

B
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Topics



Official

Journal Of The

British North America Philatelic Society

VOL. 23, No. 10, WHOLE NUMBER 248, OCTOBER, 1966

Published October 1st

VOLUME V OF THE ENCYCLOPAEDIA OF EMPIRE POSTAGE STAMPS
WILL INCLUDE CANADA AND THE WHOLE OF BRITISH NORTH
AMERICA

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In advance of publication these sections are being serialised in our monthly journal: "THE PHILATELIST". The first chapter appeared in February 1966 and the serial will continue for at least another year.



THE PHILATELIST

1661
OC
25

1681
PENNY POST
PAID

1794
P^Y POST
PAID

1840

1965

The Sydney Grill

See Varieties Unchronicled,
Uncatalogued or
Not Generally Known
(page 250)

Vol. 31 No. 11 AUGUST, 1965 Price 2/- Net
North America, 30c

"THE PHILATELIST" is 40c per copy (seamail) or \$5 per annum
(For airmail postage add \$3 to the annual subscription).

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
VOLUME 23 / NUMBER 10 / WHOLE NUMBER 248 / OCTOBER 1966

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Published at Toronto, Canada, by the British North America Philatelic Society. Subscription: \$5.00 per year; single copies, from the Circulation Editor, 50 cents. Opinions expressed are those of the writers. Printed by Misson Press, 53 Dundas St., E., Toronto.

Authorized as Second Class Mail, Post Office Department, Ottawa, for payment of postage in cash. COPY DEADLINES. Display advertising copy must be received by the Advertising Manager one month prior to the month of publication. For membership details write to the Secretary listed below:

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September 1, 1966

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Price, Harold Alexander, 3040 Beil Avenue N.W., Brentwood, Calgary, Alberta

APPLICATIONS FOR MEMBERSHIP

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FORSTER, Ralph, 11040—89 Avenue, Edmonton, Alta. (C) CAN, NFD, PROV—Mint postage. Proposed by A. W. McIntyre, No. 762.
PENNY, Mrs. Gilbert A., 2104 Lufkin Dr. N.W. Huntsville, Ala. 35810 (C-CX) CAN, NFD—Mint & used postage. Coils. O.H.M.S.-G. Mint & used Airmails. Literature, Proposed by R. J. Woolley, No. 359.
TAYLOR, William P., P.O. Box 546, Galion, Ohio 44833 (C-CX) NFD—19th & 20th century mint & used postage and blocks. Pre-stamp, stampless, 1st Day and 1st Flight covers. Plate Blocks. Mint & used booklet panes. Mint, used, semi-official Airmails and on cover. Postal stationery entires and cut-squares. Literature. Proofs & Essays. Proposed by A. W. McIntyre, No. 762.
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(Notice of change MUST be sent to the Secretary)

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1869 Devlin, M., 630-17 Avenue S.W., Ste. 705, Calgary, Alberta
923 Horton, S. J., 5197 Sonora Drive, North Vancouver, B.C.
797 Nemmers, Dr. C. J., P.O. Box 612, Oelwein, Iowa 50662
1962 Simmonds, William E., P.O. Box 4006, University Sta., Minneapolis, Minn. 55414
757 Tupper, Garn T., No. 4—1269 Barclay St., Vancouver 5, B.C.
2003 Weinberg, Edward Alan, 278-23rd Ave., San Francisco, Calif. 94121
1495 Wright, G. B., P.O. Box 131, Bolton, Ontario

DECEASED

2210 Campbell, Edwin F., 1740 Decarie Blvd., St. Laurent 9, Quebec
1938 Morgan, Frank M., Box 26, Hanover, N.H.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, August 1, 1966	1015
DECEASED, September 1, 1966	2
TOTAL MEMBERSHIP, September 1, 1966	1013

THE Editor's MAILBAG

Dear Sir:

The August copy of "Topics" carries a very interesting article on the Ottawa and B.C. Crown cancellations.

What interests me is the fact that there are so many different mentions of these cancellations, especially the B.C.'s that do not carry the same conclusions. To be specific let us examine three different writers, starting with Boggs (1945).

On page 626 of his "Postage stamps of Canada" he illustrates under title type 3, Victoria, B.C. general use a rayed star with 36 rays. At the bottom of the page he shows

a strip of 3 stamps cancelled with a 40 ray crown cancel.

In Western Stamp collector, dated April 14, 1953, Bruce Ramsey, of 915 West 23rd Ave., Vancouver, 9, B.C. has this to say "In Sept. 1880, the same year as the appearance of the Ottawa Crown, the general post office in Victoria B.C. was supplied with two crown cancels, showing an ornate crown set in what might be described as a "sunburst." The hammers were slightly different with one showing 36 rays in the sunburst and the other 40 rays.

It appears that the 36 ray cancel was

used exclusively in Victoria and somehow, the 40 ray job found its way to nearby Esquimalt. Of these the 40 ray or Esquimalt crown is the more common. This crown was in the post office until 1910, when it was picked up by a postal official from Ottawa and taken East. What happened to it after that is not known."

This brings us to Bros. Smythies and his statement that the 36 ray type was created by Jarrett.

A few years ago I sold a cover bearing a 1c-2- and 3c small Queens addressed to London, Eng. and all three stamps were cancelled by a good strike of the 36 ray hammer, of Victoria.

This cover was sold to a dealer by name of H. G. Saxton, of Calgary, Alberta. He died shortly after the sale.

This cover appeared on the cover of Weekly Philatelic Gossip a few months later.

I am still interested in finding out whether I sold a cover with forged cancels or not.

Sincerely

Laurier P. Michaud

BNAPS AT SIPEX — MAY 21-30, 1966

Approximately 10% of the total membership of BNAPS, made an appearance at this International Exhibition, held in the Shoreham Hotel, in Washington, D.C.; and the vast majority dropped in at the Lounge, for a few words of greeting; or a real gab-fest.

The Society, wishes to take this opportunity to thank the following members, who contributed to the cost of the Lounge:—Bain, Rev. John B.; Bernard, Eugene; Butler, Mrs. Hannah B.; Carr, Dr. Robert V. C.; Culhane, James T.; Davenport, Leslie A.; de VOLPI, Charles P. & Margaret; Dodson, George L., Jr.; Kessler, Alfred H.; Lamb, Richard M.; Llewellyn, George B.; Lumley, W. McDonough, Charles; McCoy, Ethel B.; McIntyre, Arthur W.; Nickle, Sam C. & Rosemary J.; Peterman, William C.; Peters, Reimers, A.; Sissons, J. N.; Siverts, John S.; Stuart, Dr. Christopher, Jr.; Warlick, Robert B.; Wegg, George S.; Westhaver, Clarence A.; Whiting, Edward J.; Woolley, Robert J.

To those who gave of their time, to man the Lounge and thus represent the Society, a sincere THANK YOU!

Al Kessler No. 334

Dear Mr. Young

In the March 1965 issue of BNA Topics on pages 72 and 73, there was an article by Clarence A. Westhaver on "Canadian Patriotics". This article set out a list of post cards showing different ships but they had a common background. There is another one which can be added to the list — No. 3820 — Empress of Ireland. It was also published by Warwick Bro's & Rutter, Limited according to the information on the back of this post card which is in my collection.

I sent a copy of this list to Warwick Bros. & Rutter, Limited to see whether they could add to it and they replied that there had been so many changes in their organization that it was impossible for them to trace any of the missing numbers. Also they did not have any of the printed cards on hand, nor could they locate the plates.

This only adds one to the list — are there others?

Yours sincerely,

Wayne R. Curtis
BNAPS 2100

Our editor has received a sample copy of a paper covered booklet called "Canada — An Air Mail Digest". It has recently been published by Francis J. Field at Sutton Coldfield, England. The author is N. C. Baldwin. We have seen several Air mail articles by this author but none as a book on Canadian airmails. The book is well illustrated and briefly tells of some of the earliest Canadian flights and includes the semi-officials to some of the more modern airlines. The book deserves to be in the library of any collector of airmails or Canadiana.

N. Pelletier

POST OFFICE CLOSED AT CLO-OOSE

A newspaper clipping dated August 11, 1966, said Mayor Lees Hammer of Port Alberni, acting as area postal supervisor, has closed the post office at Clo-oose on the west coast of Vancouver Island.

Hammer drove 50 miles to the head of Nitinat Lake, went by boat 14 miles toward the coast, then hiked three miles over a trail to the community.

Clo-oose had its hey-day in 1912-15 when a fish-packing company had a plant on Nitinat Lake and a development company was trying to settle the area.

The post office opened in 1911.

F.W.C.

More Sketches of BNAPSers

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

No. 105 Dr. Charles William Hollingsworth BNAPS 896

From England, we have another fine member of BNAPS, Dr. C. W. Hollingsworth, Secretary of the Canadian Philatelic Society of Great Britain. We had the pleasure of meeting him and in hearing him lecture at the Royal Philatelic at Niagara Falls several years ago. Here is one of our greatest BNA boosters in the overseas area.

Born in Staffordshire in 1924, he had his medical training at Cambridge and London's Middlesex Hospital. After several years in the Royal Army Medical Corps, he entered practice under the National Health Service ("somewhat reluctantly") in 1950 in Walsall.

The Doctor is married (and he likes stamp conventions, too!) and has a daughter and a son. He is a golfer with an 8 handicap but leaves the greens to motor on the Continent with the family (usually ends up in Italy).

His interest in the stamps of Canada range from postmarks — squared circles now stand at 262 towns — RPO's — Duplex — the Map Stamp — Registered — and his favorite 10c small queen. He writes for the CPSGB "Maple Leaves" and soon hopes to publish in collaboration with others, his pet theme — early street cancels. His articles on the Edward Issue have appeared in Topics as well as Maple Leaves.

Another additional new hobby is bridge and more recently the clinical photography of skin complaints as a sideline to his general practice. Also, we might mention that



he is the founder of the Walsall Philatelic Society.

Here is another busy man who is a spark-plug to our hobby. We need so many more like him and we hope we can persuade him to come over again and visit with us. We might entice him to the Alpine Inn in "67" along with the fair at Montreal — maybe he could exhibit some of his choice material.

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.

THE SPUD PAPERS OR NOTES ON PHILATELIC WEEDS

by the Rev. R. Brisco Earee

From the Philatelist No. 87 & 88

February & March, 1874

by favour of William C. Peterman

BNAPS L8

I must confess that the milk of human kindness within me has been considerably soured by an examination of the forgeries hereinafter described. Messrs. Spiro must either have a most wonderful idea of their executive and artistic skill, or else they must suppose that any kind of coloured label will pass muster with philatelists as a genuine stamp, or surely they would never have attempted to forge copies of stamps that are a very marvel of *taille-douce* engraving. I know of few stamps which can compete with the Newfoundland ones, except perhaps those of Nova Scotia, which were in fact designed by the same artist. When we come to compare the originals with the forgeries, we cannot help feeling disgusted with the paltry imitations. But still, to give everyone his due, the forgers have been very careful, and in all the prominent lines of the designs, they have copied very accurately as far as a lithograph (and a very coarse lithograph) can be said to copy a fine engraving. I have said before, and I say again, that all amateurs ought to devote more time to the study of the various modes in which stamps are printed; and I think too, that our catalogues ought to be more particular in this respect, and to name the mode employed for each stamp, or set of stamps catalogued. If this were done, those who depended chiefly on their catalogues for their philatelic knowledge, would insensibly be led to understand these things better, and would thereby be less liable to be imposed upon by every impudent forgery which makes its appearance. I know some collectors who seem to think that they can never arrive at being able to detect a forgery for themselves, and who are constantly sold, unless they have something in the style of these papers to give them a minute description of the forgeries, and the tests by which they may be distinguished from the originals. But if philatelists would only study their stamps a little more, instead of merely trying to see how many

they can collect, I am certain that they would soon learn for themselves far more than any book or Spud Paper can teach them. All who have a long purse can go into the market and buy most of the stamps that have ever been issued; but if, after doing this, they simply content themselves with putting their stamps into an album, and leave them there unnoticed, they cannot derive much pleasure from them, and we cannot call this philately. And now, after these moral observations, let us talk a little about the stamps specially destined to be dissected this month. To begin then with the—

1 Cent, Violet, Perf. 12 (Prince of Wales) 1869

This stamp was re-engraved in 1871, with some slight differences of design, and in a much paler colour, commonly called brown, but which I should call a sort of red-mauve. It is not with the 1871 issue that we have to do; so I need not trouble the reader with a description of it; but will go on to point out the differences that exist between the 1869 type, and the forgery which purports to represent it.

Genuine—Engraved. The oval frame containing the name ends in a point at the top, like a pear with the small end uppermost. The letters N. and F., at the top, almost touch the outer frame of the oval, and the stops are large and round. The name is in one word; and all the letters composing it, except the O, touch each other. Counting all the white lines in the plaid, both vertical and oblique, there are 14. The rays in the oval frame are composed of alternate sets of deep and faint lines, but without any cross-shading. The eyes are clear and intelligent, and apparently light.

Forged. — Lithographed. Coarsely perf. 12½. The oval frame is rounded over the words one cent, instead of coming to a point. The N. and F. are small, and do not come near either the outer or inner

lines of frame. The stops are small, and badly shaped. The name is in two perfectly distinct words; and there is a good space between all the letters. There are only 10 lines in the plaid. The rays in the frame are far too distinct, and the light ones are cross-shaded. The eyes in the portrait are very black and staring.

Two Cents, Green, Perf. 12 (Cod Fish)
1866

Genuine — Beautifully engraved. The labels bearing the inscriptions Newfoundland and two cents are solid; all the others have a groundwork of very fine lines. The figures and words in the side labels are shaded at the edges with dark colour, which makes them stand out from their backgrounds as though they were solid. The "white" of the eye of the fish is coloured, and the very spines of his fins may be counted.

Forged — Lithographed. Coarsely perf. 12½. All the labels are solid, and the lettering and figures look perfectly flat. The "white" of the fish's eye is white, and very staring, and the spines of the fins are irregular, and not to be counted. The whole stamp is coarsely executed on very white paper.

Five Cents, Brown, Perf. 12 (Seal) 1866

Genuine — Engraved. All the hairs of the seal's whiskers are perfectly distinct, and very light in colour compared with the general hue of the body. The head resembles that of a pug dog, and the mouth and eye can be easily discerned. There is a glimpse of open sea to the right, where there are no icebergs, and only a faint cloud. All the letters and figures are well made.

Forged — Coarsely perf. 13½. Lithographed. The seal's whiskers are very dark and coarse, and do not seem to belong naturally to his mouth. The head is like that of a water-rat, and there is no visible mouth or eye. The whole of the horizon seems to be filled with icebergs. The lettering and figures at the top are generally more or less imperfect.

The genuine 5 c. was reprinted in black in 1869, and has also been forged; but the above descriptions, changing the colour from brown to black, will serve for them, as both genuine and forged were printed from their respective original matrices.

10 Cents, Black, Perf. 12 (Prince of Wales)

Genuine. Engraved, on greyish white paper. On the left side of the Prince's col-

lar at the bottom are two rows of jewels or braid, on which the small crown rests. The white lines on the right shoulder are very fine, and are properly curved to make the chest appear in relief.

Forged — Lithographed; perf. 13. This stamp has been very carefully copied from the original, almost line for line, and it is almost impossible to give a verbal description of the small differences in some parts of the ornamental frame. It is printed on very yellowish paper, and the ink is very pale, instead of being dark black as in the original. On the left side of the collar at the bottom, there is a single row of pearls, very distinct. The white lines on the right shoulder are very coarse, and are simply drawn obliquely, without any curve. This is a stamp which might possibly deceive; but if the other distinctions fail, we can always discover it by the perforation, which is 13 instead of 12.

12 Cents, Flesh; Perf. 12 (Head of Queen)
1866

Genuine — Engraved on pinkish yellow paper. Five pearls visible on the coronet, the last pearl just peeping out from where the coronet buries itself in the hair above the left ear. The stop after Newfoundland touches the final D. Tongue of buckle lightly and partially shaded. Shading behind the top of the head composed of finer lines than the rest of the background, but no cross-shading.

Forged — Lithographed on a very white paper. Coarsely perf. 13. Only three pearls to be seen on the coronet; the two at the front being absent, and the last pearl not at all hidden by the hair. The stop after Newfoundland is at some little distance from the final D. The ground behind the back, and top of the head, cross-shaded. Tongue of buckle dark, and shaded all over.

13 Cents, Orange-Yellow, Perf. 12 (Ship)
1866

Genuine — Engraved; on yellowish paper. Background of name-label shaded all over with vertical lines. Nearly all the letters of name touch each other, and the HIR of THIRTEEN are so joined as to appear only one letter. Rocks visible in left-hand corner of landscape. Clouds composed of horizontal lines, with oblique cross-shading. St. George's flag on the gaff of the mainsail tolerably distinct, and formed without any curved lines. Hull of vessel very dark, compared with the waves. Over UN of name

is an egg-shaped dot, lightly-shaded, with a dark dot on each side of it.

Forged — Lithographed, on very white paper; perf. 13. Background of name-label is solid. The W and F of name are the only ones which really touch each other. HIR of THIRTEEN set some distance from each other. Indistinct white blotch in lieu of rocks in left bottom corner. Clouds composed of horizontal lines only, and very heavy. St. George's flag curved (as if its back were broken), and very indistinct. Hull of vessel no darker than waves. No dots over UN of name.

**Twenty-four Cents, Blue, Perf. 12.
(Bust of Queen) 1866**

Genuine — Engraved on bluish-white paper. The groundwork of the frame at bottom, behind figures and words of value, is composed of horizontal lines, partially cross-shaded with vertical lines. The Queen's hair is darker (much) than any other part of the stamp. Groundwork of name-scroll composed of vertical lines, cross-shaded round the letters with horizontal lines. Background of portrait cross-shaded from top to level of eyes. At the bottom of the stamp, where the value-label joins the figure-circles, on each side is a dot, which does not touch either figure-circle or value-label. The whole stamp exhibits exquisite finish.

Forgery — Lithographed on very yellowish paper. Groundwork of frame at bottom, behind figures and words of value, is cross-shaded with oblique lines. Queen's hair much lighter than background. Groundwork of name-scroll is cross-shaded behind the letters with oblique lines. Background of

portrait cross-shaded nearly to bottom — and a space left almost unshaded just above each shoulder. The dots on each side at bottom touch the figure-circles.

3 Cents, Vermilion (Bust of Queen in widow's weeds), 1870

Genuine — Engraved; perf 12. Queen's eyebrows turn down at the outer ends. The two stars at the bottom of the stamp are on a groundwork of vertical and horizontal cross-shading. Cap scarcely shaded at all on the top of the head. Separation between back of neck and cap strings very distinctly marked by a strong line of colour. Background of upper value-label shaded with curved lines which run parallel with curved lines of frame.

Forgery — Lithographed: Perf. 13. Eyebrows turn up at the ends. Stars at bottom on solid ground. Strong wavy line of shading on cap at top. Cap strings indistinct at back of neck, so that it is difficult to say which is cap string and which is neck. Background of upper value-label solid, except behind the figures on each side. There will be little difficulty in detecting this and the following forgeries, as they are very poorly printed, whereas the originals are beautifully done, and the ink stands out so thick that it can be actually felt with the finger.

6 Cents, Lilac-rose

Genuine—From same matrix as above.

Forgery—Ditto. Tests as above.

3 Cents, Blue, 1873

Genuine—Same matrix.

Forgery—Ditto. Rather better executed than the ones above described. Background very patchy. Stars on solid ground.

YES OR NO

by Hans Reiche

Is there a major error in the first day of issue of the 2 cents green Admiral stamp? The official date is given as 6 June 1922 and as such is listed in my book *Canada The Admiral Stamps*.

A domestic rate postcard turned up addressed to Ottawa from Toronto Postal Terminal A with a dated 2 cents green copy 6 October 1921! The card was written on the 5 October. Is there something wrong with the canceller? Is there a mistake in the writer's date? The stamp is definitely from the Type 1, the retouched die.

There were a number of postal rate changes made by the UPU around September 1921 and a few of the Admirals did change colour on account of the changes. Could it be that the change in colour of the 2 cents stamp was around October 1921?

Has anyone seen copies dated earlier than 6 June 1922?

At the same time I would like to report a copy of the 2 cents thin paper as stated in my book as having been issued "around October 1924" with a date of 3 October 1924.

Rounding Up Squared Circles

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

DR. ALFRED E. WHITEHEAD

To many people the words "squared circle" will no doubt evoke the name "Euclid" (recalled with emotions ranging from pleasure, in some cases, to pain in others). But you will associate quite a different name with those words — that of Dr. Alfred E. Whitehead, founder of the squared circle cult and Grand Old Man of the squared circle hunt.

For those who know him well, personally or through correspondence, let this column serve as a tribute; for those who are recent recruits to the swelling ranks of squared circle collectors, let it serve as an introduction to Alfred E. Whitehead, D. Mus (McGill, 1922), LL.D. (Mt. Allison, 1958).

Truly a man of many talents, he is a Fellow of the Canadian College of Organists — the first Fellow by examination in the newly-formed College, 1912 — and a Fellow of the Royal College of Organists, London, from which he received the Lafontaine Prize for first place in his year, 1924. He is also a recipient of honors in his avocations, being a Fellow of the Canadian Philatelic Society of Great Britain and holder of an N.S.A. (Nova Scotia Artist) diploma for professional competence.

He was born in Peterborough, England in 1887 and trained privately as an organist, specializing in musical theory and composition. His principal teacher was Dr. Haydn Keeton, a famed English organist whose musical ancestry could be traced from Mozart and who, for 50 years, was organist of Peterborough Cathedral.

Dr. Whitehead came to Canada in 1912 and continued to develop his musical career in his new homeland. From 1922 to 1947 he was organist of Christ Church Cathedral in Montreal where he maintained the high quality of music for which the Cathedral had long been famous. In this position, he was also Conductor of the "Cathedral Singers" — not to be confused with the regular choir of the Cathedral — a choral society of 160 singers, and also was one of the co-founders of the still-active Montreal Music Festivals.



He was Dean of Music at Mount Allison University, Sackville, N.B., from 1947 until 1953 when retirement age crept upon him. Then, in order to avoid full retirement, he accepted the post of Organist at Trinity — St. Stephen's Church, Amherst, N.S., where he is still active and nimbly continues to circumvent his own efforts to disengage and finally retire.

A prolific composer, he has had some 400 compositions — church, organ, choral, and school music — published in the United States, Canada and Great Britain. Many of his church compositions have been presented, and are still in the repertoire, at Westminster Abbey, Canterbury Cathedral and other English Cathedrals, Riverside Church St. Bartholomew's Church and the Cathedral of St. John the Divine in New York, and also at Washington Cathedral and many other churches.

He was President of the Royal Canadian College of Organists from 1930 to 1931 and again from 1935 to 1937. He is well-known in the Organ field as a recitalist, lecturer, adjudicator and examiner, as well

as composer and teacher. Not unexpectedly, many of his pupils have attained high position in the organ field in Great Britain, Canada and the United States.

He is every bit as prolific with the brush and crayon as with the organ, being well-known as a painter in oils and water colour, as well as an interpreter in pastel and other mediums. He has presented one-man shows at Dalhousie University, the University of New Brunswick and Mount Allison University and his works have been shown at exhibitions of the Royal Academy in London, the Royal Society of British Artists and the Pastel Society as well as at numerous other exhibitions in Canada. The measure of his art is that his works are included in many important Canadian collections.

As a philatelist of some 50 years standing, he specialized first in the stamps of Great Britain — the line-engraved issues and Used Abroad — and turned later to Canadian Postal History. He may truly be said to have ushered in the squared circle era of Canadian collecting and for some fifteen years has, through this column, kept the squared circle fire burning. The correspondence generated by this column became virtually world-wide in scope and keeping up with it could only have been a labor of love for, as many of you know, Dr. Whitehead does not use a typewriter. One can only guess at the writers' cramp which he must have suffered at times. He is, as you all know, author of the BNAPS Handbook "The Squared Circle Postmarks of Canada", now in its third editions, commonly referred to by squared circle collectors as "The Handbook".

His collections and studies of Canadian R.P.O.'s and Squared Circles must certainly be unique in bulk alone and contain count-

less unique items. Besides these areas, he has extensive collections of Precancel, 20th century Military Postmarks, Plate Varieties (small queens, Map stamps and early post-cards), specialized 1c and 2c Numerals; indeed, there is virtually no area of Canadian philately that he has not probed into at great depth. Within the squared circle field he maintains side-line collections of these postmarks on Jubilee, Map, Large Queen, and Registered Letter stamps in addition to his main collection. He also has very extensive specialized collections of many indicia towns including Halifax (in which he is without doubt the foremost expert), Winnipeg, Belleville, Paris and others, for which he has been able over the years to assemble matched group and gather indicia errors and varieties in great profusion.

At home in Amherst, Dr. Whitehead's charming wife not only shares in her husband's many activities but actually is his chief aid. Amy Whitehead knows most of the squared circle collectors by name, knows what towns make up their specialty, how many different towns they have.

They have one daughter, married & living in California — a long way from the old homestead in Amherst.

Although he has relinquished editorship of the squared circle column, the purpose is primarily to enable him to devote more time to his specialties. In fact, you may expect to see much of the results of his research in forthcoming columns now that he will have time to write it up. Three articles are already on hand with several more promised for the near future.

Here, then, is to that remarkable gentleman, Jack-of-Many-Trades and Master of them all, Dr. Alfred E. Whitehead: happy hunting for many years to come!

"Secret Date"

or

Dated Dies of Canada

No. 29 1961

5c Arthur Meighan

—R. H. Larkin No. 958



EARLY DURHAM COUNTY POST OFFICES

by Max Rosenthal

One of Durham County's townships, Hope, including Port Hope, is to be found in another article. The others, from east to west, are, along Lake Ontario, Clarke and Darlington, in the second row north of the lake, Cavan, Manvers and Cartwright.

John Burk emigrated with two other settlers to Canada in 1794. They landed on the beach of Lake Ontario one mile west of Barber's Creek, later Port Darlington, the first settlers in Darlington Township. Burk built his house on the bank of the creek. In Clarke, Richard Lovekin was the first settler. In 1796 he settled at the mouth of Wilmot's Creek.

In 1798 Asa Danforth began to cut a road along the front of Lake Ontario, from Kingston to Burlington. It was placed a mile or two back from the shoreline, to avoid the marshes at the mouths of the many streams. In December 1800 it was declared passable from York (Toronto) to the River Trent. However, it was impassable in fall and spring on it, and travelling was possible only during the winter by sleigh.

On the formation of the District of Newcastle in 1802 it would appear that there was also a "Town of Newcastle" laid out. It was not at the location of the present village of that name. A plan of the original village above that it was at Presqu'ile Point, in front of Brighton, a few miles west of Trenton. In 1812 that older Newcastle got the first post office between Kingston and York, but it closed in 1819. The first mail on this road went by mule, every two weeks, during the winter by sleigh.

In 1815-16 the Kingston Road, now Highway 2, was opened, and by the beginning of 1817 it was completed between Kingston and York. The new road in many sections followed the old Danforth Road, but in others was nearer to the lake. One of the surveyors working on it was Samuel Wilmot, after whom the creek was named. Although the main post road, it was a very indifferent one, during the summer, after heavy rains, almost impassable. In January 1817 Samuel Purdy inaugurated the first stage line between Kingston and York. As soon as navigation opened, it discontinued.

The land comprising Bowmanville was drawn from the government by Burk, who,

after having built a grist and saw mill on it, sold it to Lewis Lewis, who, in connection with the milling business, opened a store about 1820, the first in Darlington. In 1824 Lewis sold out to Charles Bowman, of Montreal.

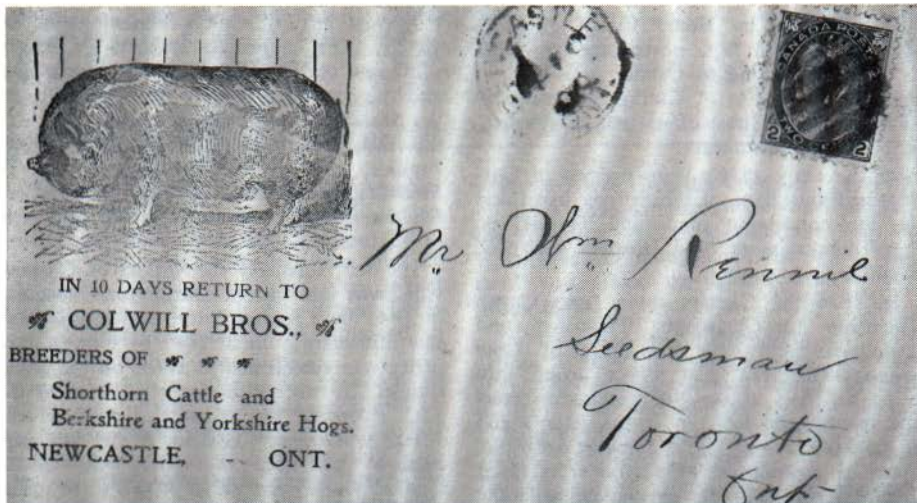
The first post office, called Darlington, was opened in 1825 at Black's Hill, five miles west of Bowmanville, on the Kingston Road Colonel James Black being postmaster. The post office was moved to Darlington Mills, the present Bowmanville, in 1828. Robert Fairbairn, then in charge of the Bowman business, was appointed postmaster of Darlington in 1828. The mail was carried in an open wagon, together with passengers. They usually sat in the wagon while the mail was changed, it being passed through an open window.

The first mail bag that came to Darlington was opened by John Simpson, a young man who was then clerk for Fairbairn. In the Ontario Archives is a letter sent by Simpson on February 22, 1828 to Surveyor-General Thomas Ridout, York. "Paid 4½" is written on the front, but no postmark giving the place and date. By the time Samuel Wilmot sent a letter to Peter Robinson, Commissioner of Crown Lands, York on December 9, 1828 Fairbairn had taken over, and it has a manuscript postmark. "Darlington Dec. 9th, 1828" is written in two lines joined by a bracket. When Wilmot wrote on November 16, 1837 to Anthony Monahan, Kingston a stamped postmark was already in use. Darlington breaks a small double circle, with the date written in the centre.

At a meeting in 1831 it was decided to change Darlington's name to Bowmanville, but the post office still kept the old name. It was only after Darlington was incorporated in 1853 as the Village of Bowmanville that in 1854 the post office name was also changed. Fairbairn's son J. B. became his assistant in 1845, and succeeded him as postmaster in 1857. He held the position until 1906, a total of 78 years for the two men.

In the 1900's a new post office called Darlington was opened, at the railway crossing west of the corner of the 1st concession road and the 20th sideroad.

Prior to 1830 there was little settlement in Durham County except near the lake.



IN 10 DAYS RETURN TO
COLWILL BROS.,
BREEDERS OF
Shorthorn Cattle and
Berkshire and Yorkshire Hogs.
NEWCASTLE, ONT.

Cavan Township was first settled in 1816-17. Around 1820 came the first grist and saw mill at Millbrook, built by James Deyell, one of the first settlers, and John Braun opened the first store there. On March 4, 1829 John Hall wrote from Peterborough to Peter Robinson, York.

"Being well aware that any measures tending to the well being and improvement of this place would be interesting for you to hear allow me therefore to inform of a meeting that was held to take into consideration the propriety of establishing a post office in Peterboro and in Cavan. It was unanimously agreed that a petition be drawn up and forwarded to the Postmaster General praying for same. A subscription was entered into to defray the expense of a post bag, to run once a week. We would wish that you would write the P.M.G. informing him of the great utility of such an establishment as also anything from yourself you may deem prudent to say. In your so doing it might be the means of his giving immediate notice to the petition."

Both post offices were opened in 1830, Cavan at the corner of the present Highway 7A and the 12th sideroad. Although the village was called Cavanville, the post office was always simply Cavan. The first postmasters of both Cavan and Millbrook were Knowlsons. Clarke post office was opened in 1835 on the Kingston Road at the 8th sideroad. The village there has always been called Newtonville, but even into the early years of the 20th century the post office was called Clarke.

Newcastle was first settled by Moses Beach in 1830. The first store there was opened by C. Shelley in 1835. In 1841 a company built a wharf and warehouses, and laid out the village. Newcastle post office was established in 1844, John Short being the first postmaster.

Millbrook got a post office in 1846, but did not progress much until the construction of the Port Hope, Lindsay and Beaverton Railway through there, and a branch from it completed to Peterborough in 1858. Its name was spelled in two words, Mill Brook.

After surveys in 1816 and 1817 land was taken up in Manver Township. Manvers post office was established at the corner of the 6th concession road and what is now Highway 35 in 1851. About 1860 its name was changed to Ballyduff.

In 1841 William Hooley settled at the corner of the 5th concession road and the 11th sideroad of Cartwright Township, the site of Blackstock. He sold a half acre to a Mr. Hare, who built the first frame building in the township. This became a general store. Mail service began in 1851 when Cartwright post office was opened. William Vance kept the store and was postmaster. The village itself was called Williamsburg. In 1887 the name of the post office was changed from Cartwright to Blackstock.

The 11th sideroad that Blackstock is on is the Scugog Road, from Bowmanville to the lake of that name. Hampton, on the Scugog Road in concession 5 of Darlington Township was laid out and the first

first mill built by Henry Elliott in 1840. He became the first postmaster in 1851. J. L. Tucker came to Orono, in lot 28 of the 5th concession of Clarke Township in 1844. In 1852 a post office was established, with him as postmaster.

In the early 1850's were opened in Darlington Enniskillen, at the Scugog Road and the 8th concession road, and Tyrone, on the 7th concession road between sideroads 8 and 10.

In 1836 the Caesars came from Cavan Township to Cartwright Township and settled on land near the shore of Lake Scugog. Caesarea post office came into being in 1853 at the 9th concession road and the Scugog Road near the latter's end at the lake. A year later James Caesar became its postmaster. Port Hoover is listed in postal guides of the time as being in the same township. Being on the north shore of Lake Scugog it was actually in Mariposa Township, Victoria County.

In 1854 Springville moved west across the boundary road (the present Highway 28) from North Monaghan Township, Peterborough County into Cavan Township, at the 6th concession road. Lifford was opened in lot 13 on the 10th concession road of Manvers Township that year. John McNeil opened a store in 1856 at Leskard, 8th concession road and 31st sideroad of Clarke. Next year the post office was established with him as postmaster. In 1857 opened Newry post office in Manvers, at the corner of the present Highway 7A and the slanted road between lots 3 and 4. It closed in two years. A few years later a post office with the same name was established south of Listowel.

In the late 1860's, at the old location of Newry, Yelverton post office came into being. In 1858 opened Kendal, in the north portion of the 6th concession of Clarke, west of the 9th sideroad, in 1859 Brunswick, in Manvers, on the south side of the 10th concession road west of the railway.

F. B. Blakely opened the first store at Bethany, on what is now Highway 7A, in lot 24 of Manvers in 1858. The post office was established next year, and he was the first postmaster. At the beginning of the 1860's was opened in Clarke. Port Granby, lake shore road and 5th sideroad, in Manvers. Burton, on the west boundary road south of the 7th concession road. A little later came Fleetwood, on the 12th concession road of the same township, in lot 19.

It closed for a while, reopening in the 1870's. Kirby appeared in Manvers, at the southwest corner of the 6th concession road and the present Highway 35. Janetville, on the 5th sideroad of that township, north of the 13th concession road. In 1864 opened Franklin, on the 17th concession road of Manvers, in lot 25. Nestleton opened at the 8th concession road and the 16th sideroad of Cartwright.

Haydon, formerly the village of Charlesville, was laid out in Darlington Township in 1845 by Charles Bates, and a grist and saw mill were built in 1847 by him. A post office was established in 1865, on the south side of the 8th concession road west of the 12th sideroad. In the second half of the 1860's was opened Enfield, at the 9th concession road and the 30th sideroad of Clarke. During the early 1870's were opened. Ida, 11th concession road and 12th sideroad of Cavan, Drum, west side of 5th sideroad north of 2nd concession road, Manvers, Lotus, 6th concession road east of 3rd sideroad, Manvers. Drum was closed in the 1890's, Cadmus, 5th concession road west of 18th sideroad. Cartwright, was also established.

Solina post office was established at the corner of the 5th concession road and 24th sideroad of Cartwright Township. John Hughes was among the first teachers in the school there. The pre-post office village had been called Pilchardtown. He did not like this name. One night he asked a number of young men to meet in the school, to help him decide on a new one. Hughes wrote on the blackboard the consonants L, N and S and the vowels A, I and O, and told them to make as many names as they could, using all the letters. When the lists were complete, each name was written on the black board, and each man asked to write his choice on a piece of paper. After the first ballot Solina was the choice.

About 1875 opened Glamorgan, on the west side of the eastern boundary road of Manvers, south of the 2nd concession road. Although a hamlet existed earlier around a sawmill on the 3rd concession road of Manvers Township east of what is now Highway 35, Pontypool did not get a post office until the Canadian Pacific Railway line from Toronto to Peterborough came through in the early 1880's. On the same rail line, at the 20th sideroad, appeared Manvers Station post office, and, in 1885,

(Continued on page 229)

Buffalo Chips

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

Story of Alberta post offices is a changing one down through the years with the growth and development of the province.

In the 1887 post office list there were 21 post offices. Five of these were gone or had changed within the next few years. There were post offices started and remained in business for only a few years.

North Fork post office was changed from Livingstone in 1891, and then back to Livingstone in 1894. West Macleod is another example, having been in existence only from 1894 to 1899. We have many other examples in Alberta in the next few years. Waghorn post office became Blackfalds in 1903, Vegreville was changed to Poulin in 1906, and then back to Vegreville in 1907.

South Edmonton became Strathcona in 1899, and this postmark was used long after the amalgamation of the city with Edmonton in 1912.

Many more interesting changes took place, like "The Leavings" turned to New Oxley, which disappeared, nobody knows where. Brook turned into Tees in 1905, Knollton turned into Strome, and there were many more changes and additions.

Peace River Crossing dropped "Crossing" in 1916 and Athabasca Landing dropped the "Landing" from its postmark about the same time. In many cases the word "Station" was added or deleted from a post office name.

In the 1912 list there were 857 post offices. Within the next 15 years, 273 were abandoned or changed their names. By 1927 we had 1204 post offices, so that in this 15-year period, we also had 620 new post offices established in Alberta.

This is why the collecting of Alberta postmarks is such a fascinating hobby. The same applies to Saskatchewan and British Columbia. It can be heartily recommended to any collector, both for the interest in collecting and in learning Alberta's history.

With modern transportation and the lessening of distance and time involved many post offices are being abandoned every year. Within a few years, the postmarks are very difficult to find. There are new post offices being opened due to oilfield and agricultural development, and these again add much to the hobby. Why don't you try it?

(Continued from page 228)

in Cartwright Township, Burketon Station, where the Scugog Road crosses it. In lot 3, on the south boundary road of Manvers Township, was opened New Park in the early 1880's. Mosport Race Track is south of that location.

About the same time Starkville opened at the corner of the 5th concession road

and the 8th sideroad of Clarke. A. Stark was postmaster. In the 1890's Frazerville moved west across the boundary road (the present Highway 28) from South Monaghan Township, Northumberland County into Cavan Township, south of the 7th concession road. In the 1900's Mill Brook station post office was opened, at the railway junction in the west end of that village.

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.

STARTING DATES OF POSTMARK GROUPS

by Frank W. Campbell, BNAPS No. 143

When reading the praiseworthy articles by Max Rosenthal, on Ontario Postal History, in TOPICS I was noting the starting dates of many of the postmarks he mentions. Dr. Holmes, Dr. Goodwin, and I, years ago made a simple "key" to use among ourselves, the Trafalgar noted at top of page 173, in August, 1966, Topics, being No. 2 in our system. In 1828 about 100 places in Canada Upper/Lower were supplied with this small manuscript dated marking. No province at base, except Richmond had UC or LC as each province then had a Richmond. The complete list is not known, but I have tracings of about 90 places. I especially need a tracing of Guelph in this style. A few places as Brantford, Amherstburg, Bath, Sandwich, inserted local printer's type to save writing in the dates.

1839 finds a great list of places with "4" style supplied, most are manuscript dated, because type dated items cost 20 times the price of a simple write-in instrument. Type dating necessitated a screw thread unit to hold the type, and the rectangle filed into the base for type holes was additional handwork, the type itself being supplied for all months, years, and days. Most places with a type date had quite large incomes in the P.M.G. Reports of the era.

Double Circles—starting with By-Town UC in 1829, are self explanatory. With italic type, as Toronto—UC here, few were type dated, as they were made from loose printer's type, in brass circles. I have an idea these italic-circles were made at Quebec, as the styles are quite similar. This Toronto-UC was no doubt used at what was later Cooksville, and is very rare. I bid high on a copy in Shanahan (Ireland) auction and oddly what was delivered was a "Post Office Windsor" which was also a rarity, so I accepted it.

Stanley-Mills-UC with Roman type was a sample of about 200 places supplied with this double circle style starting about 1830. They were made of brass, in England. This place is noted on page 174, August, 1966, Topics.

In my 3000 tracings of postmarks I have picked out Halton county as samples, if I have an item that fits. Oddly — a Halton-

UC in style of Port Sarnia was made in England in 1839, but has never been seen in use, nor has a post office of that name been found in printed lists. Osborne-UC had a similar mark, never seen, nor was a post office named thus. Hamilton-UC in the same style was made in 1839 but has never been seen. This data is from the G.P.O., London, England, post office library files. I have 50 pages of such.

"6" was a style we (the doctors and I) used. This gothic, was first supplied to Montreal in 1846, and eventually about 3000 places were given it. Most were an inch wide as Streetsville and Losky, about half of which were type dated. About 1855 smaller sizes with this double-part-circle were made for a few places, the 22mm. wide ones (as Madoc) being type dated, and a smaller 20mm. group were always manuscript dated as Shipley-UC.

"4" group started in 1839 with a very large order to English firms. Type dated were sent to comparatively few places, and they were made of steel.

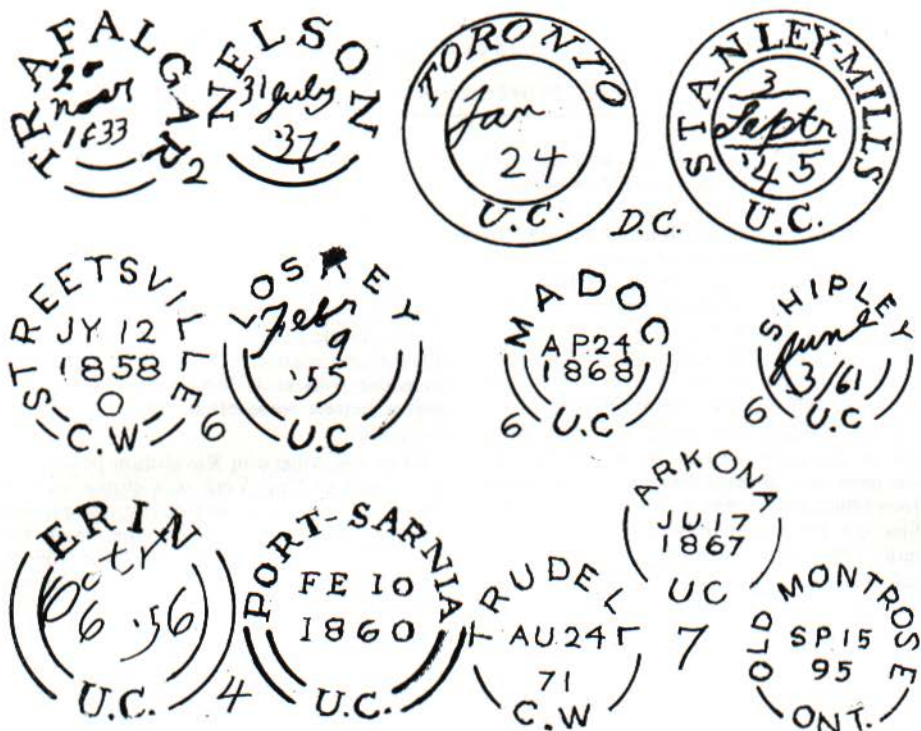
"7" group started about 1856, and have just one part circle, they being largely about 22mm. wide. Manuscript dated items are comparatively rare in this group, and any made after about 1867 are type dated.

Various small groups in early years were straight lines of type, a few were ovals (for Niagara, Grimsby, Brockville, Vittoria), so before 1828 when the Trafalgar style started, will not be treated here in detail.

Odd things are noted in research, as one-only handstamp impressions are known in the Stanley Mills UC style for Kingston and Amherstburg. I know just where these two shots from large places lie in Archives files.

Another one-only problem was solved this year when a 32 mm. circle of 1858 "Victoria-PAID-V.I." that was thought by many to be a fake was tied in with a second copy three months earlier. Both were dim prints, and in my opinion no fakir will make a dim print for sale.

Full single circles are not common comparatively at any time in Canada, up to about 1890 or so. By full circle I mean a full outline of a circle enclosing the lettering. Such are more difficult to engrave.



Completeness in any one area of postal history I had thought was unobtainable. But such was just about forced onto me, as a Tennessee collector sent me about 200 different ASSA (Assiniboia) tracings, and by adding the few missing marks that were obtainable from Moose Jaw and Winnipeg friends — I realized I had every early Assa. marking to mid/1895 and a few later. They are packed into 4 sheets of tracings now.

Old Montrose was in western Kent 1864 to 1889 and oddly the mark here dated 1895 is some years after it closed. No idea as to why this happened. Trudell 1862-1888, now has a solitary farm house to mark its original site, but some move of a mile east may have been made before 1880.

Locations as in Postal Guides are confusing. I know Essex county personally and several places are noted definitely in the wrong township, or wrongly sited on maps.

RESERVE EARLY

BNAPEX '67 — EXPO '67

OCTOBER 2-8, 1967

THE ALPINE INN — STE. MARGUERITE STATION

For Further Details See Page 234

The Canadian Stamp Collector

GLENN F. HANSEN, No. 2203, 375 Jefferson Ave., Winnipeg 17, Manitoba

To-day daily mail service is taken for granted and we do not realize just how old postal service is. In the Bible, in Chronicles and Esther, we read of some of the earliest postal systems in the period around 750 B.C. It is quite obvious that these services were just for the King and his Princes and that the services could be very slow indeed. Messengers on foot were first used followed later by the use of mules and camels and later still by the use of horses.

While Canada was under French control and in the early British period postal service was not much changed in operation from biblical days; the roads were such that their use for postal purposes did not occur until 1734 when a road between Quebec and Montreal was built and used. Service between New France and the old country was irregular and used only for official business except that merchants in Quebec could take advantage of the ships used and employ them for transporting their mail.

Halifax had Canada's first post office. This was opened in 1754 and was used to handle mail received with some infrequency from England. After the end of the Seven Years War in 1763 Britain assumed control of the former French Colonies in North America and Benjamin Franklin took on added duties as deputy postmaster-general of the British Colonies in North America. A land route was established by caleche between Quebec and Montreal, a distance of about 180 miles.

Postage rates had been established for short distances in the reign of Queen Anne in England (1710) as being 4d. for up to 60 miles, 6d. to 100 miles but no specified rate beyond that distance. Franklin's postmaster Hugh Finlay at Quebec set an arbitrary rate of 8d. for any distance from 100 to 200 miles and thus established a rate which remained in effect until 1844. Service was offered once a week; every Monday from Quebec and every Thursday from Montreal with the trip taking about 40 hours. The caleche often carried passengers as well as the mail bag and the courier but the limit was two due to the small size of the vehicle.

There was monthly service from Montreal to New York via Lake Champlain for

mail destined to and from overseas and this was soon increased to fortnightly.

Postage to New York had to be prepaid and was reckoned at 2 shillings sterling. At this time rates were calculated per sheet and letters were charged double rate if a piece of paper of the smallest size was inclosed. Triple rate was charge for two enclosures, no matter how small, and the rate increased with each sheet added up to one ounce. Letters were often candled to detect enclosures.

When the American Revolution began, the mail route to New York was closed and an alternate route was eventually established overland to Halifax where the mail for England was sent out by the first British Packet. This route was not actually in operation until 1787 when the American Revolution was over and peace had been restored for four years.

The route between Quebec and Halifax was overland by way of Riviere du Loup to Fredericton, by sloop to Digby and overland to Halifax. The trip took between 21 and 30 days in summer and between 35 and 45 days in winter and was extremely costly.

Until 1787 Upper Canada had yearly mail contact with the outside world by way of the St. Lawrence from Kingston and beyond as far as Michilimackinac at the junction of Lake Michigan and Lake Huron. The service gradually expanded, always at a much slower rate than was required and always as an extremely costly thing to the users.

Finlay was succeeded in his Post as Deputy Postmaster by George Heriot in 1800 and he, in turn, was succeeded by Daniel Sutherland in 1816. Sutherland remained as D.P.M. until 1827 and during the quarter century that he and Heriot were in office the service grew not as required but as considered to be profitable by their superiors in England. The last Deputy Postmaster of Canada who was answerable to the Postmaster in London was Thomas A. Stayner who has been considered an extremely brilliant man.

Stayner introduced many business like operations to the postal service amongst

Classified Topics

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BNA TOPICS. Excellent condition. Complete to date. Realistic offer by January. Chas. Chappell, 530 West Olympic Place, Seattle, Washington 98119. 249

OUR APOLOGIES:

We wish to apologize to all those inconvenienced by the error in our August issue. Ray de Montigny's ad appeared under the heading "For Sale" instead of "Wanted". It should have been under the WANTED heading where it now

appears. Please forgive us for all your wasted time and effort, not to mention postage and phone calls resulting from this error. We are really sorry.

Ed Whiting, Advertising Manager

which were registration service in 1840 and mail clerk on steamers travelling with the mail between Montreal and Toronto in 1947. He was very well re-imbursed for his work and took unto himself the revenue from the handling of newspapers as well as the commissions from the handling of mail destined for the United States. In present day terms his yearly earnings averaged at about \$12,000.00 to \$15,000.00, a very good income indeed for a time when money was scarce and payment in kind accepted as a matter of course.

It was Stayner's use of the newspaper income as his own (a strictly legal practice

at the time) and the restrictive policies of the Postmaster at London which jointly led to such a storm of protest from the North American Colonies that the postal service of each colony was turned over to Provincial jurisdiction in 1851. Stayner's last official act was to announce the assumption of the postal service by the Province to take place on April 6th, 1851 and to name his successor, James Morris.

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CONVENTION 1967

This may appear to be getting ahead of things, when the 1966 Convention at Calgary is now just over, but there is a reason. The 1967 Convention is being held at the Alpine Inn, Ste. Marguerite Station, Quebec (some fifty miles north of Montreal) from October 2nd to October 8th, 1967; actually the philatelic convention is for the 5th, 6th and 7th, the first four days being for the members who wish to attend EXPO 67 — Canada's Great World Fair. Reservations in the Montreal area are already becoming difficult to get, and this includes a radius of 70 miles of Montreal.

Your Montreal committee (all of us) have to date had 76 requests for reservations, and all of them for the entire week so get yours in **NOW** and even if you verbally told members of the committee you wanted reservations, confirm it in writing NOW—first come-first served (this includes Jarrett, Greene, Michael, Bilden, Culhane, Harrison, Lyman, Sissons, Jephcott, Nickle, Peterman, Lee, Lea etc., etc).

Reservations for the entire week will be given preference.

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