



# BNA TOPICS

Official Journal  
of the  
British North America  
Philatelic Society

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Volume 25, No. 1, Whole No. 262

January, 1968

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# BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY  
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EDITOR: John H. M. Young, F.R.P.S.L., Keegunoo, 503 John St., Thornhill, Ont.  
CIRCULATION EDITOR: C. Russell McNeil, No. 3-C Concord Apts., 187 Park St. S., Hamilton A-2, Ont.  
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## Secretary's Report

December 1, 1967

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 2319 Carson, Stuart R., 4308—107 Avenue, Edmonton, Alberta  
 2320 Cottenden, David Gordon, 1585 Oxford Street, Apt. 210, Halifax, Nova Scotia  
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 2323 Harker, Margaret E., P.O. Box 57, Edgewater, Maryland 21037  
 2324 Palmer, Donald E., 2631 Lehman Road, Peoria, Illinois 61604  
 2325 Pressley, Jackson B., 801 Becker Road, Glenview, Illinois  
 2326 Ryan, Alan P., 315 East 209th Street, Bronx, New York 10467  
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 2328 Ward, Harrison E., 592 Tremont Street, Boston, Massachusetts 02118

### APPLICATIONS PENDING

- Abrams, Mrs. Betty, 6149 North Wolcott, Chicago, Illinois 60626  
 Brooks, Robert, 204 Winter Street, Hyannis, Massachusetts 02601  
 Cunningham, Ralph L., 141 Quincy Avenue, Winthrop, Massachusetts 01952  
 Flemming, William B., 111 Hillcrest Avenue, Willowdale, Ontario  
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 Mackay, Claire L., 606 Denton Street, Coquitlam, New Westminster, British Columbia  
 Malott, S/L Richard K., 16 Harwick Crescent, Ottawa 6, Ontario  
 Raffaele, Norman, 89 Lakeside Drive, Grimsby, Ontario  
 Soughton, Edward Charles, 127 Victoria Avenue S., Apt. 6, Hamilton, Ontario  
 Warmski, Leon, 66 Charleswood Drive, Beaconsfield, Quebec

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

- BLOMFIELD, R. Seymour, 5107 Cayuga Drive, Knoxville, Tenn. 37914 (C-C) CAN.—19th and 20th century used postage. Pre-stamp, stampless and territorial covers. Used Airmails. Postal Stationery entires and cut-squares. Literature. R.P.O., territorial, squared-circles and roller cancellations.  
 SPECIALTY—Cancels. Proposed by R. J. Woolley, No. 359. Seconded by F. W. Campbell, No. 143.  
 RITZER, Stephen, 2780 University Avenue, New York, New York (DC-X) CAN., NFD.—Used postage. 1st Day and 1st Flight covers. Proposed by R. J. Woolley, No. 359.  
 SYMONDS, Donald E., 96 Tremont St., Lawrence, Mass. 01841 (C) CAN., NFD.—19th and 20th century mint and used postage. O.H.M.S.-G. Seals. Mint and used Airmails. Proposed by P. J. Hurst, No. 583.

### CHANGES OF ADDRESS

(Notice of change MUST be sent to the Secretary)

- 1527 Kenyon, Alonzo F., 921 East End Avenue, Pittsburgh, Pa. 15221  
 1635 Kuttner, William R., c/o R. M. Cooperman, 402 Great Falls Rd., Rockville, Md. 20850  
 1143 Starr, Dr. F. A. E., 335 Hyde Park Road, London, Ontario  
 2163 Whittredge, Arthur B., Donovan's Mobile Park—Lot 336, 1940 Hwy. 19 South, Clearwater, Fla. 33516

### RESIGNATION ACCEPTED

Armstrong, Charles

### RESIGNATION RECEIVED

- 865 Allen, Aubrey C., Main, Newfield, N.Y.  
 1827 Gibson, David, M.D., University of Alberta, Calgary, Alta.  
 2227 Campbell, J. Colin, 85 Cornwall Road, Brampton, Ontario  
 574 Tomlinson, Leslie G., Betley, Nr. Crewe, Cheshire, England

### MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, November 1, 1967	1033	
NEW MEMBERS, December 1, 1967	11	1044
RESIGNATION, December 1, 1967	1	1
TOTAL MEMBERSHIP, December 1, 1967		1043



# The Identification of Plate Blocks of the 1935 Issue of Canada

by George C. Marler, F.R.P.S.L.

This issue of eleven values made its appearance on June 1st, 1935, only a few weeks after the Silver Jubilee stamps issued on May 4th, these being the first issues to be printed by the Canadian Bank Note Co. since 1929 when the stamp contract had been awarded to its competitor, the British American Bank Note Co.

Between March 1st, 1935, and November 27th, 1936, no less than 27 plates were laid down for the printing of the issue: 16 400-subject plates for the lower denominations, 8 200-subject plates for the higher values, and 3 additional 600-subject plates for the Three cents, for which the demand was heaviest.

There were no straight-edges as in the case of the later Admirals and the Scroll Issue of 1928-29, except stamps from booklets, as gutters separated the four or the six panes into which full sheets were divided. Guide arrows at the ends of these gutters indicated where the full sheets were to be cut into the panes, or regular sheets, furnished to the post offices.

The inscription, "CANADIAN BANK NOTE CO., OTTAWA", and the plate number appeared at the top or the bottom of each pane, and the plate number and what may be called the "order number" or "manufacturer's number" were engraved in the left margin opposite the two bottom rows of each lower left pane. So that for each 200- or 400-subject plate there were four positions—Upper Left, Upper Right, Lower Left and Lower Right—and for each of the three 600-subject plates two additional positions—Upper Centre and Lower Centre.

How can these various positions be identified? Obviously, in the case of the 200- and 400-subject plates, a strip of 10 from the top or the bottom of a sheet, complete with a wide margin at one end, and a narrower margin at the other with part of a guide arrow showing, can readily be identified. But not every one is fortunate enough to possess pieces that can be positively identified so easily. Blocks of 6 or 8, or perhaps of 10, are much more common than strips of 10 or blocks consisting of the two top

or bottom rows of a sheet. How can the former be identified if there are no margins, and how can blocks from the Upper Centre or Lower Centre of the three 600 subject plates be identified? If the abbreviation "No" were always at a constant distance from the last "A" of "OTTAWA" identification might well be impossible unless the block had at least one complete margin and in some cases two. However, whether by design or by accident the space between the "A" and "No" varies, and is not the same, as a general rule, for the Upper Left as it is for the Upper Right, and the same may be said of the lower positions, and of both upper and lower positions of the 600-subject plates. In most cases the measurements differ enough to make identification easy and positive, but in some cases the difference is small and complementary means of identification must be relied on.

The facts are set forth in the table below which gives, for each plate, the measurement of the distance between (i) the top of the last A of OTTAWA, and (ii) the left or near side of the N of No; and indicates, when the difference in measurement is small, the complementary means of identification.

## Complementary Means of Identification

- (a) Dot above K.
- (b) "No" is higher than the inscription.
- (c) The inscription and plate number are inverted as in all the lower positions. In LR there is a dot above "No"; in LL a dot above "3".
- (d) In UL a line along the bottom of the inscription, and traces of a partial second entry; in UR a short line in the A of CANADIAN.
- (e) A dash between D and I.
- (f) In UR two dots between A and No.
- (g) In LL a vertical line through W; in LR a mark below D.
- (h) A dot 6.75 mm. to the right of C of CANADIAN.
- (i) In UL a dot under N of No; in UR a dot above the first T of OTTAWA.

- (j) A line drawn along the left stamp above it would pass through the last A of OTTAWA.
- (k) Marks on the side of the first A of CANADIAN, in the W and in the N of No.
- (l) In UL a dot to the left of C of CO., and traces of an N to the right of 2; in UR a dot between O and T of NOTE.
- (m) In UL the 2 is higher than the inscription; in UR it is level.
- (n) In UL a dash under the second A of CANADIAN; in UR a mark in the bottom of D.
- (o) In UL a dash under the E; in UR a dash to the right of T of NOTE.
- (p) In LL a dash above the N of NOTE; in LR a dash above NO of NOTE.
- (q) A dot about 9.5 mm. to the right of C of CANADIAN.

NOTE: Many of the plate inscriptions show marks above or below certain letters, or traces of a second entry, etc., but these

have not been listed because the distance between A and No permits positive identification.

IDENTIFICATION TABLE FOR PLATE BLOCK

Denom.	Plate		Position				
	No.	UL mm.	UC mm.	UR mm.	LL mm.	LC mm.	LR mm.
1	1	2.3		3.4	4.3		3.0
	2	2.5		6.7	3.7		2.5
	3	3.2		3.0a	4.1		3.9b
2	1	1.5		2.3	2.6		1.6
	2	2.2		3.4	3.3		2.0
	3	3.7		3.2	3.2c		3.1c
3	4	2.3d		2.4d	2.0		2.2e
	1	3.8		3.7f	2.7		3.5
	2	3.5		3.0	2.5g		2.6g
4	3	4.3		3.1	3.0		3.3h
	4	5.2	7.5	6.7	6.5	5.8	7.8
	5	5.7	4.6	7.5	7.4	6.4	8.0
5	6	4.8i	4.8i	3.8	3.8	5.0j	4.9
	7	2.6		3.2	2.1		3.0
	8	2.8		2.1	2.7		2.3
4	1	3.5		6.0	7.1		4.0
	5	5.8		4.6	3.7		3.3
8	2	2.7		3.7	3.4		3.0
	1	4.9		5.5	3.5		4.8
10	1	4.0		3.3	3.2k		3.2
	2	2.7l		2.7l	3.5		2.5
13	1	4.4		3.3	3.3		4.2
	2	3.8m		3.7m	2.5		4.2
	1	2.4n		2.3n	3.0		2.5
20	2	2.9o		2.7o	3.0p		3.2p
	1	2.5		3.1	3.3q		3.5
\$1	1	5.2		4.8	4.6		3.5

## OFFICIAL NOTICE

RULING enacted by the Board of Governors of the British North America Philatelic Society assembled in session at the Annual Convention at Ste. Marguerite, Quebec, October 7, 1967.

Effective immediately, any member, delinquent in the payment of dues by April 1st for that current year, shall be subject to denial of receipt of the Society magazine, BNA TOPICS, at the discretion of the Treasurer, until such delinquent dues shall have been received by the Treasurer. Any such delinquent and denied member shall be required, at the time of payment, to reimburse the Society with the additional amount of the Dollar (\$1.00) for expenses incurred by the Society for the removal of and replacement of their stencil on the mailing list.

### 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*—1st three Wednesdays of each month at 8 p.m.; Dickinson Room, Stry Credit Union Bldg., 144 E. 7th Ave., Vancouver. *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 Canadian Stamp Collector

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

Allied to the ringed numerals were the fancy numerals used by various post offices. Toronto, which had been assigned the two-ringed numeral "2" as the second largest post office in Canada, found a need for extra obliterators during 1869 and 1870. For some reason at present unknown the supply of official models was not sufficient and some local artistically inclined individual (probably a postal clerk) designed a series of short lived cancellers all utilizing the "2" numeral.

These cancels have long been thought to have been made of cork but the media used must have been something more easily worked than cork, probably soft pine, which soon wore out, filled with ink or lint from the stamp pad or simply broke apart. About sixty types are known of the Toronto "2" but many of these are various stages of a single design.

Hamilton used a barred "5" in two versions while London used at least one barred "6". Ottawa used at least nine types utilizing its "8" while Kingston used over twenty styles of "9" strikes. Others used were Fredericton "11", St. John "7", Oshawa "31", Quebec "37", Port Hope "14" and Walkerton "21". Others are known to exist, such as Watson's Corner "4" and an entire series of British Columbia barred Ovals and New Brunswick Grids but these show evidence of being commercially produced.

In collecting "cork" numeral cancels care must be taken not to confuse these with the original rating stamps "1", "3" or "3d", "5", "7" and "10" etc., which were sometimes used as obliterators at some post offices. Roller cancels, sometimes utilizing numbers, also were in use during the late 19th century.

H. W. Harrison, S. Cohen and E. A. Smythies are three modern day experts on these interesting cancellers with Mr. Smythies being an authority as well on duplex cancels and fancy cork cancels. The Hamilton "5" and London "6" cancels are known to be duplex cancels while it is suspected that certain of the others enumerated are also duplex in nature.

Duplex cancels were those which employed an obliterater next to a town date

canceller with the intention being to strike the town portion on the cover and the obliterater on the stamp. Mr. Smythies, a fellow of The Canadian Philatelic Society of Great Britain, has produced a Handbook on duplexes which was published a few years ago. Harrison and Cohen collaborated on a series of articles, which appeared both in "Maple Leaves" and "The Canadian Philatelist" in 1961 and was entitled "Numeral Cancels on Canada's Large Queens."

Fancy cork cancels, as used during the period 1868-1880 and later, have long fascinated collectors of Canadian stamps of the period. The term "cork" seems to have been developed by various writers into a generic expression covering a number of different types of cancellers not of official origin. A few may have been made of cork but some designs were so intricate that someone must have used some easily worked material such as boxwood or rubber; others probably utilized brass or some other metal while soft woods such as pine must also have been pressed into service.

Generally, but not always, these fancy cork cancels were used in the smaller post offices which seemed to have suffered a shortage of suitable obliterating devices. Larger centres, such as Toronto and Ottawa, also resorted to these crude makeshifts when the ever increasing mail load became too much for the supply of official strikes on hand.

Designs used included initials, sometimes of the town and quite often of the post master or clerk, leaves, flowers, stars, crosses, cartwheels and cogwheels, masonic signs, geometrical arrangements, dots and corks cut in segments or entirely uncut. Some were used as the obliterater half of a duplex while others were used independently.

Those that were made of cork or soft wood had very short periods of use. A very outstanding example of this type is a Toronto "2" which consisted of an albino "2" cut in a solid background circle. This was in use in October of 1869 and very early strikes show the complete design. A crack soon developed at about the 1 o'clock

*(Continued on page 11)*



# THE *Editor's* MAILBAG

Dear sir:

October issue of Topics received a few days ago, and I was very pleased to see the article on booklets got in as promised.

Two points I should like to bring to your attention.

1) The second paragraph commencing: "From the foregoing two questions . . . would, I think, make more sense had it been placed following the particulars of the various types. I suppose that you have the problem of conserving space and the result was the most economical layout.

2) Either a gremlin got into the works or my notes are not correct. Type 4 and Type 5 as printed are in fact one and the same, being the inside and outside cover details of the same booklet. There is NO Type 5.

Sincerely,  
Michael B. Dicketts

Dear sir:

In B.N.A. Topics for October, the interesting article by M. B. Dicketts on the subject of Canadian booklets, lists those which had come to his attention as containing the 1962-63 issue.

The cover design which he calls Type 1, when used with the 1954 definitive issue, is found only with the printed design 65 mm. in width. The first booklets containing the 5c 1962 issue also had the 65 mm. width of printing on the front cover. This, however, was soon narrowed to 63 mm. The booklets containing the 1c and 4c stamps were issued, as far as I am aware, only with the 63 mm. width.

His Type 2 with the revised rate information on the inside cover issued, as far as I

know, only in overprinted condition, was apparently prepared on the understanding that postal rates were to be changed, as it had been announced that the Government's intention was to charge a rate of 5c for the first ounce both for local first-class mail and to outside points in Canada. This change did not in fact occur, accordingly, the booklets when brought into use had to be overprinted to reflect the continuing local rate of 4c.

Yours very truly,  
C. F. Black

Dear sir:

Rec'd the Oct. issue of Topics today. Am glad you published my article but I noticed a few typographical errors which may cause some confusion.

P. 255—1st column, last line of 3rd paragraph should read "also, only the dater [not date] is illustrated."

P. 256—All subtypes indicated by small letters for types 11 and 12 should be capitalized as they are different states of the same hammers. (Also on 4th and 5th lines u.l. P. 257: Periods of use 12A, 12B, not 12a, 12b). There are 9 corrections to be made on P. 256, 2 on P. 257.

Yours sincerely,  
Dave Handelman, No. 2277

Dear sir:

Pertaining to my letter of yesterday, re the typographical errors, the 11th line right column P. 256 should read: 11a wider and taller letters than 11A, B, and C.

As presently printed, it will definitely lead to some confusion.

Yours sincerely,  
David Handelman

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Circulation Editor: C. RUSSELL McNEIL

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# Oil Industry Featured on Canada's New \$ 1 Stamp

by Donald Jean

That magic liquid for centuries lay buried in the earth and which has now done as much to change our way of living as did the discovery of steam and electricity, is honoured on Canada's new Centennial \$1 stamp.

The amazing petro-chemical industry that today stretches around the world is an outstanding tribute to the determination, ingenuity and creativity of men permitted to work freely, without government interference in a competitive free-enterprise system.

In 1859, the task of drilling the first oil well in Pennsylvania, started a train of events. Oils made possible the home heating and aircraft industries, just to mention a few; and created employment for more than a million workers, and contributed enormously to Canada's own prosperity.

The West is noted for its oil and wheat, and it is fitting that the Post Office should honour the industry of oil in Canada's Centennial Year. The picture they selected was painted by Mr. H. G. Glyde in the late 40's, during the period when oil was being discovered in Alberta. The painting is now in the National Art Gallery.

It was not painted in the Excelsior field but is actually a painting of Imperial Oil's Redwater Field No. 3, which was one of five wildcat wells drilled at this field to delineate its shape and size.

Drilling at No. 3 commenced on May 20, 1949, and the well was placed in production on June 18. The Redwater Field, which was the largest oil discovery up to that time, is some 17 miles in length and is located about 30 miles north and east of Edmonton. Many local farmers will recall the days when their fields were spoiled temporarily until the gushing oil was finally capped and the well producing.

In selecting this picture the Government has handed Imperial Oil and its parent company (Standard Oil) publicity which should be very worth while. It is indeed rare for the Government to single out a single company in this manner, and it is to be hoped Imperial Oil's own Public Relations and Advertising departments will take full advantage of this unique opportunity to capitalize on the world-wide publicity this stamp will receive, thus benefiting their employees, shareholders, customers and Canada itself. Even the Tiger may have to take a back seat during Centennial Year, as this stamp travels throughout the entire world.

Mr. Glyde was born at Luton England. He has served as Professor of Art at the University of Alberta and the Banff School of Fine Art, after many years painting in England, particularly around London. Now, he's retired and lives in B.C.

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COLLECTOR — (Continued from page 9)  
position and through the upper part of the "2" down to the 6 o'clock position. This crack widened as the canceller continued in use until the segment eventually broke away completely and, after a little further use, the canceller was withdrawn from use.

These cancels appear to be fairly common on the 3c Small Cent Issue and any large lot of these fairly inexpensive stamps will turn up enough copies to make an in-

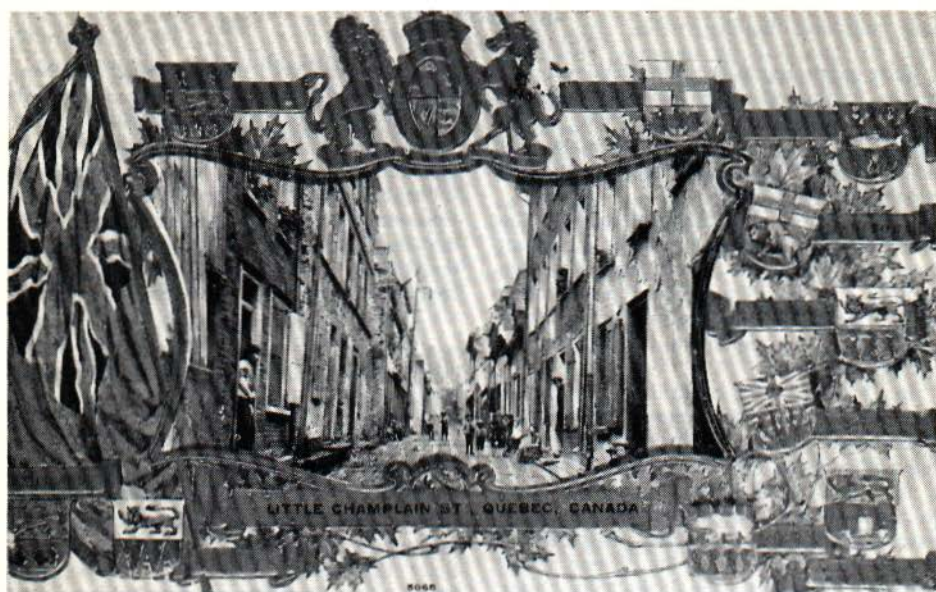
teresting page in any collection. Naturally, the rarer types of cork cancels will not likely show up but the ones that do will prove fascinating. Just imagine, if some of these very simple designs were actually made from corks, what happened to the contents of the bottles from which they came? A situation something on the order of the many jokes about the fellows who love to assemble ship models in whiskey bottles.

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# Patriotic Card Study Group

CLARENCE A. WESTHAVER, 7 SPAFFORD RD., MILTON 86, MASS.



## Description:

On the left of the card the Canadian Flag. Picture in the center of the card. On top, right side and bottom of the picture the various shields of the Provinces with their names.

Earliest date: July 25, 1908.

Publisher: Warwick Bros. & Rutter, Limited, Printers, Toronto. Canadian Souvenir Post Card in scroll on the back of the card with trade mark.

Market price: \$5.00 to \$7.50.

High School Westville .....	
St. John's Church, River John, N.S. ....	
Walker's Offices, Walkerville, Canada .....	
Car Ferry, Windsor, Ont. ....	
Algonquin Hotel, St. Andrew's By The Sea .....	198
General View, Niagara Falls, Canada .....	213
Chateau de Ramsay, Montreal, Canada .....	336
In the Park, Berlin, Ont. ....	363
The Park, Berlin, Ont. ....	364
I.C.R. Station, Moncton, N.B. ....	419
The Bore, Moncton, N.B. ....	420
Parliament Buildings, Quebec, Canada .....	465
Wolfe's Monument, Plains of Abraham, Quebec, Canada .....	466
Dufferin Terrace, Quebec, Canada .....	467
Parliament Buildings, Quebec, Canada .....	485
The Hospital, Moncton, N.B. ....	726
Chateau Frontenac, Quebec, Canada .....	820
Caleche, Quebec, Canada .....	835
Dominion Square, Montreal, Canada .....	926



Lansdowne Car Ferry, Windsor, Canada .....	2941
C.P.R. Boat Entering the Lock Sault Ste. Marie, Canada .....	3024
Hudson Bay Co's. Old Lock, Sault Ste. Marie, Canada .....	3650
Public Library, Windsor, Canada .....	3939
Canadian Pacific Railway Station, Windsor, Canada .....	3942
Ladies Walking Race, The Winner, Toronto .....	3948S
Exterieur de l'eglise de Sts. Anne de Beaupre, Quebec .....	3961
Interieur de l'eglise de Ste. Anne de Beaupre, Quebec .....	3962
Big Tree, Stanley Park, Vancouver, B.C. ....	3967
Grand River, Paris, Canada .....	3973
C.P.R. Empress Hotel, Victoria, B.C. ....	3982V
"Published for Victoria Book & Stationery Co., Victoria, B.C."	
Dufferin Ave., Sherbrooke, Quebec .....	5008
Wellington Street, Sherbrooke, Quebec .....	5009
Magog River, Sherbrooke, Quebec .....	5029
Windsor Hotel, Montreal, Canada .....	5058
Victoria Bridge, Montreal, Canada .....	5060
Golden Dog, Quebec, Canada .....	5064
Little Champlain St., Quebec, Canada .....	5065
Where Montcalm Made His Headquarters .....	5066
Champlain Monument, Quebec, Canada .....	5067
St. Louid Gate, Quebec, Canada .....	5068
Clifton Hotel, Niagara Falls, Canada .....	5148
Niagara River, Below the Falls, Canada .....	5149
Electrical Develop. Co's. Power House, Niagara Falls, Canada .....	5151
Niagara Falls in Winter .....	5152
General View Niagara Falls .....	5153
St. John's Church, River John .....	5228
Pavilion, Springbank, London, Canada .....	5233
Bridgeburg Looking East, Buffalo in Distance .....	5269
Central School, Petrolia, Ont. ....	5285
Ruins of Old Fort, Fort Erie, Canada .....	5407
Quellette Avenue, Windsor, Canada .....	5473
Walker's Offices, Walkerville, Canada .....	5475

## *Report from the Library*

STEWART S. KENYON, 15205-74 Ave., Edmonton, Alberta

In the course of examining various items that are sent in to the Library, it is frequent that we run across small items that appear to be of more than casual interest. One such is the publication put out by Herman Herst, Jr., entitled "Herst's Outbursts". Although the number of items of B.N.A. interest is limited, there is included many observations by Mr. Herst on Philately in general that provide very interesting reading and much food for thought in matters connected with our hobby. This is a non-profit publication and may be secured from Mr. Herst for a fee of \$1.00 per year (which is donated to charity) and a series of stamped self-addressed envelopes.

### "PHILATELY IN LONDON, 1825-1967"— by S. Shantz and D. Demaray

The London Philatelic Society of London, Ontario has undertaken the publication of the above named book as a Centennial project. A copy of this work has now been received by the Library and the London Philatelic Society and the authors are to be commended on a very fine effort.

This 77 page book has been printed by the offset process and included are many illustrations of persons and material connected with London. The section covering the postal cancellations of the district is most complete and should be of great interest to collectors of Canadian cancellations.

For the air-mail collectors, the London to London flight of 1927 is given complete coverage and makes most interesting reading.

A total of 499 numbered copies of this book were printed and reports of sales have been very good. Members wishing to receive a copy should write to Mr. D. Demaray, 98 Gardenwood Drive, London, Ont. The price is only \$2.00 and it is suggested that you do not delay as it is not expected that supplies will last long.

### SPECIAL DONATIONS

The Librarian is very pleased to announce the receipt of a very fine donation from Mr. G. F. Hansen of Winnipeg, Man. Mr. Hansen has forwarded two books of stamps to Mr. J. Lehr, our Circuit Manager with instructions that the proceeds from the sale of these stamps is to be turned over to the Library. We are, of course, unable to know what the exact amount of the donation will be until the stamps are sold, but we understand that the quality of the stamps is quite high and consequently the Library should, in due course, receive a good return from the sale of this material. On behalf of the Library, I would like to thank Mr. Hansen for this fine gesture and for the novel form of the donation which will help both the Sales Circuit and the Library. Many thanks, Mr. Hansen!

### DONATIONS

Mr. D. Amos

Canadian Revenue Catalog, Federal Issues—Marks Stamp Co.

Standard British North American Revenue Catalogue (1952 edition) by R. G. Lowe

Catalogue of the Revenue Stamps of Canada (1964 edition)—J. N. Sissons

Billig's Catalogue of the Canada War Tax Stamps by the War Tax Study Group.

1 issue Popular Stamps

2 issues The Canadian Philatelist

British Colonial Handbook (first edition—1945) by A. C. Johnson

8 issues Lyman's B.N.A. Retail Catalogue

14 issues Sissons Auction Catalogues with prices realized

4 miscellaneous Exhibition Programs.

Mr. Jack Levine

Holmes Handbook & Catalogue of Canada and B.N.A. by L. S. Holmes

Gibbons' Postage Stamp Catalogue—Part 1, 1945

Specialized Philatelic Catalogue of Canada & B.N.A. (Eighth Edition) by L. S. Holmes

Specialized Philatelic Catalogue of Canada & B.N.A. (Ninth Ed.) by L. S. Holmes

That Ten Cent Albert 1859 Canada by H. G. Saxton

The Canada Plate Block Catalogues (Second, Third and Fourth Editions)

Canadian Stamps with Perforated Initials (First and Second Editions)

The Squared Circle Postmarks of Canada (First Edition) by A. Whitehead

Constant Plate Varieties of the Canada Small Queens by H. Reiche

Canadian Secret Mark Stamps by G. W. Satfield

Standard British North American Revenue Catalogue (1952 Edition) by R. Lowe

Harmer Rooke Auction Catalogue of Reford Collection of Canada (Part 2)

Mr. John T. Pratt

Nova Scotia by B. W. H. Poole

Historic Nova Scotia—Province of N.S. Publication

Postal History and Postage Stamps of Prince Edward Island by M. V. Quarles

Fundamentals of Philately (Section 1) by L. N. and M. Williams

15 misc. Auction Catalogues and Price Lists

Mr. D. Demaray

"Philately in London 1825-1967"

Mr. Warren F. Haley

2 issues "B.N.A. Topics"

2 issues "The American Revenuer"

2 issues "The Canadian Philatelist"

Mr. Robert J. Woolley

5 issues "S.P.A. Journal"

3 issues "The American Philatelist"

## SECRETARY'S CHANGE OF ADDRESS

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# Rounding Up Squared Circles

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



A photograph of the previously reported ST. HYACINTHE "HM" is shown through courtesy of Ben Jacobson. I saw this strike at Calgary, under glass of an exhibition frame, but missed something which the enlarged photo makes clear. This is a bounced strike—note particularly the doubling of S, H, and C in the town name—and what appears to be the right vertical of an H in "HM" is really nothing more than the left vertical of a second, bounced impression of M in "PM". Close examination reveals further traces of the doubled M and a trace of the top loop of P. I wrote to Alex McMillan to inquire if he knew of other examples of "HM" for AU 3/96. A summary of his reply is that although he does

not have a strike for that date, ". . . I do have a strike for AU 4/96; a full, clear strike in which the "PM" is inverted and the top loop of P is missing so that it looks like a broken H. I have checked through all of my PM strikes and find that from 1894 to the end of use of the hammer, the top loop of P is indistinct or missing in many cases. There seems to be nothing consistent about it; the PM will be clear and sharp one day, and varying portions of the top loop fail to register the next day."

An interesting letter from Sibley Higginbotham relates the finding of a Newfoundland cover carrying the HALIFAX squared circle tying the stamp to the cover. It is similar to a cover previously reported (Oc-



tober 1964 TOPICS) by Norman W. Scales. The present cover originated in Harbor Grace, and carries Scott No. 60; the Scales cover is an embossed envelope originating at Nippers Harbor. The two covers were posted within six weeks of each other—a fact which is probably not significant. However, in both cases the addressees had moved from Halifax and forwarding was required; and in both cases the Halifax squared circle was used to show clearance from that town, but was placed to “cancel” the stamp.

The illustration of the Scales cover indicates no marking other than the HALIFAX squared circle on the emboss. Evidently the emboss missed being cancelled at Nippers Harbor and a conscientious Halifax mail clerk killed two birds with one stone by applying a clearance mark which would also serve as a cancellation. But such an explanation cannot apply to the Higginbotham cover because the stamp was already tied by a thick-bar grid.

A temptation might be to assume that the two covers were serviced by the same Halifax mail clerk. However, the covers were handled during different clearances (first and second), and there is a marked difference in orientation of the strikes—one is nearly perfectly vertical and the other, horizontal. There is evidence that some mail clerks held to idiosyncracies in handling covers which resulted in characteristic placement of the strike. (For example, one clerk might fan out a group of covers, and then cancel the group; in this case the strikes might occur in varying orientations. Another clerk might line up rows of overlapping covers and then cancel the group; yet another might cancel covers one at a time from a stack. In these cases, the strikes might show characteristic orientation from one cover to another). These are, of course, only speculations; the sample size—two covers—is not sufficient to draw any firm conclusions from.

In checking late dates of certain towns for a switch to three-character month slugs—JUN, JUL, NOV—I noted that May 1964 TOPICS carried a report that H. G. Walburn had found three late WILLIAMSTOWN covers, the latest being JUL 15/00. The date shows in the Handbook as JY 15/00 so I wrote to Mr. Walburn to find out whether the date read ‘JUL’ or ‘JY’. The answer is that both are incorrect; the correct latest date is JU 15/00 and the

Handbook latest date should be changed accordingly.

R. S. B. Greenhill reports finding BRANDON AU 30/9 on 3c Numeral; this may be of the same period as the OC 1, OC 8, and OC 29/9 strikes previously reported by Alex Stewart (January 1967 TOPICS), and thought to be 1898 strikes. If so, there is the possibility that year date “9” carried through for at least a two-month period.

Jean A. Williamson reports a new early date for SOURIS & WINNIPEG M.C., No. 1: EAST/JA 26/94.

Wally Gutzman reports finding ARNPRIOR, AP 14/07 on the 2c Postage Due stamp, Scott J2.

Warren L. Bosch reports several items of interest:

PERTH—earliest—JA 31/94.

ST. CUNEGONDE — latest — PM/MY 29/99.

QUE. & CAMP. M.C., No. 20, Sixth State—earliest—(?) MY(?) /03.

SMITHS FALLS—No. 2/66; a new late date showing the “66” for “96” error.

SEELYS BAY—1/MY 4/94; time mark 1 not previously reported for 1894.

Gleaned from Dr. Antonelli's lists (Philatonic Mail Auctions):

BEETON—earliest—MY 10/98.

ALMA—1 MR 3/95 (for MR 31?).

Gleaned from Stewart Kenyon's listings (as many of you will know, Stew is disposing of his squared circle collection in order to concentrate on other specialties).

MERRICKVILLE—earliest—SP 19/94.

TRURO—latest—AU 8/00.

QUEBEC—error—AU 21/96; month inverted.

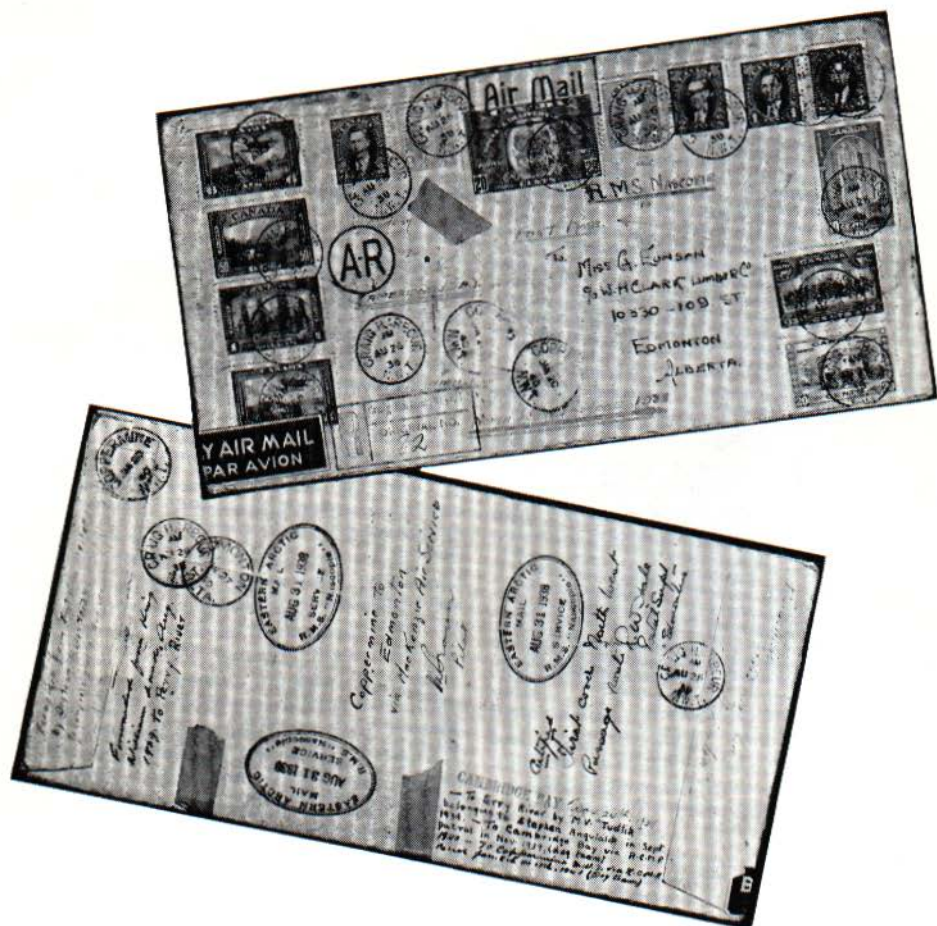
TORONTO—date over time mark—MR 5/4 PM/95; date not previously reported.

According to the Handbook, at GLAMMIS the date is sometimes in three lines (1900). I don't know whether the three-line date was used at irregular intervals, but this usage was not confined to 1900. I have FE/6/99 on off-cover stamp, and a cover carrying the GLAMMIS squared circle JA/23/93. The “93” date is, of course, an error; the cover is backstamped with the LONDON, ONT. circular date stamp, JAN 23/12 PM/1903. I know of another GLAMMIS cover, also a three-line JA/93 date (again, proven by multiple backstamps to be 1903). I suspect that the “93” error persisted for at least a two-week period in January, 1903. Will readers report other JA/93 dates for this town.

*(Continued on page 22)*

# Buffalo Chips

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



## First Northwest Passage Letter

Reprinted from "The Beaver", published by the Hudson's Bay Company

The first letter carried through the Northwest Passage by His Majesty's Mails is shown above. It was posted by E. Sillitoe at Edmonton on Dominion Day 1938, and over a year and a half later reached Edmonton again.

One of every denomination of stamp issued by the Dominion was placed on the

envelope, and duly postmarked at Craig Harbour, most northerly post office in the Empire. During its travels, the letter passed through four of the places shown on the picture stamps — Winnipeg (Fort Garry Gate); Ottawa (Memorial Chamber); Montreal (Chateau de Ramezay); and up the Mackenzie (airmail). Incidentally, the pic-



ture of the H B C S.S. Distributor on the six-cent stamp was taken from a photo by Richard Hourde, which has appeared more than once in *The Beaver*.

Leaving Montreal on the Nascopie July 9, 1938, the letter arrived at Craig Harbour, where it was registered August 26 and sent on to Fort Ross. There it was to be transferred by Chief Trader Learmonth to the schooner *Aklavik*, but owing to the ice the schooner failed to get through, and six and a half months later the letter was forwarded

by dog team to King William Land post. There it stayed until the fall of 1939, when the motor vessel *Tudlik* took it to Perry River post. In November an R.C.M.P. patrol carried it to Cambridge Bay, and in January 1940 another R.C.M.P. dog team carried it to Coppermine. There it was picked up by a plane of the Mackenzie Air Service and flown to Edmonton, where it was delivered through the regular registered mail wicket nearly nineteen months after having been posted there.

## *"Servire Armatis" Postal Corps' Golden Jubilee*

By Major F. T. Burgess, C.D.\*\*

Directorate of Armed Forces Postal Services, National Defence Headquarters, Ottawa

Reprinted from the *Canadian Army Journal*

### A "ROYAL" CORPS

**In recognition of the devoted service rendered by the Corps during the past 50 years in peace and war, Her Majesty the Queen on 20 June 1961 graciously bestowed upon the Canadian Postal Corps the title "Royal". Henceforth the Corps will be known as "The Royal Canadian Postal Corps".**

The year 1961 marks the 50th anniversary of the Canadian Postal Corps, whose motto *Servire Armatis* ("Service to the Armed Forces") is borne proudly by its members scattered from Victoria to Halifax, and in France, Germany, the United Kingdom, Sardinia, Egypt, Lebanon and the Congo Republic. The third smallest corps in the Canadian Army (Regular), the scope of its employment is exceeded by none.

### Prelude to a Postmark

In an official report concerning the Second Riel Rebellion, Maj.-Gen. J. W. Laurie\* stated in 1885 that he had established a "MPO" (Military Post Office) at Swift Current to serve the North-West Field Force. In mid-January 1900 a "Canadian Postal Corps" Detachment accompanied the Second Canadian Contingent to Capetown and saw service for the duration of the Boer War at Capetown, Bloemfontein and Pre-

toria. This auxiliary detachment consisted of Captain W. R. Ecclestone (Hamilton); Sgt. R. Johnston (Winnipeg); Privates T. B. Bedell (St. John's); J. Tallier (Montreal); and K. A. Murray (Woodstock, Ont.), all recruited from the Post Office Department.

Following the Boer War, military postal service was first provided at Militia camps in Canada in 1909 when Field Post Office No. 1 was established at Camp Niagara, Ont. The Honourable Rodolphe Lemieux, QC, MP, Postmaster-General, accompanied by Mr. George Ross, Chief Post Office Superintendent, opened the office on 16 June 1909 and an official souvenir postcard was issued. A photostat of one of these original cards showing the cancellation Field Post Office No. 1, Canadian Militia, PM June 16/09, Camp Niagara, Ont., appears in this article.

### A Corps is Born

Despite these historic beginnings, the Canadian military postal service as such dates its seniority from General Order 70 of 3  
(Continued on page 19)

\*According to Army historical records Maj.-Gen. Laurie was a retired British Army officer who came to this country and joined the Canadian Militia, from which he retired as a full Colonel. In the Second Riel Rebellion his appointment was "Colonel Commanding at Base". Editor

\*\*Enlisting in the Canadian Postal Corps in November 1939, the author proceeded overseas in December and was commissioned in 1941. He served in North Africa and North-West Europe, and in 1944 was posted to Washington, D.C., as Canadian Postal Liaison Officer. Released from the Army in 1945, he was called out in 1950 and converted to the Special Force in 1951. He commanded the Postal Unit in the far East in 1954, and from 1956 to 1959 served in Antwerp and London as Assistant Director of the Armed Forces Postal Services (Europe). During the following two years Major Burgess was OIC of the CPC Detachment, Canadian Brigade Unit, Middle East, which included the appointment of Senior Postal Service Officer, UNEF. He is presently employed as AU Post (Navy).—Editor.

# More Sketches of B.N.A.P.Sers

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

No. 116

HARRY SUTHERLAND

BNAPS No. 2161

It is with great pleasure to do this Sketch of another of our members, Harry Sutherland, as he was recently made president of the Royal Philatelic Society of Canada. In communicating with him, it appears his intentions are to attempt closer working arrangements with our society; and nothing could be finer for both sides of the fence.

Harry was born in Toronto, Canada and is a lawyer. His principal collecting interests are the Local Issues of the Chinese Treaty Ports including Shanghai and German Naval Mail of World War I, both of which he has extensive collections.

He belongs to a number of Societies including the R.P.S.C., B.N.A.P.S., R.P.S.L., the Collectors Club and the Philatelic Specialists Society of which last mentioned body he is a Past President. He was first elected to the Toronto Advisory Committee in 1956 and in 1957 he became a director of the R.P.S.C. He has served as a Vice-President of the R.P.S.C. for a number of years and following the recent death of Dr. Geldert was elected President of the R.P.S.C.

He has attended a number of international exhibitions on both this continent and in Europe and has also exhibited portions of his collections. He is probably the only B.N.A.P.S. member who does not at the present time collect any B.N.A. material.

In addition to his collecting interests he has a fairly extensive philatelic library. Unfortunately, Harry did not give me any material of other hobbies.



I will say, he certainly presented a lovely picture at the head table along with the Governor-General at Ottawa. Have a feeling that he will be the strong guiding figure that the Royal will need to continue its progress. And that a better working relationship will now exist between the two societies. Now if we only can get him to come to Texas!

## "SERVIRE ARMATIS"

(Continued from page 18)

May 1911 which authorized the formation within the Canadian Militia of a "Canadian Postal Corps" consisting of a Base Post Office at Toronto, commanded by Major George Ross with light detachments at London, Toronto, Kingston, Montreal, Quebec, Halifax, Winnipeg and Calgary.

The first officers enlisted in the corps were civilian post office officials—Major G.

Ross, Captain L. J. Gaboury, Lieut. K. A. Murray, Lieut. J. T. F. Verville, all of whom were enlisted in July 1911. Later in January 1912 additional lieutenants were enlisted, including Lieut. W. R. Ecclestone.\* Lieutenants Ecclestone and Murray were members of the original postal corps in South Africa.

\*Formerly a Captain in the Boer War, this officer left the Army and later re-enlisted as a Lieutenant.—Editor.



# Early Post Offices of the Alliston Area

by Max Rosenthal

The town of Alliston is situated at the meeting place of Simcoe County's four southwestern townships: Tecumseth on the southeast, Essa on the northeast, Adjala on the southwest, and Tosorontio on the northwest. This article will deal with the early post offices of these townships, as well as West Gwillimbury, immediately east of Tecumseth, to round out the southern set of townships in this county.

Most of the southern boundary of West Gwillimbury Township is formed by the Holland River and its tributary the Schomberg River. The first settlers in Simcoe County crossed these waterways from York County into this township in the fall of 1819. About 1830 Joel Flesher Robinson settled where what is now Highway 88 meets Highway 27, the boundary road between West Gwillimbury and Tecumseth Townships. He opened a store there, and a post office was established in 1837 with Robinson as postmaster. He named it Bond Head, in honour of the Governor.

In the autumn of 1829 William Milloy had built a small log town east of the other end of the present Highway 88, where it meets Highway 11, the beginning of Bradford. In 1831 John Edmanson built another tavern, right at this corner, and settlers began to locate at Edmanson's Corner. When a post office was opened in 1840, it was called Bradford. This name had been taken from that of the Yorkshire city by the same J. F. Robinson of Bond Head, who also kept a store in Bradford.

In 1841 Adjala Township got its first post office, called Adjala, on lot 8 on the east side of the concession road. It was closed in 1854. Opened soon after Adjala, the first post office in Tecumseth Township was also named after its township. At first at the corner of the 7th concession road and the 15th sideroad, it was moved three miles northwest in 1860 to the village of Clarksville, but Tecumseth was retained as the name. Robert Clark had purchased land in 1852 on the 8th concession road near the 10th sideroad, and taken up his trade as blacksmith and gunsmith, giving rise to this village. A post office in Essex County

also received the name Tecumseth, and mail got confused. In 1875 postmaster D. A. Jones, who had a large apiary there, had the name changed to Beeton, suggested by his bees. He was still postmaster in the 1890's when the extremely rare squared circle was being used there.

Perry's Corners, after John Perry, a settler who came in 1826 to what is now the corner of Highways 27 and 89, was the first name applied to Cookstown. When a post office was established in 1847 the present name was given by member of parliament W. B. Robinson, in honour of Thomas Cooke, who had come to Perry's Corners in 1831. Robinson also named Newton Robinson situated where the 10th concession road crosses the present Highway 27, when its post office was established in 1850. It had commenced as Latimer's Corners, after a local settler. It soon became Springville. The post office was called Newtown Robinson, after a town in County Tyrone, Ireland, and Robinson's surname. About 1870 it was shortened to Newton Robinson.

In 1851 North Adjala post office came into being at the corner of the 4th concession road and the 30th sideroad in that township. Arlington, opened in 1855, moved around several corners in the vicinity, and wound up only a mile east, at the next corner. North Adjala was closed in 1870. Fintona was established shortly after, at the next corner a mile west.

In Essa Township in 1851 were established: Elm Grove post office, at the village of Latimer, at the corner of the 5th concession road and the 5th sideroad; West Essa, at the 2nd concession road and 5th sideroad. Athlone, named by Irish settlers, opened in Adjala in 1853, on the 6th concession road, in lot 13. Less than a mile north, at the corner of the same concession road and the 15th sideroad, Loretto was established in 1864. Shoemaker P. D. Kelly named it after the Italian Mecca for Catholic pilgrims.

The first settlement in Essa Township had been made in the southeast quarter of the township. George Dinwoody removed



from York (Toronto) to Essa early in the summer of 1826, to a mile west of the Cookstown of today. Hugh Dinwoody, a brother, came in 1834. In the 1840's and later he kept at store at Clover Hill. There a post office appeared in 1854, in lot 18, Tecumseth, on the south side of the present Highway 89. Later Clover Hill moved north across the road into Essa. It closed in the 1890's.

Penville, named after Adna Penfield, came in 1854, at the corner of the 5th concession road of Tecumseth with the 18th sideroad. Keenansville was established in 1855 in the 7th concession of Adjala on the 13th sideroad.

Angus post office, opened in Essa in 1856 on the Pine River just east of the 3rd concession road, owed its existence to the extension of the Ontario, Simcoe and Huron Railway that year. The name was given in honour of Angus Morrison, M.P. It had been laid out by Jonas Tarbush in 1854. Another Tarbush, H. L., was postmaster in the 1890's when the scarce squared circle was employed there.

William Fletcher settled about 1825 five miles east of the present Alliston. In 1847 he moved to a farm on the Boyne River, where waterpower was available. The following year he erected a sawmill there, and a grist mill in 1853. William Turnbull opened a general store in 1856. It was then suggested that a village be formed named Alliston, after Fletcher's native town in Yorkshire, England. Up until this time the sending and receiving of mail was uncertain. To remedy this situation a post office was opened in 1857 in the Fletcher house and a son, George, was appointed postmaster.

An Irishman, Alexander Totten, opened a store in 1835 in Tecumseth Township, at the corner of the 4th concession road and the 5th sideroad. Tottenham post office came there in 1858. Ivy, upon the petition of the people of its vicinity was established the same year, at the corner of the 9th concession road and the 20th sideroad of Essa. At first it was suggested that it be named Lakeview, after a little lake on a farm, but there already being a post office of that name, the authorities gave the name now in use, apparently because it fitted in with Holly and Vine, two hamlets a few miles east.

Ballycroy, in Adjala, on the 6th concession road a little north of the present Highway 9, was established in 1859. The

name was given by natives of a village in Mayo County, Ireland. Tuam was opened in Tecumseth in 1863, on the west side of the 10th sideroad, in the middle of the 3rd concession. Patrick Derham named it after his birthplace in Galway, Ireland.

Gilford opened the same year in West Gwillimbury on the 15th concession road in lot 21, was named by Thomas McConachy, local millowner, after a place in County Down, Ireland. About 1830 another Irishman, John Gill, had erected a "beer shanty" on the west side of what is now Highway 11, in concession 12. He kept letters for the accommodation of the settlers of the neighbourhood before a regular post office came into existence. Deerhurst post office opened there in the early 1860's. Its first postmaster, named Walker, had wished to have it known as Walkerville.

Upon arriving at the site of Glencairn, in northwest Toronto Township, on the 22nd concession road, in the middle of the last century, Marshall N. Stephens found it known as "The Hog's Back," from a hill between the Mad River and Walker's Creek. He renamed the locality Engedi from the wilderness fortress in which David sought safety, and built the first mill there in 1853. In 1865, when a post office was established, it was desired to have a more popular name, and Stephens suggested Marshalltown, but there was already such a post office. Angus Morrison, after whom Angus had been called, designated the post office Glencairn, after the benefactor of Robert Burns.

Connor appeared the same year in Adjala, at the southwest corner of the 3rd concession road and the 5th sideroad. At the southeastern corner of the western boundary road with the road slanted along the Nottawasaga River opened Hockley. George Parker, who ran a grist mill on the same boundary road where Sheldon Creek crosses it, in lot 24, was the prime mover in securing Sheldon post office there in 1867. The village had first been known as Alexander, after a pioneer who built the mill. It was first proposed to name the post office Newell, after another owner. This did not take place because of a difference of opinion among the villagers.

Also opened in the late 1860's were Egbert, at the 9th concession road and the 10th sideroad of Essa, and Nicolston, west of where the present Highway 89 crosses the Nottawasaga River. In the early days locally known as Underhill, from its loca-



tion, the post office was named for John Nicol, who settled there in 1858.

Opened in the early 1870's was Utopia, in Essa Township, where the railway crosses the 6th concession road, a little south of the 30th sideroad. Previously known as Essa Crossing, the post office took its name from the land of perfection in More's political novel. At the same time appeared Everett, in Tosorontio Township. At first located at the corner of the 7th concession road and the 10th sideroad, upon the arrival of the railway in 1878 it was moved about two miles west to its present location. In the same township Airlie was opened at the corner of the 2nd concession road and the 25th sideroad, but in 1875 it was moved a mile west into Mulmur Township.

In the middle 1870's came Thompsonville, 13th concession road and 5th sideroad of Tecumseth, and in 1875, Romilly, in Adjala, at the southwest corner of the 8th concession road and the 5th sideroad. Later it moved a quarter of a mile east into Tecumseth Township. At the same time Livingston post office was open only during 1875, in Tosorontio Township. It was at the southeast corner of the 4th concession road and the 25th sideroad, the site only a few years later of Lisle.

Lisle and Tioga came on the scene in Tosorontio after the railway from Beeton to Collingwood came through in 1878. On the 18th sideroad, in concession 4, Tioga was previously known as Poda Mills, after an American employed in the sawmill there. About that time a lumber firm moved there from Tioga in New York State, and shortly after secured a post office named after it. Lisle was first known locally as Forestlea. After the railway was built the name was changed to New Airlie, but this was confusing, the old village of Airlie being only

a short distance west. It was thought desirable to have a post office, and local lumbermen moved in that direction with success. A Miss William named it Lisle from a popular song of the day.

The name of local poet John Colgan, who settled there in 1828, is perpetuated by Colgan, which got a post office in 1879. It is on the eastern boundary road of Adjala, opposite the end of the 5th concession road of Tecumseth. In the early 1880's opened: Dunkerron, at the corner of the present Highway 27 and the 3rd concession road; Ennis, in Adjala, at the corner of the 4th concession road and the 20th sideroad.

Essa Centre post office appeared in 1887 where the railway crosses the 15th sideroad in the middle of concession 4. Previously it had been called Cob Coy, a shortening of cab-ree-ho. A corruption of the French cabaret haut, "a high cabin, this was a building with a roof but no sides, before the days of barns. When the time came for selecting a name for the post office, the people in the vicinity agreed on Essa Centre, because of its location. Because of the frequency with which it was confused with Essex Centre in 1890 a new name, Baxter, was selected by its postmaster, Jeremiah Baxter Coulson.

Randall was established in 1905 at the corner of the 13th concession road and the 15th sideroad. Reverend A. C. Watt was instrumental in securing its establishment, suggesting the Christian name of the Archbishop of Canterbury. In the 1900's also opened Achill, at the corner of the 4th concession road and the 10th sideroad, Adjala, named for Achill or Eagle Island, Connaught, Ireland. Fennels moved south from Innisfil Township into West Gwillimbury, on the present Highway 11 just south of the boundary road.

#### SQUARED CIRCLES

(Continued from page 16)

Don't overlook entering in your Handbook the new early date reported for the

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ST. HYACINTHE—earliest—NO 9/93 (Proof Date).

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# ADDENDUM TO "THE HANDBOOK AND CATALOGUE OF CANADIAN TRANSPORTATION POSTMARKS"

by T. P. G. Shaw and A. L. Steinhart

Serial No.	Route	Type	Direction	Period	Rarity Factor	Reported By
-184C	Pointe au Pere - Father Point, P.Q.	138		247, 350	120	101
-187A	Quebec & Campbellton	Local 20	E	41	200	32
-198A	Que. & Camp. M.C. Local	9I	E	90	200	101
-204C	Quebec District Emergency	15E	A.M.	114-357	170	107A
-204D	District de Quebec-Timbre Temporaire	15E		114	200	107A
-204E	District de Quebec Urgent	15E	A.M.	114	200	107A
-245B	Que. & Sherbrooke Quebec Central Nov. 9 North A. LP. H. Gingras P.C. Q.O.	1K	North	36	300	16
-253C	Rich. & Mont.	17H		197	170	112
-254A	Riv. A Pierre & Ald. Jct.	17		118	200	107A
-272A	St. Georges & Beauce Junction	6G		90-106	200	63, 16
-274A	St. Sabine & Beauce Jct.	18		135	200	16
-285A	Sher. & Quebec	17		107	200	16
-305A	Trois Rivières & Grandes Piles	17		104	200	107A
-310C	Tring. & Lac Megantic	17H	P.M.	241	200	107A
O-38B	All. & Mea. BCH. Ry. M.C.	10C		37	150	16, 56
-36B	Bridge & Goderich R.P.O.	18		129	200	107A
-54B	Can. J. & St. Thomas R.P.O.	18	W	108	200	107A
-54C	Canfield J. & St. Thomas	17		104	200	32
-57A	C.P.Rwy Cartier & Biscotasing	13A?	East	37	200	16
O-58B	Chap. & Ft. W.	17H		411	100	14, 23
-59A	Chatham & Sarnia	17		184	200	107A
-64A	Cornwall, Ont. Marine Post Office	15E		248, 254	120	10
-71B	Ft. Fran. & W'peg R.P.O. No. 1	18		129	200	107A
-75A	Ft. Wm. & W'peg R.P.O. No. 1	18		129	200	107A
-92A	Guelph, Palm. & Wiar.	17H		184	200	107A
-131A	Kings. & Toronto Gd. Tr'k. R'way P.O. No. 2	6B	A Down	8	200	16
-138A	Longlac & Wpg. TR-10 Feb. 18 1966 Wm. C. Kenyon	1E		420	150	116
-138B	Longlac & Winnipeg	17H		420	100	56
-139A	London Emergency No. 1	15E	A.M.	164	200	107
-154A	London & Pt. Huron R.P.O.	18		105	200	107A
-167A	Lon. & Windsor R.P.O.	18		134	200	107A
-178B	N. Falls & Ham. R.P.O.	18	W.	108	200	107A
-186B	N. B. & Chap.	17H		411	100	14.23
-186C	North Bay District Emergency	15E		269	200	107A
-186D	North Bay—R.M.S. Emergency	210		351	200	107A
-188A	N. Bay & Cochrane P.R.O.	18		106	140	16, 105
-192C	North Bay & Fort William	17A		134	200	107A
-193E	N.B. & Ft. Wm. R.P.O. No. 1	18		134	200	107A
-193F	North Bay & Longlac	17H		420	100	105
-197A	North Bay & S. S. Marie	17H	P.M.	246	200	107A
-198A	N. Bay & Sault Ste. Marie	17H		289	200	107A

*(Continued on page 24)*



# Canada's Postal Stationery of 1962

by Donald Jean

Two dies only have been employed in the manufacture of envelopes with the 1962 stamp portrait of Queen Elizabeth II. The first die was manufactured from a photo-engraving of the artwork photographed through a screen having a lattice of vertical and horizontal lines and then etched so the details of the image are reproduced in half-tone dots.

A series of squared off larger dots are shown in the background.

This is the course employed in the manufacture of plates used to print stamp designs on post cards. Until 1964, similar lithographic printing plates made from this type of die, were used to produce envelopes from 1963. The 4c envelope was manufactured from plates made by this system.

Difficulties were met in 1964, in the production of envelopes.

The chief problem was to register the proper color depth for the background while still sustaining enough sharpness and clarity of the picture.

To overcome this problem, the preparation of new plates were made. The plates were made from the negative print of the hand-engraved die rather than by the indirect way described above. The stamp impression subsequently manufactured from

these plates has almost all the details of an actual stamp. In the hair area, there is fine detail.

The variations in shading and size of the impressions in the two basic groups which have been described are claimed to the frequent necessity for new plates, and the sequence of manufacturing a particular impression. Platemaking in lithography is performed, moreover, by photographic means. This method does not afford the regularity, minute detail of hand-engraved and superior artistic quality plates used in intaglio printing, the process employed in the manufacture of stamps.

The lithography plates employed in the production of our envelopes are made from a zinc alloy and are usually satisfactory for about 6,000,000 copies. This means that new plates could be required more than once a year for each value and envelope size. A plate may be employed to render, in printing, as many as 200,000,000 impressions.

The first impressions from a new plate may be acquired shortly before the plate becomes worn out and unsatisfactory for progressive use. It is possible that progressively small alterations could occur which would ultimately give a result of a heavily inked, filled in impression.

## TRANSPORTATION POSTMARKS

(Continued from page 23)

-202B	North Bay & Timmons N. Thomas	3D		410	150	116
-216B	Ottawa & Depot Harb. R.P.O.	18		129	200	107A
-218A	Ottawa District Emergency	15E	A.M.	114	200	107A
-234A	Ottawa & Maniwaki R.P.O.	6		129	200	107A
-263C	Ott. & Tor. R.P.O.	17H		400	150	120
-273A	Palmerston & Southampton	20A	N	104	200	107A
-285D	Port Colborne Marine Post Office	15E		2417-251	120	32, 101
-295C	Pt. Rowan & Strat.	17		140	200	107A
-297A	Prescott & Ottawa	17H		365	200	107A
-306B	St. Thos. & Court.	17H		241	200	107A
-336A	T. & B.R.P.O. To R. Dis E. T. van Dusen	17J		90	200	101
-314B	Sault Ship Canal, Ont.	13B		219-350	120	16, 101
-337B	Toronto & Capreol R.P.O.	17H		410	100	105
-337C	Tor. & Cap. Tr. 50 26 Sept. 65 M. Millar	22H		420	100	116

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