The mail came only once a week. A letter from Crown Lands Agent John B. Askin, written to Peter Robinson, Toronto on May 18, 1834, in the Ontario Archives, is postmarked with a small double circle broken by London, with "19 May" written in. On a letter from him sent November 14 this postmark is still in black, but in one of April 9, 1835 the same type of postmark appears in red. A letter from William McMillan, London to the Crown Lands Office is already postmarked with a large double circle broken by London, U.C., with Feb. 21, 1846

set in type, in red. A letter from Lawrence Lawrson, sent September 9, 1849, still has this marking in red, but on a letter from the clerk of Westminster Township, James Haldane sent May 15, 1852, the same postmark appears in black.

Lawrence Lawless, who had carried the mail between Delaware and London, was subsequently a clerk in the London post office. After Goodhue resigned in 1852, he was appointed postmaster.

Hall's Mills, on the road from Byron to London just south of the bridge across the Thames, in Westminster Township, in 1851 had a store, mill, tannery, and cloth factory. In 1840 Westminster post office was opened there, with Charles Hall as postmaster. A letter from him to Surveyor-General Thomas Parke, written on April 15, 1842, has in the upper left corner the manuscript postmark "Westminster, Apr. 16, 1842", written in two lines joined by a bracket.

Around 1850 Hall's post office was closed, and the name Westminster was transferred to a new one at Lambeth, at the corner of what are now Highways 4 and 2. In 1852 a post office was reopened at the old location, called Hall's Mills, with Hall as postmaster again. In 1857 Hall's Mills was changed to Byron and Westminster to Lambeth. Other post offices in and near London were to be given names of areas associated with the original London of the old country.

In 1847 London was incorporated as a town, becoming a city in 1855. In 1853-4 John Nichol was authorized by several London residents to call for letters at the post office, and his system of private delivery continued about 13 years, people paying one penny per letter to him.

Arva post office was opened in the village of St. Johns, at the corner of the 7th concession road of London Township and what is now Highway 4, in 1852, with Joseph Sifton as first postmaster. Called after a village in Ireland, the name may have been suggested by an Irish settler.

At the southeast corner of the present Highways 4 and 7, the northern boundary of London Township, in 1855 William Ryan built the Ryan House, one of the largest rural hotels. Elginfield post office had opened in 1853 at this corner.

Anthony Hughes, whose farm ran along the west side of the Proof Line road (Highway 4), decided to perpetuate his name by establishing the village of Hughesville. Already two hotels were on his property in the 1850's. However, at a very early date John Griffith, a weaver from Birr, Ireland built a little shop at the northeast corner of the Hughes farm, less than a mile away, at the intersection of the 13th concession road. He used his influence to have the name Birr chosen as a name for the new hamlet. In 1857 Minchin became postmaster, when Birr post office was established in his small store.

The same year, on the west side of the 28th sideroad of London Township north of the 9th concession road Telfer post office was established, run by Adam Telfer. In Westminster Township Glanworth appeared at the southwest corner of the 7th concession road and 45th sideroad. In 1858 was established Devizes, on the eastern boundary road of London Township north of the 14th concession road. At the northwest corner of the 4th concession road and 24th sideroad Hyde Park corners was opened.

In 1864 London Township got Bryanston, at the 12th concession road and 3rd sideroad, and Ilderton, on the north side of the 11th concession road at the railway crossing in lot 26. Shortly after appeared in Westminster Township Tempo post office, at the corner of the present Highway 4 and the 50th sideroad.

Denfield in London Township, goes back to 1821, when 34 Welsh immigrants arrived, led by John Matthews. In the 1850's and 60's David Brazil ran a sawmill on his farm at the northwest corner of the 28th sideroad and the 16th concession road. The village of Brecon sprang up there, named by Captain Benjamin Matthews for his home county in Wales. The first post office was opened in 1865 at lot 28 concession 14, beside Benjamin Rosser's house. Because there was already another Brecon, the name Denfield, Rosser's Welsh home was chosen. Rosser drove to Birr and brought the mail back. After the railway came through in 1875 mail bags were hoisted off a short distance from Rosser's place. In 1873 a store was built in the village a mile north and the post office moved there.

Around 1870 were opened Ballymote, at the southeast corner of the 7th concession road and 8th sideroad of London Township, and Derwent, at the northwest corner of the eastern boundary road of Westminster and the 9th concession road. Belmont moved from Dorchester South Township into Westminster, locating on the eastern boundary road north of the very southeast corner of the township. Union Hill was established in London Township on the north side of the

3rd concession road west of the 4th sideroad. In 1880 it was replaced by The Grove post office, nearby.

St. James' Park, a southern suburb of the city, on the daily stage route to Delaware was opened as a sub-post office of London. Grocer Samuel Armitage was postmaster at the corner of Stanley and Wharncliffe Road.

In 1871 Muir post office was opened at the corner of Hamilton Road and Adelaide Street, with general merchant William Mills as postmaster. It closed in 1879.

Thomas Carling built the largest brewery in Canada in London, together with his sons. The most famous of them, Sir John Carling wrote two letters, now in the Alexander Campbell Papers, Ontario Archives, to Postmaster-General Sir Alexander Campbell on the suburb growing on Dundas Street east of the city. On November 2, 1871 he wrote:

"I spoke to you last winter about establishing a post office just outside the eastern limits of the city of London. (Similar to that at Petersville, the western limits). Mr. Crowell Wilson the member is desirous of having this done and I am quite willing. I believe they wish to have the new post office named The Gor post office or Lilley's Corners post office. You may remember when I spoke to you on the subject last year saying it should be done, but at my request the matter was postponed, as the building, which is now completed was not ready. The postmaster is to be Charles Lilley, a strong friend of Mr. Wilson and of mine. The office would be in connection with the London office in the same way as that at Petersville." (Actually there was no official post office at Petersville).

In 1864, when the first oil refineries had begun in London East, its population had been about 500, but the development of the oil industry doubled this in two years. On January 16, 1872, Carling wrote.

"You will remember my writing to you some time ago as to establishing a post office just outside the city limits of London, to which you were kind enough to agree, but there was some difficulty as to the name of the new office. I should be very glad if you would consent to one of the three names enclosed, either Gore, Glebe, or Rectory, and appoint Charles Lilley as postmaster."

The new post office, at the corner of Adelaide and Dundas, was named Lilley's Corners. In 1874 the village of London East was incorporated, so two years later Lilley's Corners post office became London East.

Before 1867 the little hamlet at the corner of the Proof Line Road (Highway 4) and the 5th concession road of London Township (Highway 22) was known as McMartin's Corners, after the name of a hotel owner. In 1874, as a result of a petition by residents, a post office was established in the hotel owned by Robert Mason, designated Masonville.

Wilton Grove was opened at the northwest corner of the 3rd concession road of Westminster Township and the railway crossing in lot 20. Ettrick appeared in 1877 at the 7th concession road and 24th sideroad of London Township, the next year Vanneck, on the western boundary road of that township, in the 10th concession.

In London South in 1877 Askin post office came into being, with grocer George Shaw as postmaster, at the corner of Wortley and Craig. In 1875 Petersville had became incorporated as the Village of London West. Petersville post office was opened in 1878. In the north section of London West, it was named after the pioneer butcher Samuel Peters, who surveyed the land on the hill overlooking the Kent Flats. Grover John R. Gurd was postmaster, on Blackfriars west of Centre. The post office name was changed to London West in 1889.

London East in 1879 got Ealing post office. Another grocer, Walter Andrew, was postmaster on Hamilton Road. It replaced Muir post office. At the 4th concession road and 20th sideroad of Westminster Township White Oak post office was opened.

To serve the south section of London West, Kensington post office was opened in 1880. This suberb had been surveyed on Nixon's Flats, where Joshua Applegarth had tried to grow flax in 1812. As usual, a grocer became postmaster. Robert A. Jones held that position on the west side of Wharncliffe Road, opposite Kensington.

In London Township appeared The Grove post office, on the north side of the 3rd concession road east of the 4th sideroad. Thomas Baty purchased the Pond Mills in Westminster Township in 1830, and ran it for many years. In 1882, at the 2nd concession road and 18th sideroad, Pond Mills post office was opened. The same year Glendale was established at the 2nd concession road and 15th sideroad in that township.

William Odell settled in Westminster Township in 1856. In 1882 his son W. L.

Odell, proprietor of the Warrior Hotel, became postmaster of Odell post office, on the 24th sideroad in concession I. In 1884, at the southeast corner of the 15th concession road of London Township and the 5th sideroad, Maple Grove post office was established. At the 50th sideroad and the western boundary road of Westminster Township, Littlewood was opened in 1885.

In 1887 Pottersburg post was opened in London Township, on Dundas Street west of the 5th sideroad. It was changed to London junction in 1898. At the end of the 1880's The Gore post office appeared, at the northeast corner of the concession B road and 5th sideroad of the same township. Hubrey opened at the northwest corner of the 4th concession road and 10th sideroad of Westminster Township.

In 1892 and 1893 Crumlin moved from Dorchester North into London Township, on the south side of the present Highway 2, West of the eastern boundary road, while Derwent moved from Dorchester North into Westminster Township, at the latter's eastern boundary road and the 4th concession road. Ferguson post office, in the village of Melrose, moved from Lobo Township into London Township, where Highway 22 crosses the boundary road, and Woodbank opened in Westminster, on the road in the 1st concession west of the present Highway 4.

Before 1894 the little hamlet at the intersection of the 14th concession road of London Township and the 20th sideroad was called Springhill, because of a flowing spring on Henry Donnells' adjoining farm. That year a post office was established in William Hodgin's house. Since there was already a Springhill, among other names the Post Office Department suggested Southgate, which, after much discussion, was accepted. Dowell picked up the mail on Tuesday and Friday for several years. Southgate post office was in a small room off the kitchen. Hodgin's son later remarked. "My father received 10 dollars a year for services as postmaster for the first few years, then it was increased to 12 dollars and the last year he received 35 dollars."

The same year, at the southwest corner of the 4th concession road and 9th sideroad of London Township, Fanshawe post office came into being. On the present Highway 4, in Westminster 1¾ miles south of Lambeth, Scottsville post office appeared with Hopkirk Scott as postmaster.

London East had joined the city in 1885, the district called London South which contained Askin post office in 1890, while London West waited until 1898 to be annexed by London. The latter year Askin post office became London South, and all of them became branches of the main London post office, while the other post offices in the annexed areas became sub post offices.

Tambling's Corners post office was opened in 1904 in Westminster Township, with the post master being grocer James Jupp, in the east side of Ridout Street South, south of Chester Street. Within a few years it became a sub-post office of London. South of the Adelaide Street bridge, Chelsea Green opened in Westminster Township in 1906, the same year as Broughdale in London Township on the present Highway 4 south of the bridge over the North Branch of the Thames River. Brough's Bridge had been named for "Parson" Brough, whose rectory was situated on the hill overlooking the bridge.

Before 1910 were opened in London Township Hopedale and Salmonville, the latter having W. M. H. Salmon as postmaster, on the south side of the 10th concession road west of the eastern boundary road. Hopedale was on the south side of the 1st concession road, at the west edge of lot 22.

After 1910 the coming of rural mail delivery closed many small post offices in the farming districts, but in this area was more than made up for by the growth of London and its suburbs, with an ever-increasing number of post offices to serve its burgeoning population.

Perfin Study Group

R. J. WOOLLEY, Secretary, 1520 Bathurst St., Toronto, Ontario

GOVERNMENT ISSUES

In preparation of a revised edition of the Perfin handbook we are bringing up-to-date the listing of the various stamps punched by governments or their offices or agencies. The following list is of stamps already reported since the 1961 edition of the handbook.

Dominion and Provincial issues.
Additional numbers for revised edition.

M6 MD 107, 150, 190.
N3 ND 106-8-9, 110-1-3-4-5-6-7, 120-2-8, 136-7-8. 235 (325 in error)
LI LA 110, 170, 384
P10 PS 369, 370-6, 387-9, C9 booklet, Nfld 270.
Q1 Q/CLQ/C 147
W4 CBC 282-3, 292
T4 TN/OR to be listed, 104, 108.

The writer would appreciate reports of other stamps in possession of collectors. Many of these new items were supplied by Ed Richardson #(168) and Russ McNeil (#649) as well as some of the notes below.

ND—The handbook reported #325 which was a misprint, the correct number being #235.
The imperf. varieties, #136-7-8 would most likely be of a philatelic nature, no doubt done in the office concerned by a collector for the sake of having an unusual item.

LA—One of the new numbers reported is #110 which is owned by the writer on piece dated Aug. 24th 1932. A late usage of this stamp. It could have been in stock as a little used value when the machine was put into use but there is a likelihood of it's being of a philatelic nature as it is known that the postmaster at the LA post office at the time was a collector. However, as #104 and #128 are also known punched LA we may be being overly suspicious. The first regular issue to be found with the LA design is 1931.

For the past few years very few stamps have been punched for use in the Legislative Assembly offices. We do understand that some offices have a need for postage stamps for late mailings after the LA post office has closed and that they have a small supply of punched stamps provided for this purpose. Most of the mail from the Provincial offices now goes out by meter mail.

TN/OR—This design is now added to this listing as explained in a recent column. A reasonably complete list can only be compiled by readers reporting their holdings.

We have had very few reports of punched stamps appearing on recent issues and would like to hear of these, particularly PS, W/CB, Q/CLQ/C and CBC. There is a good chance that some of these offices may have turned to the use of meter machines and for this reason fewer, if any, stamps are now being punched. Anyone being able to advise us in connection with this point concerning any of the offices should please send the information along.

SCHEDULE OF FEES AND DUES

All Applicants must forward with their application for any type of membership the one dollar fee. The "Amount to Remit" in the schedule below should accompany each application for Regular membership. Application for Life Membership must be accompanied by the dues of $100.00

Application sent in during	Admission Fee	Dues	Amount to Remit
January, February, March	$1.00	$5.00	$6.00
April, May, June	1.00	3.75	4.75
July, August, September	1.00	2.50	3.50
October, November, December	1.00	1.25	2.25*

* *Applicants may elect to include* $5.00 *dues for following year.*

MEDIEVAL POSTAL DEVELOPMENT IN EUROPE

1100-1500 A.D.

by Scipot A. N. Brotide

The editorial offices have received two essays written by one of our proposed members, Scipot A. N. Brotide. The two essays, Medieval Postal Development in Europe A.D. 1100-1500 and The House of Thurn and Taxis, An Economic Organization, A Private Enterprise, A Public Utility, Postmasters of the Holy Roman Empire and Central Europe, Farmers of the Posts, Owners of the Postal Administration 1600 A.D.-1750 A.D. were written for the University of Toronto Economics Department last year. It is felt that the two articles provide the basis of our philately and postal history today and thus would be of interest to the members, especially since they are historical and interesting reading for the member who does not have access to files of other society magazines. It is hoped that they will be printed in the next two or three issues.

Introduction

With the decline of the Roman Empire and the beginning of the Middle Ages, the **Cursus Publicus** (Public Couriers) disappeared. Slowly, the center of civilization shifted to the Moslem countries bordering the Mediteranean Sea. We must assume that in those regions of relatively high literacy that there were public scribes ready to write letters for those who couldn't write themselves. Some institutions must have existed that carried the letters to the place of destination.

Caesar relates that the Gauls had an organized service of couriers; but they disappeared, as the **Cursus Publicus** disappeared, and probably long before. The influx of Visigoths, Ostrogoths and Huns disrupted what was left of European civilization and the early centuries of Christian conquest had little use for postal communications. Charlemagne, as ruler of a widespread empire had some sort of courier system at his command and had even built three major routes of communication linking Auxerre (France), Italy, Spain and Austria. After his death and the partition of his empire, little remained of his ambitious administration, including his rudimentary postal system.

With the exception of the regions bordering the Mediteranean, where the exchange of goods and thoughts with the Orient had never quite ceased, the European economy was what Pirenne called an "economy of no market". It was a closed domestic economy with almost no room for commerce with the world beyond the farm, the village and the monastery or castle. Only on rare occasions, merchants from Mediteranean ports found their way to the north, bringing silk and brocades, spices and jewels to some princely castles. There were no other consumers. And there was no need for exchange of letters. Each prince and each king dispatched his own servants or knights, whenever he wanted to communicate with others. Similarly monks carried church intercommunication.

In the tenth and eleventh centuries, the darkness over Europe slowly started its eclipse. Centers of commerce, production and learning developed and thus a demand for letter carriage existed once again.

The House of Thurn and Taxis and the Post in Italy and Austria

During the crusades, Martin della Torre, having left as a warrior for the Holy Land, was taken prisoner in 1147 and never returned to his country. The oldest of his sons, to provide a livelihood for the family, started a messenger service. This extended progressively from Bergamo to Venice. It may be noted that in 1290 Amadeo de Tasso directed this enterprise very satisfactorily and utilized many members of his family. This service was the beginning of the House of Thurn and Taxis and in Europe at least the first to be established on an organized and proper footing.

The names Thurn and Taxis were the result of the linking of the della Torre house of Milan and the del Tasso house of the Territory of Bergamasc (Bergamo) by marriage. Around 1450 the name was germanized to Von Thurn and Taxis when Count Roger the First went to Germany.

During the thirteenth century the Corrier Bergamaschi (Bergamascan Couriers) — a mail-carrying company — was organized by Amadeo Tasso in the district of Bergamo in Italy. Relatives of Amadeo (32 in number) formed the Trentadua Corrieri della Serenissima Signoria (Thirty Two Couriers of the Republic of Venice) in 1305 and opened an office in Venice. They received the sanction of the Senate of the Republic and a monopoly of all the mail carriage of the republic. The name Compagnia de Corrieri de Venete appeared as another name for the company and embossed markings bearing the letters CCV and a posthorn have been recorded on a letter dated July 1486[1]. It would seem that the monopoly existed until about 1647, at which time a new practice of handling domestic mail developed in the republic.

The history of the family's connection with the postal services of Central Europe starts in the reign of Frederick III, Emperor of the Holy Roman Empire (1440-1493). The latter appointed Franz von Taxis, Roger's son, to the charge of the Posts between the Low Countries and his residence and those of the Kings of France and Spain.

The posts between Italy and the Tyrol were on foot; but later they were mounted and finally, as the traffic grew, post wagons with one, two or four horses were put into use. A strip of badger skin was carried on the foreheads of the post horses as being the sign of the Tassis family.

At first these posts were in the character of "Post under the supreme tribunal and State of the German Empire"[2] and they were carried on for a fixed payment in advance. Not only were they run as occasion required but the services were even transferred from one part of the Empire to another as need demanded.

A regular line of posts was established from Milan to Brussels passing through Innsbruck, Rheinhausen and Worms under orders of the new Austrian Emperor Maximilian. Franz della Torre and Tassis was even appointed Captain-Postmaster General and henceforth the family continued to expand their enterprise on into the following centuries as well as from the Baltic to southern Spain and from southern Italy to the Netherlands.

The Post in France, Germany, Switzerland, Norway and England

In France

Early in the thirteenth century, the Messageries Universitaires came into existence. It was an attempt to establish a postal service by the University of Paris for the communication between students and their families. They received royal letters of patent, authorizing the transportation of private mail and granting royal protection. There was no schedule for departure or arrival, and the messengers were under obligation to carry royal mail, especially court files and other legal papers. In 1926, freedom from tolls was granted. The system developed during the next two centuries and was used, though without authority, by the general public.

In 1464 a State or Royal Post was established by Louis XI (reigned 1461-1483). The King's mounted messengers, who carried his administration orders to the provincial authorities, were embodied into a regular corps working on fixed routes. In some instances, the postal organization consisted only in the hiring of a single messenger for the run between two neighbouring towns. Others covered large stretches, left and arrived on scheduled days, like the post of the 'Consuls', the magistrates of Toulouse. Most couriers covered the whole route both ways, and the round trip took two to three weeks. The system of estaffettes with relay stations for the exchange of horse or man was an expensive venture but was for the use of Louis XI who is considered as the father of the French post.

In Germany

Some towns or local merchant guilds hired messengers to carry letters to more or less distant places. The Hanseatic towns of Germany and the low countries of the Netherlands and Flanders had introduced an organized post between their various centres. The Teutonic knights were protectors of the Hanseatic League, and as early as 1274 the Grand Master built the castle of Marienburg near Danzig, as an outpost against the heathen Prussians and Lithuanians, and one of the important duties of the Marshal of the Horse, who was in charge of this post, was to supervise and protect the regular service of messengers

[1] John F. Rider, "Several handstamp markings of the republic of Venice", **Postal History Journal**, Vol. IV, No. 1, whole No. 5, June 1960, p.4.

[2] E. F. Hurt, "Thurn & Taxis", **The Philatelist**, vol. 8, No. 6, March 1942, p. 123.

running between the principal towns of the League and the fortified castles which protected the merchants in their commerce. The post-horses were used exclusively for the letter service; at each castle the horse and post-boy were changed, and the time of the receipt and the dispatch of the post-bag was written upon the face of each letter. These couriers continued running on defined routes from Hamburg to Bergen, to Nijni Novgorod, to Bruges and to London.

In Switzerland

From the thirteenth century Switzerland was predominantly a country of international transit. Trade and commerce was fostered which led to guides, to the availability of horses and to the establishment of inns. Eventually, some of the guides carried letters and some of the inns acted as unofficial post offices.

In Norway

During the Middle Ages it was only the King and some of the nobles who had to send letters and then irregularly. As a rule, it was one of their servants who carried the letters direct to the addressees. Besides the written parchment the messenger or 'fant' as he was often called, also took a verbal message to complete the written communication.

When the King wanted to call the people to arms or when the royal functionary of a district had to convene the citizens to an assembly, the messenger was sent through the district according to a fixed itinerary. This was the beginning of a primitive postal service in Norway.

The need for some regular means of communication between the residence of the King, where the Chancellor's office was, and the different parts of the Kingdom became more and more evident especially since Norway had been united to Denmark in 1380 and the political centre of the two Kingdoms was at Copenhagen. Real postal progress didn't come until the seventeeth century.

In England

The first official record of a postal communication in England was from the reign of Henry I (1100-1135). It was essential that communications be established between William of Normandy's two dominions.

Henry appointed several official messengers who were attached to the court and who were known as Royal Nuncii. These messengers were in the King's permanent employment, and their duties were to carry his orders and messages.[3]

During the reign of Henry III (1216-1272) these messengers were put into a royal livery and payments were made to them for services rendered and by way of expenses. In addition to these official nuncii of the King's court, there were also similar messenger services maintained by the Barons at their castles.

Edward I (1272-1307) who was waging war on the Scottish and Welsh borders set up stations or posts on the roads between his camp and the capital, where changes of horses and riders could be made. Any other rider could also change his horse at these posts but the Royal messengers had a prior claim. It was not until Edward II's reign (1307-1327) that an attempt was made to set up a regular service. The King ordained that an establishment of twelve messengers should be attached to the court with the stipulated wage of three pence per day. In addition, an allowance of four shillings and eight pence was to be made to each man for the incidental expenses of the journey.

During this period there was considerable private correspondence evidenced by frequent writs ordering supervision of the traffic in private letters, the uninterrupted

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[3] **Report from Secret Committee on the Post Office (Commons),** 1844, Appx, p. 21.

[4] **Report from Secret Committee on the Post Office (Commons),** 1844, Appx., p. 95. In 1324 a writ or letter was issued to the Constable of Dover and Warden of the Cinque Ports, to the Mayor and Sheriffs of London, the Bailiffs of Bristol, Southampton, and Portsmouth, and the Sheriffs of Hants, Somerset, Dorset, Devon, and Cornwall, reciting that previous orders de scrutinio faciendo had not been observed, in consequence of which many letters prejudicial to the Crown were brought into the kingdom; and commanding them to "make diligent scrutiny of all persons passing from parts beyond the seas to England, and to stop all letters concerning which sinister suspicions might arise, and their bearers, and to keep the bearers in custody until further directions, and to transmit the letters so intercepted to the King with the utmost speed."

transmission which was a source of much anxiety to the Crown from fear of the fomenting of sinister and treasonable plots against itself.[4]

The favourite king of the merchants and citizens of London, Edward IV made arrangements for the dispatch of letters and at least as early as 1481 stations had been established on the road to Scotland at intervals of about twenty miles. Some of the emergency royal messengers travelled at a hundred miles a day, but the regular riding post did not maintain such a dispatch. It was not until the sixteenth century that the postal system became more advanced.

Methods of Letter Writing, Materials used and the Care of Letters

At first letters were written on parchment, but amongst fourteenth century collections of correspondence may be found an occasional use of paper. Once it became of general use, paper's lesser quality of resistance led to using a double thickness. The outer part of the single sheet formed a cover and thus protection for the inner sheet which carried the writing. Wax was used to seal the cover.

Since the Church was practically the only social group in need of inter-communication, monks carried letters from one monastery to another. Often they crossed the country or even many countries with letters that had to be countersigned by each abbot of each monastery of their order. Such carriage of letters often took many years.

An example of Church mail is the famous Rotula of St. Vital, a monastery in the north of France. This letter in the form of a parchment roll dated 1122 A.D. contains not less than 206 answers and signatures and news that the abbots wished to get back to St. Vital. The part that exists is over thirty feet long and is written on both sides. On his way the clerical messenger twice crossed the channel to England.[5]

Toward the end of the eleventh century the Deacon Alberich of the Benedictine Monastery of Monte Cassino, near Naples, set forth his theory of the proper structure of the **dictamen** or letter. He divided it into five parts: (a) the salutation, or introductory greeting; (b) the **captatio benevolentiae** or attempt to predispose the recipient in favor of the writer; (c) the **narratio** or statement of the purpose of the letter or (d) the **petitio** or request to be made (according to the purpose of the communication); and (e) the **conclusio**, or termination best suited to the general tenor of the letter.[6]

On the care of letters, Paciolo wrote:[7]

"First, with regard to confidential letters received from customers, keep them in a bundle and put them away, writing on the outside of each letter the date of its receipt and the date of your reply to it. Do this every month. At the end of the year, tie up all of the bundles into a large one, writing the year on it, and put it away.

When answering a letter or sending letters for others, note on the outside of the letter which was answered by whom the reply was sent, for whom it is intended, on whose behalf it was sent, and the day of its departure.

Be especially careful to record it in letters, in which should always be placed the year, the day, the place and your name"

Talismanic Inscriptions, Manuscript Directions and Trade Symbols on Medieval Mail

Talismanic Inscriptions

In the earlier days of letter writing, a letter committed to the personal care of the master of a ship or an overland courier carried with it no certainty of ultimate arrival. With the possibility of loss by storm, privateers, pirates and highwaymen, the faithful writer occasionally offered a prayer in miniature by endorsing the front of his letter with an inscription as a talisman for the preservation and guidance of the carrier. Many merchants endorsed their mail with trade symbols and direction markings in an effort to speed and guide their letters.

At first there were crosses to signify the desire for safe carriage in the "Sight of God". Then threats began to be used. Hand-drawn gallows signifying a dire threat, by hanging, to anyone who looted the mails or to any courier who failed to get the message to its destination. Stirrups also were drawn on the letter to indicate the use of a horseman and that speed was of necessity.

In the Latin of the educated and also as the common language of trade and in-

[5] Ernest L. Rothschild, "History and development of the post in the progress of man," **Postal history journal,** vol. V, no. 1, whole No. 6, April 1961, p. 19.

[6] Harlow, Alvin F. **Old post bags,** N.Y., D. Appleton & Co., 1928, p. 27.

Brown, R. Gene and Johnston, Kenneth S. **Paciolo on accounting.** N.Y., McGraw-Hill Book Company, Inc., 1963, pp. 99-100.

telligence amongst merchants of the countries of the trading world, the original invocation was: "Q.D.C." — Quam (or Quem) Deus Conservet" — Which (or Whom) God Preserve.

Its interpretation into the language of individual countries developed and it usually appeared in the lower left front of the letter. As the custom spread, a variety of forms evolved.

French

Q.D.C. — Que Dieu Conduise — Which God Guide
D.L.C. — Dieu Le Conduise — Whom God Guide
Q.D.M. — Que Dieu Mene — Which God Command
Q.D.G. — Que Dieu Garde — Which God Protect

Portuguese

Q.D.G. — Que Deus Guia — Which God Guide

Italian

che. D.P. — che Dio Protega — Whom God Protect

English

W.G.P. — Which (or Whom) God Protect (Preserve)

Direction Markings

A marking of "cito" once, or repeated many times, indicated that great haste was required. Other words such as "Subito" — at once "Presto' — quick and mis-spellings of "cito" are found also. Some interpretations are "Cito, Cito" — Poste Haste also 'C.C.' or 'C.O.' "Cito mo" — Extreme Haste.

Trade Symbols of Guilds or Merchant Trade Marks

The following illustrate five guild symbols or trade marks that have been recorded on early European letters.

On a letter dated 1361 from Bruges to Venice.[8]

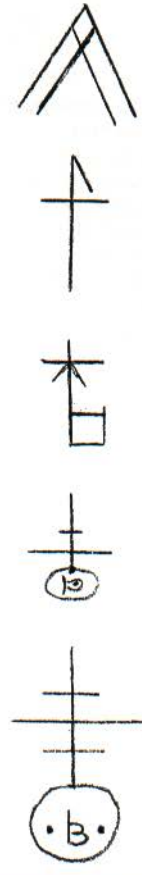
On a letter dated 1391 from the Venetian trade station of Tana (modern Asov) at the terminus of the ancient silk route. This is on the earliest recorded commercial letter from modern Russia.[9]

On a letter dated 1399 from Lycea (modern Lecce) in Apulia to Brasto Dolfin in Venezia de Mari.[10]

On a letter dated 1458 from Geneva to Venice.[11]

On a letter dated 1459 from Geneva to Venice.[12]

On a letter dated 1459 from Bruges.[13]



[8] B. Leslie Barker, "Belgium, the classic issues and the early postal history," **London philatelist,** vol. 72. No. 846, June 1963, p. 106.

[9] Ludwig von Bertalanffy, "Commerce and seal mail of the Venetian republic." **Postal history journal,** vol. VII, no. 1, whole no. 10, June 1963, p. 19.

[10] **Ibid.**

[11] Edith M. Faulstich, "Fifteenth century letters reveal history of the famed Geneva fairs," **Postal history journal,** vol. VI, No. 1, whole No. 7, December 1961, p. 47.

[12] **Ibid.**

[13] Ludwig von Bertalanffy, "Commerce and sea mail of the Venetian republic," **Postal history journal,** vol. VII, No. 1, whole No. 10, p. 19.

Disinfection of Letters

Beginning in the fourteenth century, mail was "decontaminated", "perfumed", "purified", "fumigated" or "disinfected" in an attempt to destroy the agents of pestilential diseases. Some of the precedures, such as the use of chlorine or formalin vapors, did truly disinfect, although, except for small pox, it has never been proven that infectious disease can spread by letters.

As early as 1374 an ordinance was issued by Visconto Bernabo of Reggio near Modena setting forth protective measures against contagion.[14] Quarantine (derived from the French "Quarantaine", i.e. "a period of forty days") became the practice and its use and development are bound up with the history and growth of the lazarettos.

In the year 1448 all merchants and travellers coming from the Levant to Venice were obliged to remain in the house of St. Lazarus (a place for people with leprosy or disease or as it became known, the lazaretto) for forty days before being admitted to the city of Venice. This action was decreed by the Senate of Venice who had just instituted a Health Office.[15] Other lazarettos were instituted at many of the great European ports as well as at land frontiers before the end of the fifteenth century.

The quarantine regulations varied considerably at the different lazarettos, being applied strictly by some, whilst at others the procedure was lax. A "clean" bill was given if there was no infectious or contagious disease and the quarantine was shortened.

The problem of disinfecting letters without damaging them was not always solved successfully. They were immersed or sprinkled with vinegar, exposed to fumes generated by burning juniper, aromatic shrubs, sulphur, saltpetre or wheaten bran mixtures in special fumigation boxes. In some specially designated disinfection stations the mail or parcels were held with tongs and exposed in the open air to the fumes. During this early period the letters were, with very rare exceptions, disinfected only on the outside. This was commonly indicated by manuscript annotations reading: 'Netto di fuori e sporca di dentro" — Clean outside but dirty inside.[16]

Conclusion

The existing collections of family letters dating from the Middle Ages or the Medieval period furnish many interesting details as to how private letters were sent to their destination. There existed amongst families private carriers and one of the functions of the carrier was to be the bearer of letters. During the early period there must have been rudimentary channels by which news was sent to and from the most distant and rural villages of Europe and England.

In the fifteenth century the whole of Europe was seething with new ideas. New thought, the spread of education, new business and a growing tendency to migrate from place to place became reasons why methods of communication needed revision.

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[14] K. F. Meyer "Wafer seals for disinfected mail adopted in seventeenth century," **Postal history journal,** vol. III, No. 1, whole No. 3, March '59, p. 14.

[15] Donald S. Patton, "Disinfected mail", American philatelist, Vol. 64, No. 5 February '51, p. 365.

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"Secret Date"

or

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of

Canada

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10c Eskimo

—R. H. Larkin No. 958

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