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*Topics*



*Official*

*Journal Of The*

*British North America Philatelic Society*

VOL. 23, No. 9, WHOLE NUMBER 247, SEPTEMBER, 1966

Published September 6th

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# BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY  
VOLUME 23 / NUMBER 9 / WHOLE NUMBER 247 / SEPTEMBER 1966

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# Monthly Report from the Secretary

JACK LEVINE, 7061 Old King's Road South, Jacksonville, Florida 32217

August 1, 1966

## NEW MEMBERS

- 2217 Buss, Douglas B., 24 Munn Street, Hamilton, Ontario  
2218 England, Mark, Valparaiso, Saskatchewan  
2219 Gesling, Richard C., 1424 Ninth Street, Moline, Illinois 61265  
2220 Gross, Jar, Laubova-2, Praha 3, Vinohrady, CSSR  
2221 Karr, James S., 536-49th Avenue S.W., Calgary, Alberta  
2222 Marshall, George L., 237 Inglewood Drive, Toronto 7, Ontario  
2223 Nixon, J. Edward, 118 Montgomery Avenue, Apt. 308E, Toronto 12, Ontario  
2224 Rose, Kenneth G., 87 Wildwood Drive, Calgary 12, Alberta  
2225 Brotide, Scipot A. N., 89 Snowcrest Avenue, Willowdale, Ontario  
2226 Brugh, Lynn K. Jr., St. James P.O., Maryland 21781  
2227 Campbell, J. Colin, 85 Cornwall Road, Brampton, Ontario  
2228 Clancy, R. M., 3 Maypark Place, St. John's, Newfoundland  
2229 Davis, Robert R., 807 Boissy Street, St. Lambert, Quebec  
2230 Fetta, Patrick J., P.O. Box 281, Pasadena, California 91102  
2231 Johnstone, F/L R., Box 239 CFB Greenwood, RCAF Greenwood, Nova Scotia  
2232 Toth, Ernest Steve, 2029 Montague Street, Regina, Saskatchewan

## REPLACED ON ROLLS

- 1962 Simmonds, William E., 16144 Quincy, Detroit, Michigan 48221

## APPLICATIONS FOR MEMBERSHIP

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

- CHARLES, Wm. W., 2208 Juniper Rd. N.W., Calgary, Alta. (C) CAN, NFD, B.C. — 19th century mint & used postage. Proofs. Proposed by J. M. Gareau, No. 1995.  
GILES, George Hartwell, 1141 Commercial St., East Weymouth, Mass. 02189 (C) Proposed by W. G. Moffatt, No. 1951. Seconded by K. Bileski, No. 122.  
PARKEN, Derrick, P.O. Drawer 3349, Sarasota, Fla. 33578 (DC-CX) CAN—19th & 20th century mint & used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. — Mint & used Airmails. Literature. Flag, slogan, 2 & 4-ring numeral, squared circle and duplex cancellations. Proposed by E. A. Richardson, No. 168.  
POPE, Vern J., 165 Churchill Dr., Gananoque, Ont. (C) CAN, NFD, N.S., P.E.I., N.B., B.C. — 20th century mint & used postage. Mint & used Airmails. SPECIALTY — Pre 1867 Ontario (C.W.) Covers. Proposed by G. F. Smalley, No. 2160. Seconded by J. R. McMurrich, No. 780.  
PRICE, Harold Alexander, 2231 West 49th Ave., Vancouver 13, B.C. (C) CAN, B.C. — R.P.O. and squared circle cancellations. SPECIALTY — B.C. Town cancels. Proposed by W. E. Topping, No. 949. Seconded by J. W. Millard, No. 2052.

## CHANGES OF ADDRESS

(All notices of changes MUST be sent to the Secretary)

- 1920 Christian, Ralph W., 3515 Indian Creek Way, Apt. "A", Clarkston, Georgia 30021  
2071 Clement, S. C., 23 Lascelles Blvd., Apt. 1205, Toronto 7, Ontario.  
2178 Dixon, Arthur R., 196 McClennan Street, Peterborough, Ontario  
1757 Drew, Thomas D., 30 Church Street, Sturgeon Falls, Ontario  
1747 Eddy, Emerson Wick, 6 Murdock Court, Middlebury, Vermont 05753  
1447 Gibb, James S. J., Ste. #1, 1291 Bernard Avenue, Kelowna, B.C.  
2102 Gregg, Arthur E., 10409-134 Street, Edmonton, Alberta  
L164 Hedley, Richard P., 7861 Gull Lane, Bridgeport, New York 13030  
1502 Hetherington, R. B., 104A Broadwater Street West, Worthing, Sussex, England  
1095 Hill, Gordon M., 6701 Laird Court S.W., Calgary, Alberta  
2156 Jean, Donald, 615-9th Avenue, Box 101, Richmond, Quebec  
1907 Kuhlman, Fred., 553 Wardlaw Ave., Ste. 8A, Winnipeg 13, Manitoba  
2077 LeMesurier, George H. W., 60 Crown Crescent, Ottawa 3, Ontario  
2207 Macmorine, David R. L., 176 Donnelly Drive, Port Credit, Ontario  
1999 Marshall, Fred A., Ste. 4, 4070 Retalack, Regina, Saskatchewan  
L1004 Meyerson, Roslyn C., Latches Lane Apt., 105, Old Lancaster Rd., Merion, Pa.  
2069 Molnau, Myron, 1315 S. Duff — Lot 160, Ames, Iowa 50010  
298 Reinhard Henri E., 9220 Turnbull Road, Randallstown, Md. 21133  
1056 Rosenthal, Harry W., 1015-3rd Street, Bismarck, N.D.  
642 Sadler, A., 417 St. Joseph Blvd. West, Apt. 15, Montreal, Quebec  
1941 Spieler, T. D., c/o Mrs. Blanche Loeb, 187 Lansdowne Road, Ottawa 2, Ontario  
1773 Stonier, Peter F., M.D., 151 Lamp Post Road, New Britain, Pa. 18901  
1441 Thomas, Alfred R., 9 Washington Avenue, Cambridge, Mass. 02140  
1629 Thompson, G. Homer, 32 Derwent Avenue, Brampton, Ontario  
1288 Welter, Edward A. F., 3708 Logan Crescent, Calgary, Alberta

## RESIGNATION ACCEPTED

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

## DROPPED FROM ROLLS

- 1395 McCready, A. L., Gould St. Cobden, Ontario

**DECEASED**

1561 Lamouroux, Louis M., 222 Lawrence Avenue West, Toronto 12, Ontario  
 664 Southey, Charles F., Young, Sask.

**MAIL RETURNED — Information to new address solicited**

2076 Glazier, Frederick L. Jr., 2902 Ferguson Ave., Saskatoon, Sask.  
 1614 Gratz, Roger, 17799 Lorain Ave., Cleveland, Ohio 44111

**MEMBERSHIP SUMMARY**

TOTAL MEMBERSHIP, June 1, 1966 .....	1002	
NEW MEMBERS, August 1, 1966 .....	16	
REPLACED ON ROLLS, August 1, 1966 .....	1	
	<hr/>	
		1019
RESIGNATION, August 1, 1966 .....	1	
DROPPED FROM ROLLS, August 1, 1966 .....	1	
DECEASED, August 1, 1966 .....	2	
	<hr/>	
		4
TOTAL MEMBERSHIP, August 1, 1966 .....		<hr/> 1015

**THE Editor's MAILBAG**

Dear Mr. Young,

**British Columbia Sale — 7 July**

This sale realised £8623 and amongst outstanding items were the following:—

- B.C. & Vancouver 1. Scott #2,  
 block of 18 full o.g. \$1260
- B.C. 1868-71. 500 mauve, used \$365
- 'Gold Rush Covers' (ex Murphy find)
- Barnard's Cariboo Express Label on  
 cover with Well's Fargo 3c env.  
 attached, additionally franked with  
 U.S. 12c black (lot 26) \$1880
- The same label, & U.S.A. 3c  
 (S.G. 124) & 12c (S.G. 133)
- Carried Dietz & Nelson 8c (lot 28) \$1515
- Vancouver Is. Dietz & Nelson Cover  
 to Baskerville with pair of 10c  
 (SG14) & 5c (SG13) also Barnard's  
 Express Label (lot 43) \$1485
- British Columbia. Unique Well's  
 Fargo Cover (10c) additionally  
 franked with U.S.A. 'Black Jack'  
 2c, B.C. 5c & G.B. 6d (addressed  
 to London). (lot 81) \$2520

We shall be including the 'Lewis' collection of Newfoundland in our Sept. 22/23 sale.

Kind regards,  
 Michael Young

Dear Mr. Young:

Where could I write to find out the location of the field post offices used by the Canadian Army during WW II. I have some covers posted by various field post

offices but have no idea where they are located. Could some reader perhaps help?

In your last issue, it was indicated that you are running short of articles to publish. I have been extensively collecting Canadian first day covers and have been running into a stone wall trying to figure out how Holmes and some of the dealers arrive at their prices on the earlier covers. It bears no relation between catalog price and actual market price. If you feel an article pointing out the lack of true guide to market values and the possible effect this may have on curbing people from collecting the earlier FDC, please drop me a line. If nothing else I would like to hear from FD collectors on covers prior to WW II as to how they are able to use Holmes.

Thank you  
 A. Marc Eisenberg #2179

**1933 BROKEN X ON COVER**

The well-known overprint flaw occurs once every 200 stamps on Scott's no. 203, 19th position UR pane. 7800 may exist, less losses. Contrary to previous post office policy which allotted 20 "first day cities" for the late 1932 issues, collectors were instructed to send prepared covers to the Regina postmaster only. Such "normal" covers bear the Regina circular date stamp in black, without time indicia (top illustration). The procedure for obtaining an official conference cachet in blue signed by E. Rhoades, Secretary is obscure, but



Mr. A. F. Brophrey managed the feat and obtained a Broken X as extra added dividend (second illustration). The Regina Registered circular rubber stamp and R box are all in blue. The upper left illustration and printing are in black. Presumably at least five other covers may exist corresponding to Registration numbers Exl - 5.

Supposedly first day covers should not exist from cities other than Regina; however Mr. T. R. Legault, Accountant-in-Charge

of the Postage Stamp Division normally made up a few Ottawa covers for himself, Mr. Brophrey and possibly others for each new issue. The 20c overprint was available at the Agency on the first day, the cover illustrated # (3) bears as backstamp the Postage Stamp Division No. 1 circular rubber stamp in black with initials "TRL" in blue ink.

Altogether a pleasant group of rarities, and the second item is probably unique.

J. Gordon, #1030

## OBITUARY

George Ludlow Lee of Bernardsville, Chairman of the Board of Red Devil Inc. and one of the outstanding philatelists in the United States died on August 8 in Portland, Maine, while on vacation. He was 65 years old.

George, as we all knew him, was born March 25, 1901. He attended Cornell University, where he received his B.A. degree in 1923.

In 1926 he became one of the founders of Landon P. Smith, Inc., predecessor company to the present Red Devil organization. He was named president and treasurer of the company in 1937.

Mr. Lee was known among philatelists as a philanthropist. He gave lands for schools and recreation areas near his home. Donations of stamp collections were made to the Smithsonian Institute, the Cardinal Spellman Collection, and other religious charities. Through the Red Devil Company, Mr. Lee donated airplanes to Cornell and Smithsonian.

He was a member of the Collectors Club and our society for many years. Whenever possible he attended our conventions and exhibited parts of his collection.

Our deep sympathy to his wife Virginia and his family.

### 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, 2407 Lake Place, Minneapolis, Minn. *Calgary*—Meets second and fourth Tuesday at 8 p.m., Murray Devlin, 1030—12th Ave. S.W., Calgary, Alberta.

# More Sketches of BNAPSers

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

105 Henry D. Hicks, Q.C., D.C.L.  
BNAPS 247

One of our eminent members of BNAPS is Henry Hicks, president of Dalhousie University, Halifax, Nova Scotia. A native Nova Scotian and a graduate of Dalhousie, he was a Rhodes Scholar at Oxford coming home with no less than 3 degrees. In addition there are various honorary degrees.

His training was in law and after his war service with the Royal Canadian Artillery in both the United States and Europe, he practiced law in Bridgetown until elected to the Provincial Legislature where he served from 1945 to 1960. He was also premier of Nova Scotia. Then to Dalhousie and in three years became president!

He has two sons and two daughters — Mrs. Hicks died in 1964. He has recently remarried. Now before we get into his philatelic life, we must mention that a favorite method of relaxation is salmon fishing — and Nova Scotias eastern streams are famous for this sport. One wonders if he still yearns to do some rowing — he was on the team at Oxford at one time. president of the Oxford Boat Club at one time.

Stamping became a hobby at the age of 17 and soon it was Canada and Bermuda as his specialities. During the war he became a serious student of Bermuda and recently began going strong on the Canada. We also remember his forward to The Postal History of Nova Scotia and New Brunswick and his Court of Honour showing at HALPEX 65.

Henry Hicks is a fellow of the Royal



Philatelic Society of London, a longtime member of BNAPS, and has membership in the Essay Proof Society, the Royal Philatelic Society of Canada, and the Nova Scotia Stamp Club.

As you can see, here is another member who adds stature to our society and should be a further inducement to adding members to our society. We hope to see more of him and his wife at our conventions and maybe he will exhibit his worthy Edward VII collection.

"Secret Date"

or

Dated Dies of Canada

No. 28 1961

5c Northern Development

—R. H. Larkin No. 958





# QUEBEC "12 OCTOBR 1764" COVER

by J. J. Charron, BNAPS 1525

Recently, this writer became the proud owner of what I believe to be the oldest known B.N.A. cover, if not, one of the oldest, in private hands. In "THE CANADIAN PHILATELIST", page 256, No. 6, Vol. 14 (1963), Frank Campbell, well known postal historian, referring to this Quebec City marking, states:

"The first mark, writing in red ink, known to me is "Q3" on a letter to Montreal, October 12, 1764. The "3" is pennyweights of silver."

In "NOTES ON THE POSTAL HISTORY OF CANADA" by W. E. Durant Halliday, the author states that:

"The earliest postally marked cover is one in the Public Archives of Canada, dated August 26th, 1763".

The article goes on to say that:

"The earliest combined post office and rate mark, also in the Public Archives appears on a letter dated November 10, 1764 . . ."

Consequently: (1) the cover, Fig. 1, is 13½ months later than the earliest (Aug.

26, 1763) B.N.A. cover known and which is in the Archives and (2) a month earlier than the earliest (Nov. 10, 1764) "combined post office and rate mark", also in the Archives, and until further finds are made, it is safe to presume that the "12 Octobr 1764" cover is the oldest known Quebec and/or B.N.A. cover in private collection.

The following is a transcript of the letter which is of interest, if only to discuss the day and the date on which the letter was written:

Mr. John Grant:

Quebec, Monday 12, Octobr 1764

I got here at 12 Oclok (sic) Saturday evening. Mr. Jacobs is gone up with a Mill Wright to examine the best place on Bourdon Isles for building a mill. I beg you'll inform me fully of his proceedings. Mr. Dobie carried a letter with him for me which he did not deliver when I met him at St. Sulpice. Get it and send it down first opportunity (sic). Do not neglect to send the apples and furs (sic) by first vessel

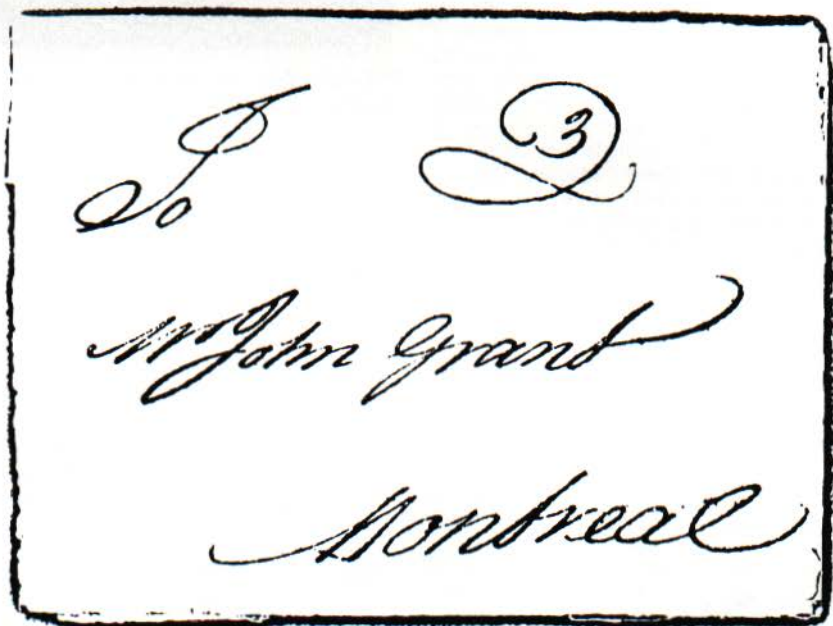


FIG.1



also all the ordonnances every occasion. I have ordered Jaumande (?) and Rousel to take paper which they are to send you. I have sold the gray horse open cariol (sic) and harness to Mr. (?). You'll not omitt (sic) sending him down as soon as possible and replace him by the brown horse at Sorrel (sic).

The goods ordered are shiping (sic). I have only 4 puncheons rhum in place of 50 barrels the rest was sold ere I got down.

Yours all

(signed) William Grant

If you have opened the letter by Dobie keep the contents to yourself. W.G.

Octobr 1764" (Old Style) was the same as Monday, Oct. 22nd 1764 (New Style). I have again discarded this second solution since in 1752, the Old Style calendar was 11 days late on the New Style. (Encyc. Britannica — "Calendar").

(3) Finally, the more acceptable solution is that Grant must have confused the date of the month, mistakenly thinking it was the 12th instead of the 15th of October, which, of course, was a Monday.

Should any reader have a more plausible solution to this day-date problem, I would be very grateful to hear from you.

FIG. 2

Upon checking several sources, it has been definitely established that "12 Octobr 1764" fell on a Friday and not on a "Monday", as clearly indicated in Fig. 2. The solution to this enigma is to be found in either of the three following hypotheses:

(1) "William Grant" confused Monday for Friday. This hypothesis I discarded since it is highly improbable that Grant would let a Sunday, a day of rest, go by unnoticed. Furthermore, he says he "got here 12 Oclok Saturday evening", presumably, he wrote the letter two days after his arrival in Quebec.

(2) The second hypothesis rests on the fact that the persons involved being Scottish and presumably Presbyterian, still adhered to the Old Style calendar, which, in 1764, was at least ten days late on the New Style or Gregorian calendar. The latter had been in use generally in Continental Europe since the 16th Century, however, it is only by an Act of 1751 that the British Government converted to the New Style. The English waited two centuries for the change over, possibly because of their opposition to a papal bull, dated March 1, 1582, annulling ten days. The Scots, again I presume, delayed converting to the New Style since it was an English and Anglican decree (Act). If the ten days are added to "12 Octobr 1764", the date Oct. 22nd, 1764 falls equally on a Monday. Therefore, "Monday 12

Concerning some of the persons mentioned in this letter, a short biography may be of interest:

**John Grant:** of Montreal was apparently a brother of William Grant of St. Roch, near Quebec. He appears to have come to Canada as early as 1764; and he married before 1774 Anne Freeman, the illegitimate daughter of Richard Dobie. By her, he had at least five daughters, one of whom, Ann married Samuel Gerrard and another Elizabeth, married James Finlay Jr. in 1798. From 1779 to 1785, John Grant was engaged in company with Gabriel Cotté and Maurice Blondeau, in trading to Lake Superior, but in 1798 he is described as "at present absent from this province". He died in 1809, and his will is in the Montreal Court House. (Documents relating to the North West Company — The Champlain Society, 1934).

**William Grant:** of St. Roch, merchant, was born in Scotland in 1741, and came to Canada in 1763, an agent of the London firm of Robert Grant and Co., which had engaged in the trade with Canada. In 1763, he purchased from the Marquis de Vaudreuil a grant of the fur-trading rights in La Baye, Lake Michigan; but this grant was voided, and William Grant appears to have taken no direct part subsequently in the fur-trade. But most of the Grants who embarked in the fur-trade appear to have

FIG. 3

been related to him, though the exact relationship is difficult to determine. He himself concentrated his energies about Quebec and the Lower St. Lawrence. In 1770, he married the widow of Charles Jacques Le Moynes, third Baron of Longueuil; and his nephew, Capt. David Alexander Grant, married her daughter who was heiress to the title. In 1777, William Grant was appointed Deputy Receiver-General of Quebec; and in 1778, he was appointed a member of the Legislative Council of the Province. In 1784, he was relieved of his duties as Deputy Receiver-General, because of serious deficiencies in his accounts; and he was not appointed to the Legislative Council of Lower Canada on its creation in 1791. From 1792 to his death, however, he represented the Upper Town of Quebec in

the Legislative Assembly of Lower Canada. He purchased a large number of Seigneuries along the banks of the St. Lawrence and he had extensive interest in Quebec, near which, at St. Roch, he had a large house. But he evidently died insolvent, for after his death, his Seigneuries were put up to auction. He died at Quebec on October 5th, 1805. (William Grant, *Nova Francia*, 1927) (Essays in Canadian History, Toronto, 1939).

**Richard Dobie:** merchant, was born in Scotland about 1731, and came to Canada about 1772 (?). In 1885, he was described as "the principal merchant and inhabitant" of Montreal. He died in Montreal on March 25th, 1805. (R. Campbell, *A History of the Scotch Presbyterian Church, St. Gabriel Street, Montreal*, 1887).

## FANCY CANCELLATIONS

Day & Smythies

Addenda and Corrigenda

Plate VI — 46 identified as Grimsby, Ont., 1883.

Plate VII — 65 identified as Callender, Ont., 1893.

#205—identified as St. Catharines, Ont., 1883.

#684—identified as River Bourgeois, N.S., 1883, not 683 as formerly noted.

#685—also occurs with red cancellation, 1882.

#749—Remarks — P.M. Jos. Whitford.

#753—Remarks — P.M. J. H. Wylie.

### New Brunswick Numerals

A preconferation cover owned by Bill

Russell has come to light with #21 from Florenceville in 1866 also a large queen cover of April 3, 1868. Does this put a leak in Chadbourne's dike? (see Topics, April, 1959).

The following postconfederation changes have been seen:—

#6 Westmoreland Point, 1880, formerly Campbellton.

#14 Maugerville (pronounced Majorville) in 1897, formerly Gagetown.

#21 W.O. Victoria 1871 formerly Newcastle.

#27 Upper Sackville, 1890, formerly St. Andrews.

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

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



# Canada's Semi-Official Airmails

by DANIEL G. ROSENBLAT (BNAPS 1445) Apt. 404, 2235 Laguna St., San Francisco

In the spring of 1927 Patricia Airways & Exploration introduced its third issue of stamps, similar in design to those preceding and on yellow paper as was the first issue, but rouletted instead of perforated and without any route tablet.

It appears that this issue was intended to be an all-purpose stamp which would be surcharged or overprinted as necessary to meet the requirements of any of the Company's various services. And overprinted it was in almost every conceivable fashion, by printing process and by rubber stamp and frequently by both. That not all of these varieties were either necessary nor authorized seems almost certain, but it has never been possible to determine precisely which are legitimate and which were "made to order", so that the collector has little choice but to accept any of them that may come his way.

Holmes gives a figure of 17,496 as the total printing of this issue. Sanabria does not venture a total for the issue but gives sub-totals for several of the varieties which add up to 16,482 but with no estimate of the quantities of 18 out of the 27 varieties that they list. Certainly the total remaining without an overprint of any sort must have been quite small and the stamp in this state is certainly very scarce.

A notable error exists in which the airplane is inverted, there are some imperforated varieties, and the Matthews collection contained one rather amazing item — a horizontal pair in which both stamps were overprinted HAILEYBURY AND ROUYN and the right hand stamp carries the additional SPECIAL AIR SERVICE five line overprint.

The stamps of this issue were printed, as were the preceding issues, in sheets of 8 with considerable margin inscription to the left, including a plate number. Although I have not seen any plate number other than "1" on the first two issues the third issue shows plate numbers as high as "20". I have personally examples of plates 1, 6, 8, 10, 11, 12, 17 and 20 — I assume that there are examples of the other numbers below 20 and perhaps even above 20. Just why such a relatively small issue should have required so great a number of plates is a mystery to me and I would be grate-

ful for any theories in this regard. It would also be most interesting to try to determine if there is a specific relationship between the various overprints and the plate numbers.

As was the case with the earlier issues, the rubber stamp RED LAKE overprint is known in three colors, black, green and violet and each color is known in four different positions, ascending, descending, ascending inverted and descending inverted. The five line SPECIAL AIR SERVICE overprint is known on this issue in three colors, black, red and green, and also in two sizes of type. Additionally, there are some instances of this surcharge being inverted, and they are also known both ascending and descending.

It should be noted that the setting of the HAILEYBURY AND ROUYN overprint is by no means uniform — the amount of indentation to the right of each of the three lower lines from the left edge of the upper line varies slightly from stamp to stamp and it should be quite possible to determine from which sheet position any given overprint may have come by comparing it with a full sheet of 8. The same situation exists in the case of the SPECIAL AIR SERVICE five line overprints in both the large type and the small type, although the differences are not quite so marked.

There is relatively little data available as to the dates of first usage of these overprints — the A.A.M.S. catalogue gives September 13, 1927 as "first day" date of the HAILEYBURY AND ROUYN plus RED LAKE in black overprint but I have in my own collection an example of this flown Goldpines to Sioux Lookout on August 31st, 1927, so that even this single reference appears to be incorrect.

Actually it would appear that relatively few of these stamps were used since unused copies, including full sheets, are fairly common and examples on cover quite scarce. An exception to this is that many of the different overprints can be found on cover, postmarked between various points in the Red Lake area, all dated March 9th, 1928. The A.A.M.S. catalogue states that these stamps were not to be used on cover after March, 1928 as the company was then in

*(Continued on page 211)*



# POSTAL USE OF THE EARLY MONEY ORDER DATERS

by

Tom Walker, BNAPS 1725 and  
J. R. Hill, BNAPS 1159

The money order dater is called the "square dater" by the postal staff. Philatelists refer to it as the "money order transfer office stamp" or M.O.T.O.

The MOTO is a square rubber stamp containing the office name, date and province. It was primarily used to date money orders but had legal use for cancelling any postal material, although use on first class mail was frowned upon. The exact date of issue of the first MOTO is not officially known but was probably sometime in the later 1920's or early thirties.

After 1937 the office number was incorporated into the stamp (M.O.O.N.) and issued to new offices. For a short period of the time the MOTO'S were refaced. The current MOTO'S survive from this period as they were never recalled. The MOTO'S were initially issued to all post offices except non-accounting offices. These early MOTO'S show considerable variation as they were made locally. After a short time they were issued from a central supply area to the district office. The cancellors were received from the various manufacturers who used the same general specifications. Numerous minor variations are present including differences in horizontal and vertical measurement, the presence or absence of serifs and variation in size and type of the print as well as abbreviation and full name for the province.

Our interest in these cancels centers around Alberta and Saskatchewan. The following have been noted for Saskatchewan: Abbey, Albertville, Archerwill, Bear Creek, Beauval, Bickleigh, Bracken, Braddock, Bresaylor, Buffalo Narrows, Caron, Carrot River, Cavalier, Ceylon Station, Chagoness, Chelan, Clair, Congress, Cosine, Crane Valley, Dafoe, Dalmeny, Daphne, Denzil, Eatonia, Elfros, Englefeld, Fleming, Franks-lake, Green Lake, Hoey, Hudson Bay,

Imperial, Insinger, Kelliher, Kenaston, Keppel, Killdeer, Kindersley, Kisbey, Leinan, Leoville, Lucky Lake, Madison, Mankota, Maryfield, Maxim, Melfort, Mendham, Mennon, Minton, Muenster, Muscow, Orley, Paradise Hill, Pierceland, Primate, Ravendale, Regina, Rockglen, St. Louis, Shamrock, Silton, Simmie, Smiley, Spirit Lake, Tantallon, Tonkin, Tuffnell, Tyner, Vesper, Waldeck, Wartime, Weldon, Wilcox, Woodrow, Wymark, Young.

The following have been noted for Alberta:

Acadia Valley, Alberta Beach, Alder Flats, Alexo, Alhambra, Athabasca, Bashaw, Beaumont, Beaver Crossing, Berwyn, Bindloss, Bloomsbury, Bodo, Bon Accord, Bottrel, Breynat, Bruce, Burmis, Chancellor, Chipman, Clover Bar, Clyde, Coal Valley, Colinton, Deadwood, Eaglesham, Edwand, Elk Point, Falun, Foothills, Forestburg, Galahad, Ghost Pine Creek, Goodfare, Grimshaw, Hillspring, Huallen, Huxley, Irricana, Kinsella, Lac La Biche, Langdon, Milk River, Mundare, Munson, Neerlandia, New Sarepta, North Star, Ohaton, Peace River, Robb, Rosedale Station, Sedalia, Sheerness, Slawa, Sunnynook, Vimy, Wainwright, Waskatenau, Westerose, Westlock, Whitecourt (63) Worsley, Edmonton, M.P.O. 1315, Airdrie, Brooks, Cadomin, Picture Butte.

Records of further cancels and dates would be appreciated.

Perhaps the rarest type of MOTO cancel is the town name or horizontal date which was used on money orders prior to the time the square space was designed. Very rarely this type of cancel is found in the late twenties.

We wish to express our thanks to the philatelic bureau for some of the information used in this article.

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RESERVE EARLY

BNAPLEX '67 — EXPO '67

OCTOBER 2-8, 1967

THE ALPINE INN — STE. MARGUERITE STATION

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# Buffalo Chips

Editor: C. T. WALKER, BNAPS 1725, 14350 Ravine Drive, Edmonton, Alberta

## Our Objectives and Aims:

With the initiation of this column we hope to supply a sounding board for all students of Western Postal History. It has become very apparent that there are very few sources of information and data pertaining to the West. This is a void in Canadian philately which we feel, must at this point be filled-in. The West is still young and it is today that we must start compiling and recording, for as each day passes the sources and contacts become fewer. This is why the Edmonton group has made the decision to direct their energies toward the compilation & recording of this facet of our philatelic heritage.

Our objectives are simple. (1) To share our knowledge of Western Postal History with others; and hope that this will prompt others to share with us. (2) To make this a collecting and recording center for all Western material. At first glance these objectives appear very basic, but only those

who have attempted to trace the philatelic history of even one town can appreciate the size of this undertaking. We don't pretend to know it all, and will be the first to admit to our limited knowledge, but it is our sincere hope that this column will be a step toward uniting the efforts of all the students of Western Postal History.

Our group has also set-up a master register within which we propose to record all known and reported information. This will include the recording and description of all cancellation types and their dates of usage. So we will be keenly interested in hearing from anyone who would like to participate in this venture, which in time we hope will become the "Magnus apus" of the Western Post.

Perhaps a short explanation of why the title "Buffalo Chips". Naturally we wanted a title which would be short, yet descriptive; and what better than "Buffalo Chips" to describe a conglomeration of miscellaneous droppings.

Rate Card No. 6

Effective January 1, 1964

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**FARMERS OF THE POSTS**  
**OWNERS OF THE POSTAL ADMINISTRATION**  
**1600 A.D. — 1750 A.D.**

by Scipot A. N. Brotide, BNAPS 2225

**Introduction:**

The great number of principalities which made up Germany in the early Middle Ages, the mutual jealousy of the Princes and the indefinite authority of the Emperor of the Holy Roman Empire, made the introduction of any sort of general system of communication extremely difficult. In a period before posts of the ordinary type were established in Germany, there existed throughout the Empire a system of messengers. These establishments were maintained by the political administration, by the scholastic institutions, by political corporations, by merchant bodies or by private individuals.

The intellectual awakening of the early sixteenth century, the great discoveries of that period and their effect on commerce, together with the tendency then developing toward amalgamation of the principalities and creation of larger political entities, all increased the necessity for an efficient system of inter-communication. The result is seen in the establishment of an Imperial system of posts. Their history is inseparable from that of the family of Thurn and Taxis, to whom their management was first entrusted. On the routes, stages were fixed at intervals of about five miles and messengers were stationed at each stage and the posts were solely for the service of the Emperor.

Because of financial difficulties, the payments to von Taxis from the Royal Exchequer could not be kept up, and in order to maintain the service another source of revenue had to be discovered. It was found in the acceptance of private letters for transmission by the posts, if it did not impede the official service.

**Expansion of Thurn and Taxis Posts**

The actual development of the posts was of a two-fold character. At first, the Taxis family were able to establish their posts in various parts of the Empire without opposition; the Princes of the German States were themselves satisfied with their messenger systems, and were indisposed to establish citizens posts because of the heavy cost. When the profitable character of the Taxis posts became apparent, the Princes questioned the right of the Imperial Postmaster General to lay posts within their territories, and claimed that they alone possessed that right.

Just before the turn of the sixteenth century, Leonhard von Taxis was given the sole right to form and administer the posts, which he carried out until his death in 1612. The state Princes never accepted this and it was for this reason that the Thurn and Taxis posts never did become fully universal throughout the Empire. The rights for post routes were obtained in certain states, and thus an important system now reached many areas; but it did not altogether supplant the territorial services.

In the early part of the seventeenth century the struggle against the monopoly of the Imperial post developed. The States were jealous of the growing power of Austria, and political affinities were weakening. There was moreover, some feeling against such an office being held by an alien family.<sup>1</sup> The whole question became involved with the disputes which led the Thirty Years' War. Attempts were made to extend the Imperial posts, but much opposition was encountered. Nevertheless, the system continued to expand and attained considerable



dimensions. The family held the exclusive right of carrying passengers as well as letters, and it was estimated that during the eighteenth century the House of Thurn and Taxis received a gross sum of 20,000 livres per day, and a net profit of four millions a year.

In 1615 Lamoral von Taxis, son of Leonhard, was in charge and was appointed hereditary Postmaster General of Germany by the Emperor Matthias, such grant to be carried through the male line. Now that the posts regained their importance, Lamoral was raised to the rank of a Baron of the Empire. Ferdinand II extended the grant later to the female side of the house.

The Thirty Years' War (1618-1648) caused many setbacks to the Thurn and Taxis posts. On the death of Lamoral, Leonhard II von Taxis succeeded as Postmaster General in 1624, to be followed in 1628 by Lamoral Claudius Franz von Taxis who held the position until 1676.

In 1678, during the war with the Netherlands the French took over the Thurn and Taxis posts in France but these were soon restored to the latter on the conclusion of the Peace of Nejmegen in the same year. The control of the postal system was now under Eugene Alexander von Taxis. He was raised to the rank of Prince by Charles II of Spain in 1681 and in 1695 the same honour was accorded him by King Leopold I.

During 1685 the State of Saxony suppressed the Imperial posts and removed the Thurn and Taxis sign from the Post Office at Quedlingberg.

In 1700 Eugen Alexander was appointed 'Postmaster General of the Posts of the Empire and the Low Countries' with the high-sounding German title of "Kaiserlicher Erbgeneraloberpostmeister", which title was thereafter passed down as a princely fief directly from the throne. One year later, during the War of the Spanish Succession, the residence of the House of Taxis was moved from Brussels to Frankfurt and the family became in succession Freeman of the

City, then Counts and finally Princes of the Holy Roman Empire.

In 1701 a decree was promulgated that prescribed the creation of new posts along different routes as well as new general regulations. As a consequence of this ordinance, the posts were bought by the Princes Thurn and Taxis and ceded to Sir Pageot, Director of the French Posts, for a term of nine years at an annual fee of 175,000 florins.

In an English memorial dated May 2, 1701 it was written "the frontiers between France and Holland being open it is well known that correspondence passed as easily between England and France (through Holland) as if our own packet boats had gone. Italian and French letters came under cover to Antwerp and Amsterdam and the only result was that our merchants paid double for their letters; the Dutch had the benefit of the postage and had intelligence of all Italian trade and prices carried into France at least two days before us . . ."

Anselm Franz von Taxis took over in 1714 and helped to recover the posts in Belgium for a payment of 80,000 gulden yearly. His son, Prince Alexander Ferdinand succeeded him in 1739.

Improvements continued to be made in the service by decrees that sought particularly to maintain the state monopoly from the point of view of the posts. This monopoly was again accorded to the Taxis family in 1725 for an annual fee.

During the War of the Austrian Succession (1740-1748) the warring sovereigns forbade the armies to interfere with the couriers, even enemy ones, in their missions. The French did seize the posts in the Netherlands but they were restored to Thurn and Taxis by the Peace of Aix.

#### **Taxis Posts in Spain**

Indications of the wide extent the House of Thurn and Taxis had on the posts of Europe and international postal relations, can be seen by their existence in Spain. Simon de Tassis had been appointed "Correo Mayor" (Postmaster General) of Spain in 1500 by Phillip le Beau. With the enactment of Charles V, King of the Holy Roman Empire, giving control to all the posts in the Dominion to Johann Baptista Taxis, Spain became firmly in the hands of the family.

Fifty years later, the "Correa Mayor" was now a naturalised Spaniard under the title of Don Juan de Taxis y Acunha. He controlled the ordinary post with its international lines running from the Spanish

<sup>1</sup> The House of Thurn and Taxis had its beginning in Italy around 1290 A.D. The names Thurn and Taxis were the result of linking 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.



court to Genoa, Milan, Rome and Naples,

In 1602 Juan de Tassi, Master of the Spanish Posts, made an arrangement with M. G. Fouget de la Varane, Director of the French Posts. This agreement stipulated that mail between Spain and Italy passing into France by Irun should be carried via Bordeaux to Lyons, whence it would be carried by French courier toward Rome, handing it over to a Spanish courier at a fixed distance along the route. For their part in this arrangement the Spanish Post Office agreed to pay the French 3 sols per ounce.

Letters for Spain were all directed to Madrid and from there redirected to their individual destination.

During the French wars (1574-1610) the post left Barcelona for Genoa by sea, but in peacetime the post route was via Burgas, Vittoria, Irun, Limoges and Lyons.

In 1676 Raimundo de Tassi held the reins in Spain while his cousin Antonius managed the Italian end of the Spanish posts in Rome. The opening of the Spanish Post Office in Rome in this year, saw the completion of the Taxis European circle. Now a weekly dispatch was made from Viterbo, Siena, Florence, Bologna, and Modena to Mantua whence the mails left for Germany and the west. Other mails left weekly via Trieste, Innsbruck and Augsburg for the Rhine, Pilsen, Prague and Antwerp, while there was a branch service from Cremona to Milan.

Ten years after Count Onate de Tassi took control of the posts in Spain in 1696, the Spanish Government took over, paying an indemnity to the Taxis family. They were now exploited for the benefit of the Treasury and farmed out for fixed payments.

#### **Taxis Posts in Italy**

The original "Campagnia del Corrieri Bergamaschi" had an auxiliary postal company and the two were closely related and formed the main link between Rome and the North from a very early date. The Roman branch of the Tassis family — the Sandri — took their part in the Roman post up to the seventeenth century but their local services left a lot to be desired so that competition developed.

#### **Thurn and Taxis Posts in Belgium**

Until 1713, Belgium of today was a part of the Spanish Netherlands and then the Dutch Republic, but in 1714 the area came under Austrian domination. During each administration Thurn and Taxis had control of the posts.

In 1638, there were no less than twelve competitive postal services in Antwerp. During 1656 Antwerp tried to suppress the Thurn and Taxis posts but with little success. In the following year, they seized the posts to Holland, but had to restore those in Brabant after a lawsuit. Troops were even called out in Antwerp in October 1659 to protect the Taxis posts against the city and a very minor war took place.

Private opposition posts and the use of underground methods for the carrying of letters in the Low Countries had become so bad<sup>2</sup> that on March 8, 1703, Phillip, King of Castile, Leon and Arragon issued in Brussels a further order. Under this enactment, again it was forbidden to anyone not only<sup>3</sup>: to use the Post Horn or to carry, or cause to be carried, by other than the State Post, directly or indirectly, letters, packets of letters or papers in the Empire, but also to take or send, distribute or receive such to or from abroad by any other means, either by hand, by mounted "courier, chaise, boat or other vehicle", except by the State Post or with the knowledge or permission of the Postmaster-General or his agents.

Karl Anselm von Taxis bought back the rights of the posts in Belgium in 1725 on the basis of a yearly payment of 80,000 gulden, raised by Charles VI in 1739 to 125,000 gulden and again, in 1753, when Maria Theresa extended the grant to 135,000 gulden yearly.

The Thurn and Taxis post ceased in Belgium shortly after the French Revolution.

#### **Post in Hungary**

In 1516 the first regular post under Thurn and Taxis came into being in Hungary with the permission of Maximilian I. The forming of the service between Vienna and Pressburg was made on the understanding that the Kaiser's mail be carried without reward. On this route was the first instance of the carriage of articles of value by post and a system of receipts to the sender and by the addressee was introduced. If such could not be delivered, the packet was returned to the sender on payment of an extra fee.

At first it was made a rule that all addresses must be in Latin script, though,

<sup>2</sup> In spite of frequent ordinances made between 1566 and 1677 under which the rights of the Posts were reserved to the Crown.

<sup>3</sup> E. F. Hurt, "Turn & Taxis, **The Philatelist**, Vol. 8, No. 7 April 1942 P. 157.



later letters were accepted if addressed in the handwriting "customary in the country of origin".<sup>4</sup>

The post in Hungary passed from the control of Thurn and Taxis around 1615 and gradually became entirely Hungarian.

### Postmarking

Extension and improvement of the mails clearly favored the development of commerce and industry. The number of letters increased continually, obliging postmasters to indicate places of origin of letters either in writing or by hand stamp to facilitate calculation of postage to be collected from the recipient.

postmark in **Germany** appeared around 1730, being left by the French postal regime after the Wars of the Spanish Succession. The first known is Mannheim in 1734 with the French prefix "DE".

## DEMANNHEIM

### I

In **Belgium** the straightline type as illustrated in fig. 1, continued to be used after the posts were restored to Thurn and Taxis by the French in 1713. They are known for twenty different towns, some being spelt in alternative ways, e.g. Anvers—Antwerp.

During the same period markings were used as shown in fig. 2, 3 and 4.

H	A	G
2	3	4

Some are in red and occasionally in black. It is believed that these were all applied in Brussels as follows: H where letters originated from the Dutch (Hollandsche) Post; A and G respectively when the letters came from the towns of Antwerp and Ghent.

### Conclusion:

The mails of Thurn and Taxis now stretched from the Baltic to southern Spain and from southern Italy to the Netherlands. The mail riders and drivers passed countries and armies without any difficulty, the custom being to let them proceed. Some 20,000 men and a greater number of horses were employed in the service. The postilions of Thurn and Taxis wore elegant uniforms and carried silver horns which they sounded to have the gates of towns opened so they could pass through them

and to scatter troops and horsecarriages on the road. This horn has remained the emblem of the posts until today.<sup>5</sup>

As the Thurn and Taxis family became more and more powerful and wealthy, they came to have the right of jurisdiction over an immense staff. After the start of their activity, they had climbed all the rungs of the nobility ladder, having become Barons, then Counts, and finally Princes.

The territories which Thurn and Taxis administered postally were often taken by the enemy, but they always ended up by returning them. The height of their prosperity seems to have occurred in the first half of the eighteenth century.

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(Continued on page 211)

<sup>4</sup> E. F. Hurt, "Thurn & Taxis, *The Philatelist*, Vol. 8, No. 7, April 1942, p. 158. The earliest Thurn and Taxis handstruck

<sup>5</sup> Raoul Hubinot, "Establishment of the first international European mails", *Postal History Journal*, vol. VIII, No. 1, Whole No. 12, June 1964, pp. 4



# Rounding Up Squared Circles

Editor: DR. W. G. MOFFATT, Hickory Hollow, R.R. 3, Ballston Lake, N.Y.

## CHARLOTTETOWN

W. W. Laird

Very little has been written about the squared circles of Charlottetown perhaps due to the complexity thereof. Since the 3rd Edition of the Handbook appeared additional information has come to light and is presented in this article in order to assist in clarifying at least a few of the problems.

In this article we shall use the word "normal" to mean time-marks AM, PM, 1, and 2, and "abnormal" to mean time-marks blank, 2 inverted, 3, 5 and 5 inverted.

### Chronology of Normal Time-Marks

1893 Sp 13 to De 31

1 Scarce.

2 Extensive use.

AM and PM Not known.

1894 1 Frequent use.

2 Extensive use.

AM Very scarce. I know of only six copies.

PM Scarce. I know of only ten copies.

1895 1 Frequent use until September 3.

Very scarce thereafter.

2 Extensive use until August 8. Scarce thereafter.

AM Scarce.

PM Frequent use to end of September. Extensive use in October, November and December.

1896 1 Not known.

2 Very rare. Only one copy known — Mr 5

AM Frequent use.

PM Extensive use.

1897 1 Scarce.

2 Very scarce until June. Extensive use thereafter.

AM Infrequent use until July. Extensive use thereafter.

PM In general use until June. Rare thereafter.

1898 1 Rare. I know only of Ja 12.

2 Extensive use until July. Rare thereafter.

AM Scarce (I know of only ten copies) until My 10. Rare thereafter.

PM Very scarce (I know of only four copies).

### Chronology of Abnormal Time-Marks

Blank. 1893: Sp 11, 12

1895: Ap 4, Sp 10

1897: Ju 14; Au 9, 13, 14; Sp 29; Oc 16; De 8

2 Inverted. 1897: Jy 9

3. 1894: Jy 9

1895: Fe 22; Ap 17, 25, 26, 29; My 17; Ju 4; Jy 2

1896: Ja 2, 4

1897: Ju 12, 21, 22; Jy 3, 4, 21, 22, 24, 25, 30; Au 5, 6, 7, 10, 12, 23; Sp 1, 3, 22, 24, 30; Oc 22, 28; No 2, 12, 22

1898: Fe 22; Mr 22; Jy 14, 21, 26; Au 2, 11

5. 1897: Au 2, 17

1898: Au 17

5 Inverted. 1897: Au 11; No 2, 6

### Daily Clearances

It is clear that there were only two daily clearances for Charlottetown as follows:

#### First Clearance

AM; 1

#### Second Clearance

PM; 2; 3; 5;

2 inverted;

5 inverted

The "blank" above the date during the first few days of the Hammer's use probably means that there was only one clearance for these days. Then I assume the volume in the post-office became so great that two clearances were required. The "blank" above the date in 1895 and 1897 was probably due to a clerk's carelessness. No other explanation appears logical.

What can be said about the use of time-mark 3? Undoubtedly one part of the explanation is that it was used on dates with a 2 in them (2, 12, 22, 24, etc.) during a clearance when the time-mark 2 would normally be used but sufficient 2's could not be found. But this does not account for the use of 3 on dates without a 2 in them. Probably this was just a case of either a 2 being temporarily misplaced in the post-office and the clerk picked the next number from the date-box, or the carelessness of the clerk who intended to take out a 2 from the date-box but instead took out a 3.

The explanation of time-mark 5 and 5 inverted is less complex. Remember that

all indicia in the date-box appear backwards (See Figure 8 on page 10 of the Handbook) and there is a definite similarity between a 2 and 5 when viewed backwards, especially if the 5 happened to be upside down in the date-box. Thus during a clearance when 2 would normally be used the clerk (probably a temporary one) took a 5 from the date-box in the belief that it was a 2 that he was choosing. Sometimes he made a second mistake by putting the 5 upside down into the slot in the head of the Hammer, thus accounting for the 5 inverted. The 2 inverted is accounted for by the 2 being put upside down into the slot.

### Matched Pairs

The Handbook refers to the following combinations for the same day: 1 and 2, AM and PM; Blank and 1; Blank and PM; AM and 2; AM and 3. It states further that no matching pairs combining a 5 or 5 inverted with another time-mark have been reported. However, in the January, 1965, issue of Topics Dr. Whitehead reported he had the following additional matched group:

1898—1 and 5 on Au 17

Now three more matched groups have been reported:

1897—5 and AM on Au 2

1897—5 inverted and AM on No. 6

1 and 3 on No 22

### Indicia Errors

Charlottetown has a number of interesting indicia errors. In 1893 on the time-mark 2 clearance on De 2 the month appears after the day and the day is an inverted 2. Also in 1893 for the time-mark 2 clearance on De 16 the month appears after the day and the month is inverted. In 1894 for the same time-mark on Ju 6 the month is inverted; three days later on Ju 9 the time-mark above the date is 22. (Was

a temporary clerk on duty during these few days?)

In 1896 on Ju 18 the PM is inverted, and on the PM clearance on Oc 1 and No 1 the date, other than the year, is inverted.

### Frequency and Value of Time-Marks

The Handbook allocates an RF of 7.5 to Charlottetown but this is not realistic in my opinion if compared to other towns having a similar RF, such as Belleville. Certainly the latter are at least twice as common as Charlottetown and probably more so. Perhaps Belleville should be reduced to a RF of 5 and Charlottetown increased to 10.

Further, the different time-marks of Charlottetown must be assigned different rarity factors because of the more frequent use of some than others. A ten-year study gives the probable percentage of occurrence as follows:

2 — 52%

PM — 27%

AM — 10%

1 — 6%

3 — 3%

Blank — 1%

5 inverted — less than 1%

5 — less than 1%

2 inverted — less than 1%

A matching pair of normal indicia has a value of about \$3, and a matching pair of one normal and one abnormal indicia has a value at least several times greater, depending on the particular combination. A matching pair of two abnormal indicia has yet to be reported.

The most highly prized item is a full strike, on cover, of the elusive 5 or the 2 inverted or 5 inverted. Fortunate indeed, is the collector who can display such a cover in his or her collection.

(Readers are requested to send additional information to W. W. Laird, 26 Arjay Crescent, Willowdale, Ontario, Canada.)

## SCHEDULE OF FEES AND DUES

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# EARLY DUFFERIN COUNTY POST OFFICES

by Max Rosenthal

Two townships in Dufferin County, Mono and East Garafraxa, as well as the county town of Orangeville, have already been included in "Early Post Offices of The Orangeville District", BNA Topics, June 1963. This leaves for this article Mulmur Township, in the northeast corner of the country, Melancthon Township, in the northwest corner, and the two townships west of Orangeville with Highway 9 at their southern boundary, Amaranth and East Luther. Dufferin County was formed in 1879 by detaching townships from older counties. Mulmur had belonged to Simcoe County, Melancthon to Grey County, and Amaranth and East Luther to Wellington County.

The original survey of Mulmur Township was made in 1823, and the first settlement in the southeast corner, around the later hamlet of Stanton. The Centre Road, or Hurontario Street, from Port Credit, on Lake Ontario, to Collingwood on Georgian Bay, runs through the west half of Mulmur, and all concessions are numbered east and west of it, as well as the easternmost four concessions in Melancthon. In 1834 Captain John Little settled at what is now the northeast corner of the 7th line east of the Centre Road and Highway 89. When Mulmur post office was built in 1841 he became postmaster. For a decade it was the only post office in what is now Dufferin County.

Melancthon Township is divided into old and new surveys, the former comprising the first four concessions west of its eastern boundary, surveyed by Charles Rankin in 1830. The new survey was laid out diagonally to the old one after the Toronto-Sydenham Road was surveyed to Owen Sound in 1848, running southeast to northwest across the township. It is now Highway 10. Melancthon derives its name from Phillip Melancthon, Martin Luther's German co-worker during the Reformation, quite appropriate since East Luther Township is in the same county.

Lewis Horning founded the first settlement in Melancthon Township in 1830, in lot 14 off the present Highway 24, ever since known as Horning's Mills. William Airth purchased the mills in 1844. He open-

ed a general store in "The Hollow". When Horning's Mills post office was established in 1851 he became postmaster.

J. W. Morey did not open the first store and hotel at Melancthon Corners, where the sideroad at lot 290 crosses the present Highway 10, until 1870, but Beachell's Hotel, about a mile south, and O'Boyle's Hotel, 1¼ miles north had been opened years before. Melancthon post office was opened in 1851, and James Brown kept it in a rough cast house on the hillside over a quarter mile above the corner.

Mansfield post office, opened in 1858 at the corner of the 6th line east and the 10th sideroad of Mulmur, was named for "the manse in the field", the residence of the first Presbyterian minister in the township, Rev. Archibald Colquhoun. Cornelius Beazer built the first hotel there, but his general store followed the post office to M. Colquhoun's house.

Luther Township was surveyed between 1839 and 1855. East and West Luther formed one township in those days. Luther post office came into being in 1860, at the location of the future Grand Valley. In 1870 the Teeswater branch of the Canadian Pacific Railways was built through there, and W. R. Scott opened the first store, on the west side of the 30th sideroad, halfway up the 3rd concession. Around its corner with the 3rd concession road he had it surveyed into a village, and it grew. In 1885 Luther post office was renamed Grand Valley.

John Cleminger settled in 1831 at the southwest corner of the 6th line east with the northern boundary road of Mulmur. He was the first postmaster of Banda, which opened there in 1860. Later it moved north across the road into Nottawasaga Township, Simcoe County. The same year was established in that township Lavender, at the southeast corner of the Centre Road and the north boundary road. Israel Mastin ran a hotel at Lavender on the Mulmur side before 1860, when it was called Mastin's Corners. He was the first postmaster and bought the mail from Cremore once a week.

1860 also saw opened in Mulmur Township Black Bank, on the west side of the 2nd



line east just south of the 25th sideroad. The hamlet where Black Bank post office was to be established was first called Britannia. The first postmaster was Henry Allen, uncle of Mrs. George Rusk (connected with nearby Ruskview), the next one John Newell. Allen got a friend called Graham to fill out the application for a post office. In the space for a name Graham, a practical joker, put Black Bank, knowing it was a dirty little place in Ireland which Allen hated, but this was accepted, and so it remained. The mail was carried to and from Honeywood in Newell's time. Seymour Newell walked or rode on horseback, carrying the mail when he was 15.

After running Black Bank post office for many years Newell wanted to give it up, but no one nearby wanted to take it over. In 1876 a mill site in concession 1 east lot 26, two miles west, had been sold, and developed. Mr. Whitman of Collingwood built a store near it, just east of the Centre Road, and his son Henry offered to take the post office there. He wanted it to be called Britannia, but, as there was another post office with that name, the Postmaster-General would not allow Black Bank to be changed to it.

For a time there was no post office on the old Black Bank corner, but it got one again in 1883, called Ruskview, after the Rusks. About 1880 a blacksmith shop and store had been built. Across the road was a small frame house west of the corner. People, tired of having to go to Black Bank's new location, petitioned for a post office, and Ruskview came into being there. Robert Reid, who had built the store, was the first postmaster. The post office was then held by Mrs. Rusk on the northwest corner for a number of years.

Rosemont post office was established in 1861 at the very southeast corner of Mulmur.

The earliest settler in Amaranth Township was Abraham Hughson, about 1832, in the southeast corner. The first two post offices in the township appeared in 1861, Whittington, at the northwest corner of the 2nd concession road and the 15th sideroad, and Laurel, at the 3rd concession road and the 10th sideroad. Laurel was laid out as a village in 1863, although settlers were living in the district many years before. Its first postmaster was Rev. M. S. Gray. His son John carried the mail once a week from Orangeville.

Opened about this time in Mulmur was Whitfield, on the southwest corner of the Centre Road and the 10th sideroad. It derived its name from its earliest settlers, the Whitleys.

In 1864 William Jelly came up from the vicinity of Bowling Green, Amaranth Township, and purchased a farm on the north or Melancthon side of the present Highway 10 in Shelburne. He built a frame hotel, and the hamlet that soon sprang up was known as Jelly's Corners. However, when a post office was established in 1865, it was called Shelburne. The same year in Melancthon was opened Shrigley, on the west side of the 11th east Sydenham road concession line south of the 26th sideroad.

In 1840 a band of young Englishmen from Yorkshire had come to Canada. Two of them went ahead into Mulmur Township and selected a tract owned by a Mr. Wood, of Toronto. To give it a name he had combined his surname and his wife's Christian name, making Rosewood. However, there was already a place of similar name, so, when a post office was opened in 1865 at the northwest corner of the 2nd line east and the 25th sideroad, the sweetest substitute, "honey", was chosen, so it became Honeywood. George Hawke, who ran a general store, was the first postmaster.

In 1867 Mulmur got Stanton, at the 6th line east and the 5th sideroad, while East Luther got quaintly-named Peepabun, at the 3rd concession road and the 21st sideroad. The next year, in the latter township, was opened Tarbert, on the north side of the 7th concession road, in lot 29. Colbeck, established in 1869 in the same township at the northwest corner of the 11th concession road and the 27th sideroad was named after early settlers. The same year Airlie came into being at the east boundary road of Mulmur and the 25th sideroad. Its growth was due to a sawmill at the foot of "Mill Hill", east of the intersection. The post office was in "Bradley's house", the corner farm.

Amaranth got two post offices in 1870, Eowling Green, on the south side of the 10th sideroad west of the 8th concession road, and Waldemar, on the 10th concession road, a mile north of the present Highway 9. Situated on the Grand River, at the confluence of two branches with the main stream, Waldemar seemed to be well chosen for a future town. There were three stores, with mills running full time. However,





Grand Valley, only 2½ miles northwest, outgrew it, and became the business centre for that district.

Perm post office was opened in Mulmur in 1872, at the northwest corner of the 4th line east and the 10th sideroad. Its earliest settler was Hugh Gallagher, in 1832, and Paul Gallagher owned the first store there. In 1874 was established Amaranth Station, on the east side of the 7th concession road of Amaranth, north of the railway. Although it was only a flag station for the Canadian Pacific Railway, it did quite a business as a shipping centre for the surrounding district.

Randwick, in Mulmur, on the west side of the 6th line east, in lot 22, south of a northerly tributary of the Pine River, sprang up as a result of the Parkhill and Smith lumber mills there. William Parkill applied and was given the right to open a post office in 1874. In 1878 was opened in East Luther Monticello, at the 11th concession road and 21st sideroad, in 1879 in Melancthon Redickville, at the corner of what is now Highway 24 and the 25th sideroad. It was founded by George Redick, one of the pioneer settlers of the township. He built a corner hotel.

Two more post offices opened in Melancthon, in 1881. One was Riverview, where the Grand River crosses the intersection of the 7th west Sydenham Road concession line and the 22nd sideroad. A sawmill and general store began the village. The other was Corbetton. A tavern built and run by

James Corbett on the Toronto and Sydenham Road (Highway 10) was the first business place in the community. It was a log building on the west side of the road, between sideroad 260 and the creek. The village really had its beginning some years after the railway was built, and it was decided that a railway station was to be located there. A Mr. Newman began the first hotel. Corbett moved from the old building and transferred the post office to the hotel.

In 1882 Jessopville was opened at the corner of the south boundary road of Melancthon with the 19th (west) Sydenham Road concession line. In 1872 Norton Maw had settled on the west half of lot 19 concession 1 east, in Mulmur. A decade later he became the first postmaster of Kilgorie there. 1886 saw Auguston, named after its postmaster, William August, opened in the same township, at the 3rd line west and the 20th sideroad. It closed in the 1900's. In the 1890's were opened in Mulmur township Earnscliffe in lot 5 on the 3rd line east, and Terra Nova, at the corner of the 2nd line east and the 20th sideroad. Violet Hill was moved north across the boundary road (the present Highway 89) at the 3rd line east, from Mono into Mulmur, and Keldon, on the Grand River south across the boundary road from Proton Township, Grey County into East Luther. Erasmus opened on the 13th concession road, in lot 20, East Luther. A few years later its name was changed to Wesley.

The 1900's saw Leggatt opened in East Luther, where the Grand River crosses the intersection of the 9th concession road and the 27th sideroad, and Black's Corner, 5th concession road and 20th sideroad of Amaranth. Postmaster David Crombie's surname was also that of a railway station

two miles east. Dufferin County includes some of the highest country in Ontario, and the philatelist who roams its hills looking for the locations of the old country post offices which existed before rural delivery of mail came after 1910 is rewarded by spectacular scenery.

---

## FORM OF APPLICATION FOR MEMBERSHIP

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# Perfin Study Group

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



One of the most interesting covers we have seen since collecting Perfins is the one illustrated, this having been supplied by W. H. Pollard of Winnipeg (#551). It is thought to be the earliest known date of use of the perforator as used by the Intercolonial Railway of Canada and is dated at Moncton N.B. on September 30th, 1893.

Both the 3c small Queen and the 5c registered are perfins (IC/R).

The cover is not quite unique as a similar one is in the collection of George Hicks of Listowel (#1033). This second one is dated December 1st, 1893, has the same company corner card, carries the 3c small Queen and 5c registered, both perforated and is addressed from Acadie Siding N.B. to Thomas Williams Esq., Treasurer, I.C.R. Moncton, N.B.

Reporting these two covers reminds the writer that early last year he sorted out his accumulation of perforated initials on cover and eventually mounted a collection of 80

which includes some of the code hole varieties such as International Harvester Company and Great West Life Assurance Company. Although lacking an IC/R cover at least two of the covers in the collection are unique. The only known copy of Pittsburg Coal Company of Winnipeg, PC/Co, is on cover dated October 8th, 1913 from Winnipeg to a city address and the only reported copy of the Ontario Power Company of Niagara Falls is on cover from Niagara Falls dated June 13th, 1912. Both scarcer than twelvepenny blacks on cover!

One other Perfin cover I remember which I think is worth mention. A few years ago at a ENAPS Convention, Harry Lussey (#167) exhibited a JH/S on cover. Anxious to identify the user I dashed over to the exhibit only to find that the JH/S has been used on a special cover to help promote a British Trade exhibit and didn't carry the corner card of user. We still need identification of the JH/S which was used in Montreal in the late 1890s.



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### WHAT CAN YOU DO TO HELP?

*(Continued from page 203)*

Ernest L. Rothschild, "History and development of the post in progress of man", **Postal History Journal**, Vol. V, No. 1, Whole No. 6, April 1961 pp. 17-22.

#### Author's Note:

I was greatly surprised to find that neither the University Library nor the Toronto

Public Reference Library had any reference to the Thurn and Taxis Posts other than mention in a few books on the development of postal systems. Even the major Encyclopaedias and Histories made no mention of this important organization.

I wish to thank Mr. William H. Slate of Toronto for the use of his philatelic literature collection.

*(Continued from page 197)*

liquidation. Thus there is a question as to whether this heavy usage early in March was some sort of "last day" fling to use up remainders or are "made to order" covers after the company had gone out of business.

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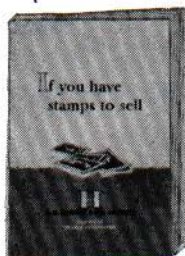
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