



BNA TOPICS

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of the

British North America

Philatelic Society

Volume 25, No. 2, Whole No. 263

February, 1968

Printed February 14th

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historian and general collector.
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BNA TOPICS



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Secretary's Report

January 1, 1968

NEW MEMBERS

- 2329 Abrams, Mrs. Betty, 6149 North Wolcott, Chicago, Illinois 60626
2330 Brooks, Robert, 204 Winter Street, Hyannis, Massachusetts 02601
2331 Cunningham, Ralph L., 141 Quincy Avenue, Winthrop, Massachusetts 01952
2332 Flemming, William B., 111 Hillcrest Avenue, Willowdale, Ontario
2333 Hellner, Haakon, Berger, Vestfold, Norway
2334 Mackay, Claire L., 606 Denton St., Coquitlam, New Westminster, British Columbia
2335 Malott, S/L Richard K., 16 Harwick Crescent, Ottawa 6, Ontario
2336 Raffaele, Norman, 89 Lakeside Drive, Grimsby, Ontario
2337 Soughton, Edward Charles, 127 Victoria Avenue S., Apt. 6, Hamilton, Ontario
2338 Warmksi, Leon, 66 Charleswood Drive, Beaconsfield, Quebec

APPLICATIONS PENDING

- Blomfield, R. Seymour, 5107 Cayuga Drive, Knoxville, Tennessee 37914
Ritzer, Stephen, 2780 University Avenue, New York, New York 10468
Symonds, Donald E., 96 Tremont Street, Lawrence, Massachusetts 01841

APPLICATIONS FOR MEMBERSHIP

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

- ARTHUR, William E., 215 Avondale Road, Rochester, N.Y. 14622 (C) Proposed by F. Balassa, No. 1540. Seconded by J. J. Legeer, No. 1436.
FAULSTITCH, (Mrs.) Edith M., 37 Inwood St., Yonkers, N.Y. 10704 (C-C CAN.—Pre-stamp and stampless covers. Military mail. Proposed by V. G. Greene, No. L40. Seconded by J. H. M. Young, No. 1523.
FEDORIW, Phillip, 259 Kensington St., Winnipeg 12, Man. (DC-CX) CAN., NFD.—19th & 20th century mint & used postage and blocks. 1st Day & 1st Flight covers. Mint & used Airmails and on cover. Literature. R.P.O., Flag & Duplex cancellations. Proposed by G. F. Hansen, No. 2203.
GIOVINO, Thomas J., 17 Kenneth St., Hartford, Conn. 06114 (C-C) CAN., NFD., PROV.—19th & 20th century mint & used postage and blocks. 1st Day, 1st Flight and 19th century covers. Coils. Mint & used Booklet panes. Federal & Provincial Revenues. Mint, used Airmails and on cover. Postal Stationery entires and cut-squares. Literature. Proofs. R.P.O., Territorial, Flag, Slogan, 2 & 4 ring, Squared-Circle, Duplex, roller and fancy cancellations. SPECIALTY—Cancellations on Large & Small Queens. Proposed by A. W. McIntyre, No. 762.
LOVE, Richey B., 1320 Riverdale Ave., Calgary S.W., Alta. (C-CX)—19th & 20th century mint & used postage and blocks. Mint & used Airmails. Proposed by G. M. Hill, No. 1095. Seconded by T. P. G. Shaw, No. 299.
NEWMAN, B. C. W., P.O. Box 700, Carman, Man. (C-X) CAN.—19th & 20th century used postage. Coils. O.H.M.S.-G. Used Airmails. Proposed by G. F. Hansen, No. 2203.
vonBERTALANFFY, Prof. Ludwig, 10929-86 Avenue, Edmonton, Alta. (C) Postal History. Proposed by G. F. Hansen, No. 2203.

CHANGES OF ADDRESS

(Notice of change MUST be sent to the Secretary)

- 2022 Brown, Bruce, 256 Allard Avenue, Dorval, Quebec
1831 Camilleri, Ivo, c/o Bank of Commerce, 493 Superior St., Victoria, B.C.
1392 Farquhar, Lloyd M., Browns Flat, Kings Co., New Brunswick
570 Harper, Major G. B., 8 Spring Walk, Wargrave, Berks, England.
2010 Steinhart, Allan L., 80 Grandravine, No. 915, Downsview, Ontario
995 Willcock, W. M. C., 1946 Brimley Road, Agincourt, Ontario

RESIGNATIONS ACCEPTED

- Allen, Aubrey C. Campbell, J. Colin Gibson, David, M.D. Tomlinson, Leslie G.

RESIGNATIONS RECEIVED

- 1939 Smith, Robert C., 10231 N.E. Tillamook St., Portland, Oregon 97220
1825 Wilson, Gavin L., The Tower, Wormit, Newport-on-Tay, Fife, Scotland

DROPPED FROM ROLLS

- | | | |
|--------------------------|-----------------------------|-------------------------|
| 1903 Anderson, W. H. | 2048 Lagueux, Paul | 2080 Millar, Wendell |
| 1812 Arfstrom, Howard | 1097 Levine, Irving | 18 Pimont, Justin R. |
| 2198 Ewing, Scot F. | 1790 McQuade, Thomas | 918 Poole, W. J. |
| 1603 Ferguson, Dr. J. G. | 2089 MacIntyre, Willferd M. | 1510 Radford, W. R. |
| 1766 Foulds, Arthur | 1834 Mark, A. W. (Bill) | 1575 Roy, Peter E. |
| 2086 Harwood, Robert L. | 1589 Marshall, Roy | 1418 Williams, Harry F. |
| | 1956 Messer, Charles L. | |

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, December 1, 1967	1043	
NEW MEMBERS, January 1, 1968	10	1053
RESIGNATIONS, January 1, 1968	4	
DROPPED FROM ROLLS, January 1, 1968	19	23
TOTAL MEMBERSHIP, January 1, 1968		1030

President's Message

Your sales circuit manager has completed his accounts for 1967 showing earnings for the Society of approximately \$700 or about the same as a year ago. This voluntary effort on the part of Jim Lehr is one of the reasons we are able to maintain a \$5 annual membership fee.

In his report I find the number of books on hand to be down to 134 on the first of the year from 182 in circulation a year ago. This is a serious reduction and will affect future income from this source unless Jim can get more books from you, the members, to circulate to willing buyers, other members.

Many of you have good duplicates you can put in circulation. Don't wait for a personal request from Jim or one of your officers. If you need blank books just send a dollar bill to Jim.

Do please give your support by using the sales circuit and please do it NOW.

Faithfully yours,

R. J. WOOLLEY, President

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.

Report from the Library

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

BOOK REVIEW

PRICED CATALOGUE OF POSTAL STATIONERY OF THE WORLD by Edward Fladung

Section 8, covering Postal Stationery from countries from Haiti to Hungary has made its appearance and is produced in the usual loose-leaf form. This section continues the usual high standard of printing. None of the countries covered by this section are of particular interest to collectors of B.N.A. but would interest the general collector.

Along with this section there is included 17 pages of additions and revisions to the parts already published. Collectors who have obtained the earlier sections will want to bring their catalogue up to date with these revisions.

Section 8 is priced at \$2.00 and is available from Higgins & Gage Inc., 23 North Santa Anita, Pasadena, Calif. 91107, U.S.A.

CALENDAR — 1776 TO 2000

It is interesting to note that the Edmonton Telephone System has included in their current telephone directory a copy of a calendar that will in a moment provide the actual calendar for any given year between 1776 and 2000. Of use to those who are interested in dates on various issues of Canadian stamps, the Library will supply photostats of this calendar for the cost of reproducing —10c per copy plus postage.

In order to complete our files, we are in great need of early issues of "B.N.A. Topics" and "Popular Stamps". If any member has any of the first five volumes of either of these publications, please contact the Library. We are, of course, prepared to pay a reasonable price for any that you may have.

MAP OF NORTHWEST TERRITORIES 1890

From an old 1890 atlas of Canada, we have had printed a few maps covering the Central Part of the Northwest District. Printed in black on very good white paper, these maps measure approximately 20"x12" and cover the whole of Assiniboia, Alberta

and Saskatchewan. These can be supplied to members at a price of \$1.25 each which will include mailing.

DONATIONS

Higgins & Gage Inc.

Section 8 — Priced Catalogue of Postal Stationery of the World by Edward Fladung

Mrs. Roslyn C. Meyerson

Newfoundland Official Post Office Guide 1948

Canada Patriotics: The Wilson Series by Henry Gates

The Early Posts of Newfoundland by W. B. Haworth

The First Issue of Newfoundland by A. J. Sefi

The Pence Issues of Newfoundland by A. M. Strange

First Newfoundlands by Patrick Hamilton

Mr. D. Amos

21 issues "Schedule of Mail Trains, Water Services and Air Mail Services" by the Post Office Department of Canada, covering the period from 1937 to 1953.

Mr. Hans Reiche

Canada: The Admiral Stamps of 1911 to 1925 by H. Reiche

Mr. A. W. McIntyre

Catalogue de Timbres-Poste — Yvert & Tellier 1920

THE COLONIAL POSTS IN NORTH AMERICA, 1606-1783

By Kay Horowicz and Robson Lowe
Published by Robson Lowe Limited,
50 Pall Mall, London, S.W. 1—Price 35/

This is a fascinating story. After a brief historical note, a survey of the internal postal history follows, commencing with the first announcement concerning the postal service in Boston in 1639. There is a chronological account of subsequent regulations and a history of the Parliamentary Post 1692, the Constitutional (Congress) Post 1774 and the Confederation Post 1782, an extract from Benjamin Franklin's ledger 1776-1777 listing eighty-two post offices with whom he kept accounts and the inland

postage rates. Chapter III deals with the communications with the United Kingdom up to 1787 and the overseas postage rates.

Chapter IV recounts the postal history and catalogues the fifty manuscript postal markings and 101 handstamps of the thirteen colonies and the Floridas, East and West. This number of varieties is a surprising fact. Unfortunately valuations are stated which will swiftly date this handbook. If only rarity factors had been established.

Chapter V lists the Colonial postmasters and illustrates a portrait of William Goddard who did not attain that office although he created the Constitutional post. VI lists the postal mileages from New York, VII deals with the use of the Bishop Mark which appeared in five different sizes and eight different colours and was used in nine towns, VIII describes the difficult subject of currencies and IX, the revenue stamps. A page is devoted to the bibliography, the twenty-three half tone illustrations include four of the invaluable contemporary maps published by Herman Moll and there are thirty line illustrations of handstamps. The index lists nearly five hundred references.

This slim volume is packed with information and will form one of the sections of Volume V of The Encyclopaedia of Empire Postage Stamps.

A must for any postal history collection.

—J.H.M.Y.

AIR MAIL ROUTE MAPS

By I. J. R. Deacon

In our list of items in the Library we show a small insertion as follows: "Deacon, I. J. R. Maps showing first air mail flights of Canada 1965". Not a very exciting item but having the opportunity to see these maps, the Library contacted Mr. Deacon to obtain a little more information which could be passed along to the members. These maps are a beautiful piece of work and number about 300 of which copies of each and every one have been supplied to the Library. Mr. Deacon's reply to my query can explain these maps much better than anything anyone else could say.

Your question is much the same as that asked by members of my family and friends, i.e., why spend (waste?) so much time on my air mail maps?

Persons not interested in Canadian air mail or aviation looking at the series of maps would find them very dull.

They are intended to show the location of

places between which the flight was made and a visual presentation of the growth of air mail in Canada.

Most of the maps represent a chapter in the life of the pilot who made the flight and of the owner of the aircraft.

There is a story connected with nearly all the flights except those relating to the extension of Trans-Canada Air Lines in the late forties.

It is those stories, illustrated by the maps, that make the map project interesting to me plus the reading of such magazines as Canadian Aviation from the earliest available issues to date which give a grasp of the evolution of aircraft from the single engine plane with a limited range to the mighty long range jet aircraft of today costing millions.

As the aircraft grew in size and range larger landing fields were required and the maps show the gradual dropping from air mail routes of the smaller intermediate places which did not justify the larger air fields.

The maps reflect the mineral development of Canada and show the mineral belt across the country.

Originally water and ice provided the principal landing spots but gradually they gave way to landing fields except in the more remote areas where the traffic did not warrant the construction of fields.

The air mail story demonstrates the keen competition between the aircraft carriers that caused most of them to operate at a loss and the record is one after another of the carriers vanishing from the scene.

The Post Office Department throughout the years was a hard bargainer as best evidenced by the repeated complaint in the annual reports of Trans-Canada Airlines about inadequate compensation for carrying the mail.

Nevertheless mail carrying was in most cases a supplementary revenue sought after by air carriers. Looking at instances where mail contracts were awarded to new companies in preference to those that had previously flown the routes and were still operating, has made me wonder whether politics also entered into the picture.

The history of air mail takes you from the period when a single bag of mail was carried incidental to a flight or letters of introduction were carried on experimental flights to the era when the carriers into the mining areas were authorized to collect a specified fee paid by the sender affixing the carrier's own stamp to the mail and finally

into the period when first class mail was carried by aircraft without extra charge.

The semi-officials disappeared with the policy of the Post Office Department awarding contracts for the carriage of mail.

For a number of years overseas mail was expedited during the open season of navigation by flying mail between Montreal and Father Point from incoming or to outgoing liners. This disappeared with the establishment of overseas flight services.

The project has been very educational. First there was the locating of all available literature connected with air mail; learning about map making, as there was no available map showing the location of all 500 or more places involved in air mail; and finally how a map could be reproduced on which new routes could be added, cancelled routes removed, and the constantly shifting of routes shown. This took almost three years.

The co-operation and assistance received from many sources was most encouraging and when at times the donkey work got me down I felt I should not let them down.

The project brought me into association with a number of air mail enthusiasts which I have enjoyed and found most helpful.

Valuable contributions have come from a limited number of collectors. The only real disappointment is that so few collectors of Canadian air mail covers have come forward with the various pieces of literature—newspaper clippings, pictures, etc.—that they have tucked away. At least some of the gaps in the air mail story may be filled.

The group with whom I have been corresponding have been pooling all information received in the interest of all collectors of Canadian air mail and we plead with others to do the same.

As first flight cachets were discontinued by the Post Office Department in 1948 and as I assume collectors will not be interested in the maps covering flights after 1948 I have in mind discontinuing furnishing your library with later maps.

I am sure all members will agree that Mr. Deacon deserved a great deal of credit for this outstanding piece of work and it is

to be hoped that members interested in Canadian Air Mail will take full advantage of his work.

LIST OF BOOKS, PAMPHLETS, ETC. IN B.N.A.P.S. LIBRARY

Section A.—Historical

Classification 1 — Canada: Provincial

- A2-11—History of British Columbia by A. Begg, 1894, 565 pp., ill., cloth.
B2-15—The Gibson's Landing Story by L. R. Peterson, 1962, 121 pp., ill., cloth.
B2-25—A History of Newfoundland from the English, Colonial and Foreign Records by D. W. Prowse, 1896, 634 pp., ill., cloth.
A3-27 — The Land of Evangeline — Nova Scotia (Dominion Atlantic Railway Guide), 1935, 67 pp., ill., paper.
C2-3—When Ottawa Was Bytown by Mrs. W. R. Barnard, 1957, 2 pp., ill., art.

Classification 2 — Canada: Dominion

- C1-13 — Canada: Physical, Economic and Social by A. Lillie, 1855, 294 pp., cloth.
C1-12—History of the Dominion Atlantic Railway by M. Woodworth, 1936, 159 pp., ill., paper.
AP50-1—Within the Stamp (France Vimy Issue) by W. S. Boggs, 1936, 2 pp., ill., art.
C2-28 — Fur Trade Governor — George Simpson 1820-1860 by J. W. Chalmers, 1960, 190 pp., ill., paper.
C2-27 — The Romance of the Canadian Pacific Railway by R. G. MacBeth, 1924, 263 pp., ill., cloth.
A1-18—Canada's Flying Heritage by F. H. Ellis, 388 pp., ill., cloth.
A1-25—Schooner "Bluenose" by A. Merkel & W. R. MacAskill, 1948, 70 pp., ill., cloth.
A2-12—North Atlantic Seaway by N. R. P. Bonsor, 1955, 639 pp., ill., cloth.
F197 — Herald of Confederation (George Brown) by P. J. Hurst, 1951, 4 pp., ill., art.

Classification 3 — General

- AP42-4—Queen Victoria: 1819-1901 by J. Simmonds, 1929, 3 pp., art.

ADDRESS CHANGES

All changes of address MUST be sent to the SECRETARY. Please do not send to any other officer of BNAPS. Sending the change to the Editor or Circulation Editor will cause delays.

JACK LEVINE • 511 Peyton St., Apt. C, Raleigh, N.C. 27610

The Canadian Stamp Collector

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

To Canadian families with a military background a collection of covers showing Canadian Military Postal Cancellations could be extremely interesting and of historic value. Lt.-Col. R. H. Webb, writing in "Maple Leaves" in June of 1958, listed the following historic events during which Canadian Servicemen's letters could bear military postal markings:

French Regime in Canada 1636-1759
British Regime in Canada 1759-1867.
War of 1812-1814.
Rebellion of Upper and Lower Canada 1837-1839.
Fenian Raids 1866.
Red River Expedition 1870.
North West Field Force 1885.
Nile Expedition 1884-1885.
Yukon Field Force 1899.
South African Force 1900.
First World War 1914-1919.
Second World War 1939-1945.
Prisoners of War 1915-1918, 1940-1945.
United Nations Operations—Korea. 1950-1955.
United Nations Truce Commissions.

United Nations Emergency Force 1956-
North Atlantic Treaty Organization 1951-
Indo China Truce Commission 1954-
Nuclear Weapon Tests—Australia 1956.
U.S.A. 1957.

The military postal markings themselves can consist of Field Post Offices, Military or Naval Post Offices, Army Camps and Stations, Airforce stations, Naval ships, Prisoner of War Camps in Canada, Base post offices and postal depots. Each of these classifications can be broken down further by General Delivery, Registration, Standard, Emergency, Mail Room, Censorship markings, etc.

Here is a field for the specialist with an interest in Canada's Military history. Long forgotten letters back home from the wars can form the nucleus of a collection of extreme personal interest. Allied to this type of collection are the cachets of military significance, military slogan cancels and patriotic covers, the V-mail of the Second World War, the Field Postcards, the Airgraphs, the Air Letter Forms and the Aero-grammes.

Harmers to Sell Dr. Geldert's Stamps

Canada 12 pence cover heads collection

Mr. Bernard Harmer has announced that, on instructions received from the Executors of the Estate, the majority of the philatelic holdings of the late Dr. George Mackinley Geldert, will be sold by H. R. Harmer, Inc. at their Galleries in New York in the New Year. A group of Malta and Great Britain used in Malta will be offered in London.

Dr. Geldert was the past President of the Royal Philatelic Society of Canada and a member of BNAPS. It was through his personal efforts that in 1959 Queen Elizabeth gave permission for the addition of the prefix "Royal" to the Society's name. He was also a Fellow of the Royal Philatelic Society of London and a member of many prominent philatelic societies in Canada and abroad.

Canada "Pence" issues main collection

Canadian "Pence" issues represent the major portion of Dr. Geldert's Collection. In addition to an exceptional cover bearing

a very fine copy of the classic "Twelve Pence" there are also seven copies of the laid paper 3p; seven of the 6p, including two on covers; strips, pairs and singles of the wove and laid paper 3p; seventeen examples of the 6p on various wove papers, including three covers; eight singles and three covers of the two 10p blues; eight examples of the imperf 1/2p; eleven singles of the 7 1/2p with two lovely covers. In the perf. "Pence", there are three singles and a pair of the 3p and a mint and used single of the 6p. Proofs and colour trials are represented by 68 examples.

Auction Dates

The "Pence collection" with New Brunswick and Nova Scotia "Pence" issues, will be offered in a special evening auction scheduled by Harmers for Monday, March 4. The balance of Dr. Geldert's stamps (including Canada and Provinces "Cents" issues, Newfoundland, "Trains on Stamps", etc.) will be included in a general auction with properties of other vendors.

Canada Searches for System to put a Zip in the Mails

by Lyndon Watkins
Globe and Mail Reporter

OTTAWA — For two years a file has been growing in the headquarters of the Post Office Department on the possible adoption of a postal code for Canada.

The choices range from a five-numeral U.S.-type ZIP (Zone Improvement Plan) Code to a combination of letters, numbers and symbols.

A committee that has been studying the problem is still a long way from announcing its conclusion, but more than the choice of a specific code is involved, for during the next 20 years the volume of mail in Canada will double.

At present, the Post Office is just about keeping abreast of demand with available manpower and conventional handling techniques, but it is recognized that a much greater degree of automation will be necessary if speed and efficiency are not to be impaired and costs increased.

Greater mechanization also will be required if the Post Office is to get out of a deficit situation that has existed since 1963. Last year, the department was \$30.66-million in the red. Earlier operating losses in recent years have ranged from \$11.4-million to \$37.5-million, most incurred on second-class mail, including newspapers and magazines. The automated handling of these items could do a lot to hold the line on costs.

Postmaster-General Jean-Pierre Cote formally announced the existence of the study in February, but for many months before that a committee of postal officials had been examining systems adopted by other countries.

Canada is one of the last major Western nations not to have a national postal code system, although city zoning has been in existence in some areas since 1925. The introduction three years ago of the ZIP Code in the United States was accompanied by a revamping of handling techniques, including the introduction of high-speed cancellation machines and electronic sorting devices.

More than \$65-million was spent last year on a program that eventually will result in a high degree of automation throughout the U.S. postal system.

The first optical scanning machines, capable of electronically reading typewritten ZIP Code numerals for all 50 states went into service with larger post offices last year. Made by Philco Corp., at a cost of between \$125,000 and \$150,000, the machines can sort up to 36,000 letters an hour.

With labor representing about 80 per cent of its operating costs, the impact of the machines on the U.S. Post Office is likely to be considerable. It is the stated object of the U.S. Post Office to introduce total automation, although it concedes it may never replace the mailman.

The committee that is investigating the possible adoption of a postal code for Canada has found there is a parallel with U.S. experience. The Canadian Post Office has been faced with the problem of maintaining or improving its standard of service in the face of increased costs, particularly for labor.

Despite the deficits of the past four years, the 5-cent and 4-cent first-class mail rate has not been changed since 1954 and, unlike other countries, Canada makes no extra charge for air mail on first-class letters and packets under eight ounces. But the system is losing money. A spokesman said the advent of automation in the private sector means the Post Office must study any innovation that could improve its service-cost relationship.

Facing the Post Office is the fact that the volume of mail will double between now and 1987. Last year, it handled 4,676,000,000 pieces of mail or 240 per capita. For this service, Canadians paid \$276-million in postal charges, but the Post Office had a \$30-million deficit.

The road to automation, therefore, seems an obvious one to follow. The Post Office says it will not mean any reduction in existing jobs, but a higher degree of mechanization could cut the labor bill that otherwise would be incurred in handling greater and greater volumes of mail in coming years.

As in the United States, the letter carrier will be with us for many years to come, but employees in larger post offices throughout the country will have to adjust to a new

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Patriotic Card Study Group

CLARENCE A. WESTHAVER, 7 Spafford Rd., Milton, Mass. 02186



Number 6

CANADIAN FLAG, SHIELD AND MAPLE LEAF SERIES

Description:

Picture in Canadian Flag on the left — on right of the red part of the flag the shield with crown of Canada. In upper right hand corner the maple leaf. Background in black with narrow white border.

Earliest date: September 30, 1909.

Publisher: Stedman Bros. Ltd., Brantford, Canada. Made in Germany.

Market price: \$5.00 to \$7.50.

Bow River and Irrigational Canal, Calgary, Alta.	SB 1809
Electrical Engine, St. Clair Tunnel, Sarnia, Ont.	SB 2252
Court House, St. Thomas, Ont.	SB 2268
The Armouries, Toronto, Canada	SB 2269
Provincial Building & Law Court, Charlottetown, P.E.I.	SB 2538
R & O Steamer, Toronto, Ont.	SB 2542
Post Office, Amherstburg, Ont.	2543
Water Works Park, Amherstburg, Ont.	2544
Block House, Bob Lo Park (opposite), Amherstburg, Ont.	SB 2545
Sandwich Street, Amherstburg, Ont.	SB 2604
St. Dunstan's Cathedral, Charlottetown, P.E.I.	SB 2605
St. Dunstan's College, Charlottetown, P.E.I.	SB 2607
City Hall, Toronto, Ont.	SB 2608
The Armouries, Brockville, Ont.	SB 2614
Post Office, Regina, Sask.	SB 2655
Eighth Avenue, Calgary, Alta.	

(Continued on page 49)

Businessman's Sharp Eye Uncovers Vast Forgery

By A. W. McIntyre

Six persons go on trial shortly in Montreal in connection with the seizure of 6,500,000 forged Canadian stamps having a face value of \$260,000.

These were the four-cent carmine of the cameo postage definitives of Queen Elizabeth II issued in 1963, Scott's number 404.

The last recorded forgery of a large quantity of Canadian stamps had to do with fiscals about 25 years ago. That one recalled the forgery in England of shilling stamps used to collect fees.

Four separate trials are involved in the Montreal case, one of them concerning a woman. The seizure was made in a garage almost three years ago. The long adjournments are blamed on congested courts.

I was told during a visit to a Montreal stamp club last year that the discovery was made by an observant businessman who

saved used stamps from the incoming mails for a collector friend. He noticed one that looked too pale to be genuine and turned the letter over to the police.

SOURCE OF USE

Source of use was traced to a sub-post office which used large volumes of stamps in the mailing of hospital and medical bills. Seizure of stock and equipment followed, along with the arrest of six persons.

The stamps were lithographed copies. As the makers met difficulty in getting proper perforations, very few were believed to have gone into use. However, new perforators indicated steps had been taken to remedy that.

Occasional copies of early Canadian stamps have been declared forgeries. Quite a number were found by police in the shack of a deceased "engraver" at Vancouver.

HANDBOOKS

Many of you who have ordered "A History of the Canadian Railway Post Office" by L. F. Gillam will be wondering by this time when you might expect delivery. So do I.

Published in October last I understand that shipment was first delayed by railway and dockers' strikes in Great Britain. When the shipment did get away it ran into stevedore strikes in New York and I suspect was on one of the boats that returned to England without being able to unload.

Mr. Gillam has an exclusive North American agent and most of the orders I have taken are in his hands for immediate mailing when the book reaches him to avoid as far as possible any further delay.

"The best laid schemes o' mice and men gang aft aglee".

R. J. WOOLLEY, Handbook Sales.

CANADA SEARCHES — (Continued from page 38)

work structure in which the machine will handle increasingly larger amounts of mail.

The Post Office already has some experience in introducing new methods. Some parcel-sorting is carried out by machines at Vancouver, Winnipeg, Toronto and Montreal and more of the preparation of letters to the pre-sorting stage is done mechanically at Winnipeg.

While the increase in automation will largely be a gradual process, the timing could be geared to the adoption of the Canadian postal code. A good deal of background research still has to be done before a system is adopted.

John Heil, vice-president and general manager of R. L. Polk and Co. (Canada) Ltd., which supplies mailing lists in Canada, says it is not possible to determine what social-economic inferences will be gained from the introduction of a Canadian postal code. But he said his company will be interested in the outcome of the committee study. He thinks the introduction of a code could help to speed delivery and keep costs down.

If the code is adopted, it could put a zip in the mails and take out some of the sting of the present operating deficit.

Rounding Up Squared Circles

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



McGREGOR STATION and REGINA squared circles on 5c Registry stamp.

The accompanying photograph shows two examples of squared circles on the 5c Registration stamp, the main subject of this month's column. I have hopes that the lettering of the strikes will show up well enough to be read after rephotographing for publication; as any of you who have tried photographing this color of stamp to show postmarks will know, results are not always the best. The MCGREGOR STATION is relatively "common" in that two other examples of this town are known to me on the 5c Registry; the REGINA is, at this writing, unique (but not unique in its uniqueness—there are a dozen other towns of which only a single example is known on Registry stamps).

A survey conducted last year resulted in the following list of towns known on 5c Registry stamp, and the number of examples of each:

Beaverton	3
Grimsby	3
Mansonville	1
Mount Forest	1
Rat Portage	2
Westville	2
Freeport	1
Northport	2
Windsor, N.S.	1
Charlottetown	1
St. Anne de Beupre	1
Almonte	3
Belleville III	1
Brantford	3
Glencoe	1
Ingersoll	1
Paris	2
Paris Station	1
Prescott	2
Tillsonburg	1
Toronto-Parliament	2
Toronto-Strachan	2
Hartney	1
McGregor Station	3
Regina	1

The above listing—42 strikes from 25 different towns—was compiled from replies by eleven collectors to a request for information. These were only collectors already known to me to have one or more squared circles on Registry in their collections. Undoubtedly there are other collectors who could add to the listing and I would be pleased to hear from them.

In addition to the strikes listed, I know of another collector who has (or had) a collection of nine examples of squared circles on 5c Registry. Unfortunately, at the time I

visited with him last year, the collection was stored in a bank vault and he did not recall the towns which were included.

Several of the strikes listed were identified by the owners as being on cover, with the squared circle cancelling the Registry stamp. These are:

Charlottetown (see Figure 39, Third Edition of the Handbook), Almonte (one example on cover), and Brantford (one example on cover).

The list of towns known on 2c Registry is much shorter. Two examples have been reported, both on cover with the squared circle cancelling the Registry stamp, and both from the same town—Queen Street East.

* * *

I am indebted to George Melvin of Vernon, B.C. for some interesting information regarding the Union, B.C. squared circle. He points out that the name of the office was changed from Union to Cumberland on April 1, 1898 (in agreement with similar information in July-August 1965 Topics), but that the Handbook latest date for Union is April 28, 1898—almost a month after Union had officially ceased to exist. George suggested that possibly the Union postmaster had taken the squared circle hammer with him and used it on occasion for special purposes (it is known that the Union postmaster continued on as the Cumberland postmaster after the name change). I suppose that the idea of the hammer having been "taken" somewhere was prompted in part by the Handbook information that the post office at Union was officially closed on March 31, 1898 and "its business was transferred to the neighboring post office at Cumberland".

One might wonder, as I did, whether there really was a physical move to new quarters and, if so, how it happened that the Union postmaster continued on as the Cumberland postmaster. What happened to the Cumberland postmaster? Did the Union postmaster displace him in some kind of a "seniority" move, or was the postmastership at Cumberland temporarily vacant?

I wrote back to George with these questions and he has kindly sent me photostats of the official Change of Postmaster records for the offices of Union and Cumberland. The record for Union shows that the office was established on 1-8-89; that F. David Little served as postmaster from 1-8-89 to

(Continued on page 49)

Perfin Study Group

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



J. SLOPER & COMPANY

The introduction to the handbook "Canadian Stamps with perforated Initials" contains a rather short reference to the development of a machine to perforate a full sheet of stamps with initials in one operation. I have recently been able to borrow a brochure of the company responsible.

Published in 1939 the title page is "A History of J. Sloper & Co's. Stamp Security Service", below this "Through Five Reigns, Victoria, Edward VII, George V, Edward VIII, George VI.

The booklet is most interesting as it quotes the official correspondence with the Post Office Department following the invention of the machine.

The business of Joseph Sloper was established in 1858 during which year he was granted Letters Patent for his perforating machine. The first mention of the adaptation of his machine to stamp protection is a letter from the Postmaster General, His Grace, Duke of Montrose, at his office, General Post Office, 13 March 1868.

"Sir,—The Postmaster General has had under consideration your letter of the 27th ultimo, and His Grace desires me to inform you that, under the circumstances, he will not object to the perforation of postage stamps described by you, with a view to protect merchants and others, as far as possible, from the theft of stamps used by them."

Following this permission the Postmaster General issued the following instructions to Postmasters.

"POSTAGE STAMPS—In consequence of representations made to the Post Office by various firms that their Postage Stamps are purloined by persons in their employ, the Department has recommended that the names or initials of Firms, etc., be perforated through the stamps, so, that, inasmuch as the sale of such stamps would be thereby rendered difficult, the temptation to steal them might be lessened or altogether removed. Postmasters will take care not to purchase any postage stamps thus marked which may be offered to them for Sale."

Stamp thefts were apparently very common in these days and many firms hearing of this method of protection enquired of the Post Office and the following is an ex-

tract from a letter by the Post Office Department in answer to such an enquiry, dated 29 March 1869.

"I have to state, however, that since writing to you on the 18th November and 11th of December, 1867, on the subject, the Department has had before it a plan for perforating the names or initials of Firms, etc., through the postage stamps by means of a perforating machine devised for the purpose, and the public are recommended to adopt the plan. Mr. Sloper, of Walbrook House, Walbrook, who has devised the machine, would no doubt afford you information up the subject."

The next official letter quoted is dated 30th May 1870 from the General Post Office, London, addressed to Mr. Sloper and gives his official notification that his machine is authorized "as a means of preventing the theft of stamps" and states that the machine is in operation in other Departments of the Post Office. The letter goes on to state that the Department "recommends the adoption of a plan of this kind" and adds that a machine has been applied to money orders issued from the chief Money Order Office in London for the purpose of perforating the date and has worked satisfactorily.

Later in 1870 on the 27th of June a letter is quoted from Inland Revenue, Somerset House, which authorizes the system to be extended to the perforation of Foreign Bill stamps and the one penny Inland Revenue stamps. On October 27th, 1876 another letter from the Inland Revenue states "that the Board have approved the principle of cancellation of adhesive stamps by perforation."

Much later a group of City Merchants addressed a memorandum to the Postmaster General and in the letter give four reasons supporting Mr. Sloper's system.

"Firstly—A perforated stamp cannot be changed at any Post Office.

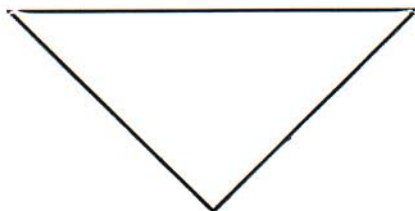
"Secondly—Perforation is a means of identifying stolen stamps.

"Thirdly—Offering perforated stamps at Post Offices has in many cases been the means of discovering the dishonest person.

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Hawaii

United States



New Brunswick

The Three Letters 1847 - 1849

by John H. M. Young, F.R.P.S.L.

In the early nineteenth century the islands of Hawaii were known as the Sandwich Islands. In 1847 the islands were inhabited by the Polynesian natives, a number of missionaries, some government officials, tradesmen, and a few wandering travellers. THE THREE LETTERS relate to one of these travellers. They reflect human interest, travel, history and postal communications. Each letter is written by Colin I. Allan to his brothers at Fredericton, New Brunswick, a British North American province at that time.

The first letter (see Figure 1) dated 4 August 1847 was written at New Bedford, Massachusetts. It was posted and front-stamped at New York on August 9 and rated "20" in blue manuscript which was

the United States double postage of 10 cents to be collected from the addressee effective by the United States Act of March 3, 1845. The letter was sent to Woodstock, New Brunswick, the nearest exchange office to Fredericton and backstamped on August 14, 1847. The postmaster at this exchange office rated the letter "A P 1/—" which was the American Postage of 20 cents converted to New Brunswick shillings and pence, and added "1/2", the inland colonial postage of 7 pence doubled to carry the letter a distance of 61-100 miles effective by George III Act of 1765 for a total postage of "2/2". He then sent it to Fredericton where it was backstamped on August 17, 1847. The letter read as follows:

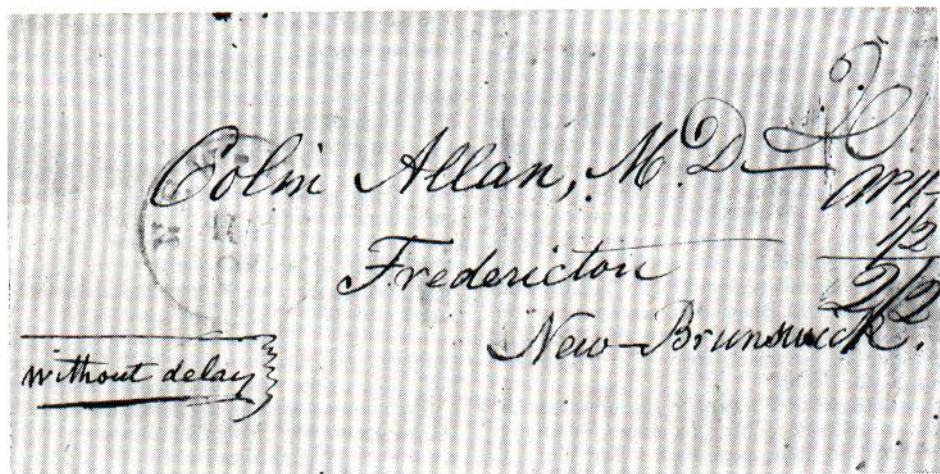


Fig. 1

To Colin Allan, M.D.

Fredericton

New Brunswick

without delay

Wednesday Evening 4th August 1847
New Bedford, Massts

Dear Peter,

This is the last evening I shall spend on shore until I reach the Western Islands. I will endeavour to make you understand as well as I do myself (not saying much by the way) the course we take—Striking across the Atlantic we touch at the Portuguese Islands of the Azores; thence passing, but not stopping at, St Helena & Ascension Isle, we double the Cape of Good Hope (that is to say if we have better luck than poor Von Vanderbilt the flying Dutchman) & making for the small islands of St. Paul & Amsterdram, enter on what sailors call the "whaling grounds". Here in the Indian Ocean we may expect to fill a good number of our barrels. We then proceed eastward touching at Sidney, New South Wales, at Van Dieman's Land or at New Zealand. In the Pacific I shall probably have an opportunity of visiting some of the missionary stations founded throughout those seas by England & the United States. Going almost due north we then hasten to "follow our vocation" on the Coast of California. This will be (if I am rightly informed) the least pleasant part of the expedition—The climate is cold & damp, and it is then that the flannel drawers be put up for by the considerate care of my mother & sister will come into full play—The weather of New Bedford is however so much more mild than ours, that it is not improbable they may have exaggerated somewhat, & that a New Brunswicker may not find the cold anything very unusual—At all events there is not a man on board from the Captain down to the Cook's mate who is better provided with warm clothing than myself. If we are successful off California we sail southward along the coast of America, stopping it may be, at the Gallapago's to obtain a few fresh turtle. We shall return home by Cape Horn visiting Rio de Janeiro with its Capital of Buenos Ayres, passing onwards along Brazil, through the Gulph of Mexico & so "back again" to New Bedford.

And now with regard to the how & when you are likely to hear from me. You may be assured that even had I far more to occupy my attention & engage my time on board ship, I should never be without a

few lines addressed to some of you in readiness to be put aboard the first vessel we might meet. But you must remember that out of 6 such letters, about 5 are almost certain to miscarry; you will therefore feel no inordinate anxiety if you should not hear of me during long intervals. The safest mode of correspondence I can devise, is this. General Thompson (of course a **Militia General**) the owner of our ship the "Champion" is a very well known & influential inhabitant of this City, (New Bedford), & any letter addressed to him & put on board a homeward bound whaler belonging to N. Bedford or the neighbouring harbour of Nantucket would be carefully forwarded to its destination—I have therefore arranged to address to you under cover to him, & he has undertaken to pass the letters onwards to New Brunswick.

The additional clothing & the other articles with which I have been provided are essentially necessary & were not purchased without the advice of competent judges. I have got some few small jars of preserved soup & vegetables with a bottle of lemon syrup as a preventative for the scurvy. I have also a small supply of Medicines with a pamphlet book containing directions how to use them. As I mean to study Navigation during the voyage I have procured several works on that subject. My fondness for mathematics whilst at College, particularly for Spherical Trigonometry, may now be turned to effect—But the employment to which I principally look forward as the means of filling up my leisure time is the keeping of a copious journal. I have been told by many who are well informed on the subject that a good & accurate account of a whaling voyage has never yet been given to the public, who have hitherto had no adequate notion of the dangers & hardships of a whaler's life. As I am resolved to take a part in every thing that is going on, except indeed the actual common sailor's labour before the mast, I do not think I shall be unfavourably situated for giving a lively and animated account of the various incidents which may occur during a 2 years trip—I may perhaps be able to produce a readable book.

Thursday morning 5 o'clock
It was past 12 when I broke off to go to bed, thoroughly tired, and I have now but a few minutes to take my leave of you all. If the Revd Mr. Salter of Boston should even pass through Fredericton, I am sure you will not forget his kindness to me in

(Continued on page 49)

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
-337D	Toronto Dist. R.M.S. 16 Mar. 1966 M. Millar	12A		420	100	116
O-338I	T—Ft. Wm. Tr. 3 Dec. B. Sorgess	22G		?	150	103
-342C	Tor. Gu. & O.S. Train No. 324 Schil Roth	22B		341	150	109
-346B	Tor. & Ham. R.P.O.	17A		135	200	107A
-350B	Tor. Ham. & Lon.	17H		390	100	107
-350E	Tor. Ham. & Lon. R.P.O. C - - -	17J		117	200	119
-354A	Tor. & Lon. R.P.O.	17H		390	150	10
-355G	Tor. & Lon. G.T. Ry.	18		104	200	107
-355H	Tor. Lon. & Sar. C. J. Dobbs	13		389	150	107
-357E	Tor.-Lon.-Wind. 17-117 Feb. 4, 1963 M. L. Webb	1E		390	150	107
-357F	T.L. & W. G. E. Boyd	5H		420	150	116
-359A	Tor. & Lorn.	9	South	41	200	107
-367A	G. R. Dewar Montreal Mar. 1, W. East Canada Railway Mail Clerk Tor. & Mont.	3B		41	200	32
-384B	Tor. & North Bay R.P.O. F. G. Dyke	17J		410	150	116
-385I	T. & N.B. 47 OC 19 W. Turner	22G		420	150	116
-409A	Tor. & Strat.	17H	P.M.	410	200	107A
-409B	Tor. & Stratford	17A?		106	200	16
-413C	Tor-Strat-Lon G. G. Jackson	12A		410	120	107
-416B	Toronto & Washago	17H		410	100	107
-425B	Well. & Ham.	17A		97	200	107A
W-1B	Biggar & Loverna R.P.O. No. 1	18		129	200	107A
-15G	Bulyea & Sask.	17H	E	104	200	107A
-23L	Calgary District Emergency No. 3	15E	P.M.	173	150	107
-23M	Cal. & Ed. R.P.O.	17A	P.M.	322	200	107A
-24A	Calgary & Stet. & Vegreville	17A		160	150	16, 50
-24C	Cal. & Rev.	17		140	200	107A
-26O	Cal. & Van. (3 stars at base of postmark)	17		104	150	103
-26P	Cal. & Van. R.P.O. Serial No. of Despach Jan. 24, 1922	1E		128	200	107A

W-28H	Cal. & Van. R.P.O. S. D. Scherk	23F		390	100	32
-32A	Coronation & Lacombe	17A		135	200	16
-51C	Hope & Van.	17		129	200	107A
-51D	Hope & Van. R.P.O. Tr. 706	22H		146	200	119
a	May 19 1928 Mead					
-60B	Jasper & Prince George	17		394	100	111
-61A	Kam. & N. Batt. R.P.O. No. 4	17B		129	200	107A
-62M	Kam. Sask. R.P.O.	6D		134	200	107A
-65B	Kirkella & Saskatoon	17D		197	200	107A
-66D	Lasqueti-Irvines Landing SDD. Fannicol	3D		134	200	107A
-70A	Mary & M. Jaw R.P.O.	6D		134	200	107A
-77E	Med. Hat & Nel. R.P.O. No. 11	6G		129	200	107A
-86B	Moose Jaw & Calgary	17A		114	200	16
-87T	M. Jaw & Cal. R.P.O. No. 12	18	W	108	200	107A
-91J	Moose Jaw-Shaunavon S. Rivers	7E		292	150	103
-91K	M. Jaw & Shaun. H. A. Miles	7E		274	150	103
-91L	M. Jaw & Shaun. R.P.O.	6D		134	200	107A
-91M	Moose Jaw Terminal R.P.O.	17	P.M.	105	200	107A
-97B	Nels. & Mid. R.P.O. B.C.	17F		129	200	107A
-100M	N. Batt. & Ed. R.P.O. D. Warkentin	17J		29L	150	103
-100N	N. B. & E. Tr. 5 Oct. 17 C. A. Scharff	22G		?	150	103
-102J	Nor. Port. & M. Jaw R.P.O.	6D		134	200	107A
-112F	P.G. & P.R. R.P.O.	6		134	200	107A
-112G	P. George & P. Rupert	17A	A.M.	143	200	107A
-115A	Reg. & Col. R.P.O. No. 1	6D		141	200	107A
-116I	Reg. & Gron. R.P.O. E. H. Kipper	7B		304	150	103
-115B	Reg. & Mel.	17A		241	200	107A
-122A	Regina, Sask. Despatch	15E		390	150	16
-125D	Rev. & Van.	17		140	200	107A
-125E	Reston, Wolsley R.P.O. No. 1	17B		97	200	107A
-127I	Riv. & S'toon R.P.O. No. 4	177		358	100	107
-127J	Riv. & Sask. R.P.O. No. 4	6D		134	200	107A
-131A	Rob. & A'head R.P.O.	17H	S	123	200	107A
-138I	Sask. & Drum. R.P.O. H. Vaughan	8E		282	170	103
-140D	Sask. & Eston C. R. Ledinham	1E		303	150	103
W-141G	Sask.-Hard.-Ed. R.P.O. C. R. Spooner	6E		303	150	103
-144B	Sask. & Mun. R.P.O. A. Skene	8E		292	150	103
-145E	S'toon & P.A.	17I		398	100	112
-146S	Saskatoon Division E. J. Price	7E		292	150	103
-146W	Saskatoon District Emergency No. 1	15E	A.M.	129	200	107A
-147B	Smithers-Prince Albert	17		394	100	111

(Continued on page 50)

THE THREE LETTERS — (Continued from page 46)

having church opened & attending upon a week day to give the sacrament: This was done last Tuesday, & although in New Bedford every one is engaged with business from morning till night, yet 5 respectable men found time to leave their offices & stores in order to partake it with me.

I must be off at once — God bless you all & grant that we may meet again, all of us — Let my mother know that her loving letter shall never leave my possession, & that if ever temptation besets me, I will call up better feelings by reperusing it — To my dear father I would say all an erring son can say — Farewell to all of you & let my kind friend Barter know that even before the receipt of his letter, it had resolved to make the "Book" more the objects of my

attention than it has been. I would not else have ventured to approach the Lords table.

In all haste

Colin I Allan

1st Postscript: "I missed the post so carry this on to N. York."

2nd Postscript: "Whom should I meet on board the Bay-State steamer but George Ketchum, his mother and a brother of young Handford. Mrs. Ketchum is much better."

3rd Postscript: "It blew pretty roughly last night (5th Augt) so Irvine will have been snug in bed and probably seasick so much the better lay all — as he will be the sooner seasoned — I must start or I shall not be in time for the post."

SQUARED CIRCLES — (Continued from page 43)

8-9-92; that the postmastership was vacant until appointment of the second postmaster, John L. Roe, (on 1-10-92; and that the office name was changed to Cumberland on 1-4-98. Nothing of particular interest here, but it is a different matter when the Cumberland record is examined. This record shows the office as having been established on 1-8-89 as Union, with the name changed on 1-4-98 to Cumberland. The listing of Cumberland postmasters (complete to the present) starts with:

F. David Little—1-8-89 to 8-9-92

John L. Roe—1-10-92 to 3-5-06

L. W. Nunns—1-7-06 to 18-2-13

So it seems quite clear that there were not two co-existing offices, Union and Cumberland, and the wording in the Handbook cannot be taken literally; that is, the business of the Union post office was not ab-

sorbed by an already existing post office in the nearby town of Cumberland. The records settle the question of whether or not a postmaster was displaced: John L. Roe simply took off his "Union" hat and put on his "Cumberland" hat.

Unfortunately, the records do not settle the question of whether a physical move to new quarters (perhaps to the "nearby town of Cumberland"?) occurred at the time of the name change. Street addresses are not given for either office. However, the Union record shows the office to be in the Vancouver Electoral District while the Cumberland record shows the office to be in the Comox-Alberni Electoral District. Does this mean that there was a physical move from one town to another, or that there was simply a change in Electoral districts? Perhaps some of our postal history buffs can shed some light on this.

PATRIOTICS — (Continued from page 40)

Stanley Islands (near), Cornwall, Ont.	SB 2656
Pitt Street, Cornwall, Ont.	SB 2657
Post Office, Brockville, Ont.	2658
"Armouries", Brockville, Ont.	2659
Lily Bay (near), Brockville, Ont.	2660
Additions by members:	
Collegiate Institute, Brockville, Ont.	SB 2662
Tagouche Falls (near), Bathurst, N.B.	SB 2759
Royal Alexandra Hotel, Winnipeg	SB 2761
Public Library, Windsor, Canada	SB 6532
Post Office, Windsor, Canada	SB 6536

Old Forts Restored

By A. W. McIntyre

As centennial projects the western provinces have set about to restore several historic forts, and cross-Canada motorists will find them well worthy of a visit. In Saskatchewan Fort Carlton has been restored, in Alberta a start has been made on Fort Edmonton, and in British Columbia Fort Steele has reopened its gates after long falling into decay.

Fort Carlton

Situated on the North Saskatchewan River almost due west of Duck Lake and near Carlton village, Fort Carlton was burned to the ground during the Riel Rebellion. In fur trade days and the era of the Indian, buffalo and pemmican, it was an important Hudson's Bay Company trading post.

Featured by the defense turrets at the corners and high palisade walls, the restored fort stands high on the landscape. One rebuilt store building displays relics and artifacts.

Carlton was officially opened on a day when the Centennial Voyageurs stopped off with their canoes while en route to EXPO in Montreal. A crowd of 10,000 prairie residents participated in the celebration, marked by an address by the provincial archivist and entertainment.

Fort Edmonton

Sites and plans of three successive trading posts at Edmonton, earliest dating back to 1795, have been studied by the restoration party, with research carried to Beaver House, London, Eng., headquarters of the Hudson's Bay Co. The latest one, located in the legislative grounds, was torn down and the logs sold as wood in 1916. The restored fort will be located in a civic park on White Mud Creek.

Fort Steele

In British Columbia about ten miles east of Cranbrook at the junction of Wild Horse Creek and Kootenay River, historic Fort Steele Park was opened by Premier W. A. C. Bennett. Restoration followed a plan to create a typical Kootenay district of the nineties. Fort Steele was the first North West Mounted Police post in British Columbia. Some buildings were restored, authentic replicas of others were built.

The composite village also included items such as the Customs House which sat on the United States border nearby at Rossville for many years, and the Perry Creek waterwheel, a mining curiosity of East Kootenay. Included also in the village is a separate Museum containing pioneer era relics.

TRANSPORTATION POSTMARKS — (Continued from page 48)

-148A	S.O. & WMP.	17	W	135	200	107A
-153E	Squamish July 23, 1917 Clinton R.P.O.	3B		135	200	107A
-154A	Supt. R'w'y Mail Service Apr. 14, 1905 Vancouver, B.C.	3D		90	200	32
-155B	S. R. & Pr. Albert L. H. Farrow	17J		268	150	103
-155C	Swan Riv. & Pr. Albert R.P.O. Harry Attree	54		292	150	103
-152A	Telegraph Creek & Wrangell Mail Service	5		162	200	107A
-159B	S. Current & Cabai R.P.O.	17A		123	200	107A
-160U	R.P.O. Princess Louise Vancouver-Skagway	22G		220	200	7
-160V	Vancouver-Kingscome Inlet Str. Cheakamus	3D		134	200	107A
-160W	Vancouver-Kingcome Inlet Str. "Cowichan"	23C		134	200	107A
-160X	Vancouver-Stillwater R.P.O. Steamer "Selma"	3D		105	200	107A

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PERFINS — (Continued from page 44)

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