



*The long "Strand of Hair" variety
(see page 266)*

BNA TOPICS

Official Journal of The British North America Philatelic Society

CANADA

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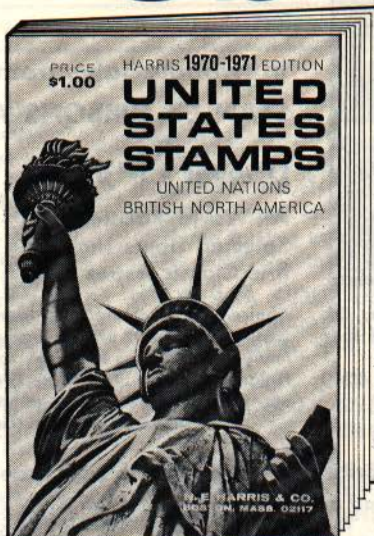


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TORONTO BRANCH and STREET post offices

by E. A. Smythies, FRPSL



An article by Dr. Stulberg on *Toronto Branch and Street Post Offices*, published in *Topics* last May, 1970, listed cancellations of various types—Squared Circles, Duplexes, etc., but largely ignored the most prolific source of such cancellations, the first type of Rollers with 8 thick broken vertical bars (the later type have thin horizontal bars). In this article, therefore, I propose to carry on where Dr. Stulberg left off, and give some idea of the *hundreds* of Toronto Branch and Street cancellations used in the forty years from 1894 to 1934, as recorded in the recently published second edition of the *Roller Handbook*.

I must first explain a unique feature of Rollers which accounts for the enormous numbers issued in Toronto. The postal authorities to a very considerable extent pinpointed the post office of origin of mail with roller cancels by engraving on the roller the name and/or a letter and/or number, which indicated at which branch or sub-office the article had been posted. This was obviously of great advantage to the postal authorities in tracing any mistakes or irregularities, and it was undoubtedly one of the reasons that the Rollers were so popular with the postal staff.

To obtain a clear grasp of the very complicated series of Toronto cancels, it is first essential to recognize the different types of

post offices in a big city like Toronto. The Director of Public Relations in Ottawa has very kindly explained the position to me, and sent me a printed list of the different types of post offices in Toronto in 1930, so the correctness of the information below is established.

Four different types or classes of post offices must be distinguished:

(1) *The Head Office*, with its extensions called *Postal Terminals*: As the town grew, *areas* were added to the Head Office, and these *areas* (called *Postal Terminals*) were an integral part of the Head Office, which staffed, organized and ran them, although they were usually physically separated from it.

(2) *Stations*: There were a number of Branch POs called *Postal Stations* (no connection with post offices at Railway Stations). These were managed by the postal authorities but had no connection with the Head Office, and had their own postmasters and staff. They were distinguished by letters—A to L plus X.

(3) *Streets*: Another category of Branch POs were called by the names of the streets in which they were located. These also were quite independent of the Head Office, but were staffed and run by the Postal Office.

(4) *Sub-offices*: These were not regular post offices at all but were located in a corner of some shop — usually a drug store or stationer. Here the manager of the drugstore was the postmaster, who employed whatever staff he liked. *Sub-offices* were distinguished by *numbers*.

Thus *Postal Terminals* indicates a specific area served by the Head Office; *Stations* and *Streets* indicate independent branches of the post office; *Sub-office* indicates a shop where some postal work was carried out. Each of these four classes of post office had their own types of Rollers which are illustrated above.

Having defined the different types of post offices in Toronto, we can now proceed to consider the different types of cancellations, all being variations of the early type of Roller.

(1) *Postal Terminals*: These were first recorded in the Ottawa Proof Book in 1923, when Rollers 25 to 36 were issued, followed in 1924 by numbers 37 to 50 and in 1928 by 51 to 62, with a lone 130 some time later: a total of 39 rollers. It is probable that some Postal Terminal areas were located before 1923, but that is the first year they obtained rollers. Whether there were 39 separate areas or whether some areas received more than one roller is uncertain.

(2) *Stations*: The first Station Rollers were issued much earlier: Stations A to E in 1910 (with two or three rollers each), Stations F, G, H, J, K in 1916, L in 1921, X probably in 1923. Altogether there were 12 different stations.

I have briefly mentioned *Railway Stations* above. There were two in Toronto with post offices: Union Station and Toronto Junction. The Union Station was a very busy post office with three rollers in use by 1897 and two more by 1902. Strikes of these Union Station rollers are often seen on Jubilee dollar-value stamps, and have survived in numbers for that reason. I am told that large bundles of printed newspapers were posted almost daily from here to outlying agencies, which required these high values for postage. We usually find rare rollers on common stamps; here we find the reverse — common Rollers on rare stamps.

(3) *Streets*: The post office list shows 29 Street POs but only 13 of them had rollers.

I give below the 1930 list of Street POs— (a) which had Rollers and (b) those which had not, according to list; those which the handbook records as having had rollers are in italics, and have been recorded:

(a) **13 Streets with Rollers:**

Bathurst St.	Rusholme Road
Broadview Ave.	Bloor St.
Dundas St.	Carlton St.
Queen St. E.	(and Carleton)
Bleecker St.	Peter St.
Brockton	Spadina Ave.
Parkdale	

(b) **16 Streets without Rollers:**

<i>Balmy Beach</i>	<i>Earls Court</i>
Clinton St.	Mimico
Deer Park	Swansea
Lee Ave.	<i>Birch Cliff</i>
<i>Mount Dennis</i>	Davisville
Wychwood Park	<i>Fairbanks</i>
<i>Bedford Park</i>	Mimico Branch
<i>Colemas</i>	<i>Todmorden</i>

Dr. Hollingsworth, whose important list of Street Cancels will be published shortly, tells me that the eight names italicized above are not known to him at all with any cancellations.)

(c) **7 "Streets" with Rollers but not shown in the Post Office list:**

Elm Street, Pape Avenue, Parliament Street, Queen Street Centre, St. Joseph Street, Strachan Avenue, York Street. These seven "Street" offices were all functioning early, between 1896 and 1902, and have evidently been abandoned since 1930.

(4) *Sub-offices*. The list shows 110 sub-offices numbered between 1 and 163, but rollers were numbered for other purposes besides pinpointing sub-offices. For example, rollers 1 to 11 were in use by 1897 and 12 to 19 by 1900. These were most probably issued to Head Office, as it is doubtful if rollers were issued to sub-offices in those early days. These low number Toronto rollers are frequently seen on Jubilee dollar-value stamps, and material requiring such high postage would scarcely be posted in a small shop. Numbers on rollers were also used to record how many rollers had been issued to a particular post office, and a new sub-type of roller often started a new series of numbers. So it is not now possible to allot numbered rollers to specific sub-offices.

(Continued on page 278)

Postmark Oddities

Max Rosenthal discloses the result of his recent studies of obscure cancellations

Collecting postmarks on the Victorian and Edwardian stamps of Canada, one runs across oddities from time to time. One wonders whether they are scarce or common, and how many other collectors have found them. Publicizing them is the only way to find out, resulting in an article like this. Perhaps it will inspire others to inform us about their discoveries.

COBOURG

Cobourg, Ontario, had been using an 11-bar duplex to postmark its mail since the early 1890s, when in the spring of 1897 it received a new hammer, with only a town dater; it is 25½ mm in diameter, the name appears in larger-than-usual size, 4 mm size lettering being employed. The

reason that there was space for such large lettering is that the second "O" is missing, so that it reads COBURG, ONT. (fig. 1). The man who put it together may have known that the original Coburg in Germany, after which it was named, also had no second "O", but he obviously did not know that when it was named in 1822 after the British royal house which included the name of the German town that an error was made, and the second "O" inserted. This has been the correct spelling for the Ontario town ever since.

Note must have been taken in Cobourg of the error, for one only finds it from April and the first half of May. Towards the end of May 1897 the marking of a new hammer appears, of the same diameter,



but with 3 mm high lettering, for the name is now spelled COBOURG, ONT. (fig. 2). In 1900 a duplex postmark with nine bars appears, with a circle 27 mm in diameter (fig. 3). The lettering is again 4 mm high, but the second "O" is included, for there is lots of space in a circle this large.

PEMBROKE

In 1899 Pembroke, Ont. also got a nine-bar duplex, 27 mm in diameter, with lettering 4 mm high (fig. 4). From 1902 on it appears as a single dater, without the bars.

An approach to this extra large dater was made in 1897, when Guelph, Ontario began to use a dater 26 mm in diameter, which had lettering 3½ mm high (fig. 5). It was employed at least until 1901, with A, B, C and D above the date.

Back in 1891 and 1892, Pembroke had used a series of corks featuring the numeral "4", some in black (fig. 6), and some in reverse against a black background. No explanation is to be found for its use, but I shall be rash enough to suggest a far-fetched one:

The "4" may represent the fact that of the then-existing post offices it had been

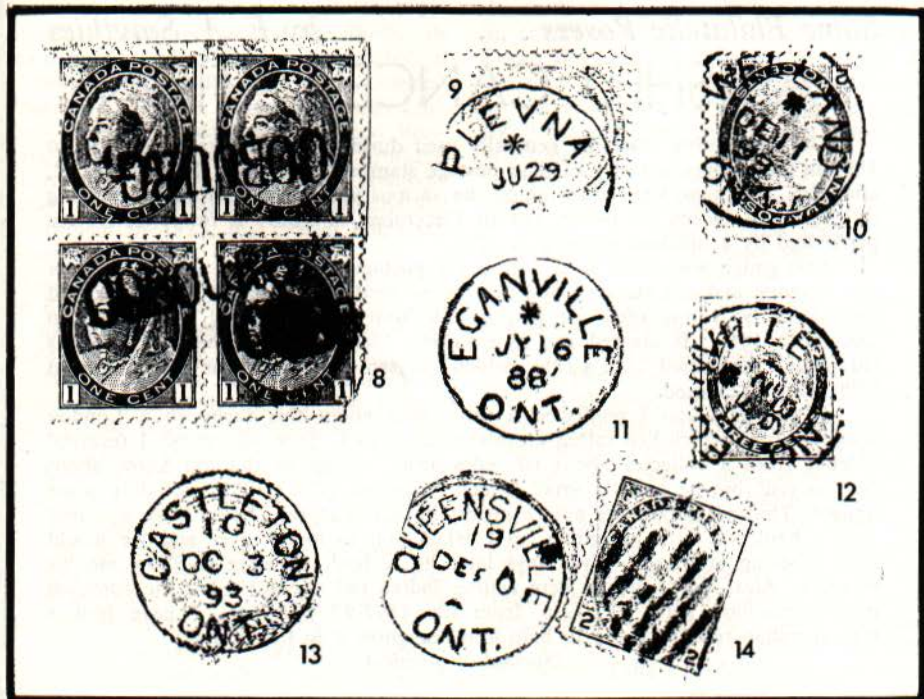
the fourth to open in Renfrew County, in 1846. The postmaster in the early 1890s, Alexander Moffatt, was a son of the original one who had established it, and could well have been aware of this fact.

DESERONTO

On pairs of the 1c and 2c Edwards I have a straight line *DESERONTO* in italics, followed by a period. The pair of two centers also has the regular circular postmark from that Ontario village.

A straight line COBOURG in capital letters, followed by a comma, appears on a block of four of 1c numerals (fig. 8). Like the Desertonto straight line on the 1c Edwards, it comes from the mail received by a jeweller, much of it from parcels. Probably where a parcel had several stamps on it, to save the effort of using the regular hammer several times, available rubber stamps with the name of the post office on them, normally used for other purposes, were applied, since they could cover more than one stamp at a time. Also, perhaps, they were easier to impress on the often-lumpy surface of parcels. Ordinary parcel post did not have to be postmarked with the date.

(continued overleaf)



ASTERISKS

A number of postmasters used asterisks to adorn their postmarks, placing them above the dates. In Ontario, Plevna, Welland, Stouffville and Eganville used this embellishment at times.

Plevna, in Frontenac County, had the asterisk in a full circle dater in the early 1890s (fig. 9). By 1895 it was using a circle split by the name, without an asterisk.

In late 1899 and early 1900 Welland inserted an asterisk in its dater (fig. 10). The same full circle appears before and after without this adornment.

The early 1890s saw Stouffville, in York County, employ an asterisk in its full circle dater, but by 1894 the same postmark appears without it. However, it was to reappear in its squared circle towards the end of that decade.

From at least 1888 until well into the next decade, Eganville, in Renfrew County, included an asterisk in its full circle dater (fig. 11). Its postmaster must have liked various forms of ornamentation, for, early

in 1898, on a 3c maple leaf, one finds a Maltese Cross above the date (fig. 12).

BIG CITY IMITATIONS

During the 1890s the small village of Castleton, in Northumberland County, inserted a number "10" above the date in its postmarks (fig. 13). Usually one finds numbers above dates only in the larger centers, and there mostly only up to "4". Higher numbers only appear in the largest cities. Numbers referred to different periods into which the day was divided, but were only used where there were such large quantities of mail, and so many receivings and sendings that it was necessary to be precise as to the period or time of day on the postmarks. Castleton was far from fitting into this category.

One can only surmise that the postmaster at Castleton wanted to show the world that his post office was just as important as those in the "big city", by including a number above the date. Perhaps in the next decade the postmaster at Queensville, a little village in York County, wanted to show off the same way, when he inserted a "19" above the date (fig. 14).

Some Philatelic Posers . . .

by E. A. Smythies

VANISHED CANCELLATIONS

The perforating machines generally used during the 40 years from 1859 to 1899 in the preparation of Canadian postage stamps were gauged $11\frac{1}{2}$, $11\frac{3}{4}$, 12, and $12\frac{1}{4}$, and these kept recurring on the various issues. But during the printing of the Small Queen 3c indian red in December of 1869, a few sheets were perforated by a machine gauging at $12\frac{1}{2}$.

This gauge was never used before for postage stamps (but was used for a few revenue and bill stamps) and was never used again, and it is an unsolved problem why it was used for perhaps an hour on some day back there in December 1869. It created the rare variety (Scott 37-d in the 1955 Sissons catalogue) perforated $12\frac{1}{2} \times 12\frac{1}{2}$, which Hansen rates in his new catalogue at \$800 mint, \$225 used.

(Two years ago I published a short note about this rarity in a London stamp journal, which had rather an interesting sequel. Soon afterwards I received a letter from a collector about 60 miles away, saying he did not know about "indian red" but he had 10 Small Queen 3c perfed $12\frac{1}{2} \times 12\frac{1}{2}$, including some unused! That a comparative novice uncertain of indian red should have acquired such a haul was very intriguing, so I asked him to motor over and we would have a stamp afternoon. Two days later he arrived, all agog to show me his treasure. Alas! His treasures were neither indian red nor $12\frac{1}{2}$, but the common bright vermilion perf. $12 \times 12\frac{1}{4}$ from the 1892-97 printings. I gave him a typical indian red (perf 12) to help him recognize it in the future.)

(Second of a series)

A philatelic and postal history of NEWFOUNDLAND

a continuing series by Brien C. Damien; part eight

After establishment of postal services on the Newfoundland coast in 1851, a skeletal system of coastal boat service began with small sailboats in service. Aaron DeGraw signed a contract with the government in 1860 to provide steamer service to Twillingate in the North and LaPoile in the south twice monthly, in return for £3750 each year; his service steamer Victoria stopped at all of the post offices en route to the above mentioned points. However, DeGraw defaulted after a few months, and sailboats were put back on the routes until 1863, when Robert Grieve started the second steamer service with the Ariel for £4500 annually. The Ariel continued in service for a long period, and was finally supplemented by the West Coast steamer Curlew.

The first steamers were replaced with a line operated by the Reid-Newfoundland Rail Company when Reid began its Newfoundland operations in the late 1880s. Its steamers' Scottish names were alphabetical in order: Argyle, Bruce, Clyde, Dundee, Ethie, Fife, Glencoe, Home, Kyle, and Lintrose. Also, it owned the Portia and Prospero, taken over from Bowring Brothers. When the Reid-Newfoundland company turned its assets over to the Newfoundland government in 1923, the coastal boats too became government owned.

Later, the Baccalieu, Burgeo, and Northern Ranger were added to the fleet, as well as the Sagona. These vessels replaced the Bruce and Lintrose, sold to the Russian government, and the Ethie, lost on the West Coast. Postmarks in use by the various boats of the pre-Confederation era include these travelling post office cancels: Coastal South T.P.O., Coastal North T.P.O., Coastal West T.P.O., Fogo District T.P.O., Straits T.P.O., Labrador T.P.O. An "A" or "B" affixed in the marking indicates the direction in which the travelling post office was going at the time of postmarking, away from or toward the home port.

As I have recorded earlier, it is probable that the first road built in Newfoundland with postal purposes in mind was the Portu-

gal Cove Road, connecting St. John's with the Conception Bay port after which it was named. Throughout the pre-Confederation history of Newfoundland, road building was spastic and followed no master plan. Roads — the word is used loosely — were the spontaneous result of an acute need to move something or someone and more often than not were of such a quality to accommodate no medium of transportation more advanced than a horse. In many cases, the only reason for building a road was to put able-bodied men "on the dole" to useful work.

It was not until 1863 that the construction of a decent road northward from St. John's was considered. The government sent explorer Smith McKay on an experimental northern mail run overland during that winter. McKay's findings and recommendations were the basis of the plan for the road completed in 1870 stretching from St. John's northward to Gander Bay, Notre Dame Bay. At the inception of service on the route, the 210 mile road was serviced by six relay stations employing ten men. By 1890, an expanded system employed fifty-four men.

Aside from his road, where only trails existed, horse or dogsled formed the means of transit. In warm seasons these means worked well, but the winter snows brought problems.

After a decade of discussion, construction of the Newfoundland railway began on August 9, 1881. Upon completion, the line spanned the island from St. John's East to Port aux Basques with branch lines to Placentia, Argentia, Harbour Grace, Bay de Verde, Brigus, Lewisporte, Bonavista, Heart's Content, Trepassey, and Buchans. Proposals to build lines to Burin and Bonne Bay had limited success, but the lines were never completed. The government's contractor, Reid Newfoundland Company, operated the line until 1923 when heavy losses encountered over the years made it impossible to continue. R. G. Reid and his family, owners of the Reid Newfoundland Com-

(Continued on page 278)

The "STRAND OF HAIR" VARIETIES

The noted
Small Queens
expert,
Peter J. Hurst,
returns to
the pages of
Topics with
the results of
his further
research

Following the various observations in several past issues of *Topics*, concerning earliest known dates of the "Strand of Hair" varieties, it will be well to bring the subject up to date.

In *Topics* of December 1958, two strands were listed and their plate positions given. Twelve years later, after careful inspection of an advanced collection of Small Queens as well as my own collections, it has become evident that there are not two but four "Strands of Hair," all from different plate positions and unrelated to each other. This column will identify and describe these four varieties, and represents the sum of data known to me up to the present.

I have divided the quartet as follows:

- 1) Long Strand of Hair
- 2) Medium-long Strand of Hair, Type "A"
- 3) Medium-long Strand of Hair, Type "B"
- 4) Short Strand of Hair with Re-entry.

1) *The long Strand of Hair* (Fig. 1).

This is the longest and thickest Strand, reported in *Topics* of January 1952, in form of a dated single and pair, as well as a mint

block of four. Three criteria apply for identification: This is the only Strand crossing the diadem and reaching almost to the Queen's forehead; in relation to the two large pearls of the diadem, it is nearer to the upper pearl; and a small but distinct group of dense placed dots, located just about in the center of the Queen's head, touches the bottom of the Strand.

The date I have on record range from JU. 13/96 to No. 2/97. No multiple larger than the block mentioned is known to me, and the plate position is not established. However, my notes refer to a used single with outside margin and a horizontal strip of three, strongly indicating that this variety is located within the last eight positions (numbers 93 to 100) of an unknown pane.

2) *The medium-long Strand of Hair, Type "A"* (Fig. 2).

Reported in *Topics* of October 1956 and again in December 1958, where it was plated as position 13, right pane of 1892 Ottawa Plate "C". This Strand has two characteristics: having crossed the diadem, it steps well before reaching the forehead; and passing between the two pearls, it is nearer to the



The 1c Value: Four "Strands of Hair" identified

bottom pearl. This Strand's thickness is less pronounced than 1), an observation also applying to 3) and 4). It exists in a block of ten dated JA. 14/96, and the earliest and latest copies known to me are OC. 14/95 and OC. 4/97.

3) *The medium-long Strand of Hair, Type "B"* (Fig. 3).

This is herewith recorded for the first time and proven by a single and a horizontal strip of three, dated DE. 19/95, the variety being the middle stamp.

In length and thickness this Strand is comparable to 2), but its location between the pearls is similar to that of 1). Although the theoretical possibility exists that this could be an early stage of 1) — the dates are less than six months apart — I am discounting this hypothesis on several grounds. Confusion with 4) must be ruled out for reasons shown below, and I have no hesitation in recognizing 3) as a new variety.

4) *The short Strand of Hair with Re-entry* (Fig. 4).

In *Topics* of December 1958 this was shown to be position 26, right pane of 1892 Ottawa Plate "C", but the years have added new and intriguing information.

The advanced collection mentioned earlier

contains, beside the full pane illustrated in *Topics* of October 1956, an irregular block of 58 devoid of sheet margins, where the sixth stamp in the top row shows the exact bottom re-entry of position 26, but no Strand whatever. There are also two singles of this description, unhappily without dates. In the light of this, there can be no doubt that position 26 exists in two stages: first the re-entry only, later the short Strand in addition. It is obvious that the reverse could not occur, and that the short Strand of position 26 must *always* be accompanied by the re-entry. This condition serves as additional proof of the authenticity of the medium-long Strand Type "B", which is free from bottom re-entry.

The dated examples known to me reach from N). 25/95 to JU. 9/97. Projected, the arc of the short Strand is almost exactly centered midway between the two pearls.

Due to the dearth of material, the information outlined above has been accumulated only gradually. It will now be possible to classify dated copies, and our thanks must go to Mr. Blair and other specialists for their interest and researches. It is stimulation such as this which makes our Society the fine group it always has been and will continue to be in the future.



British Columbia Notes

by John Henry

Canadian Pacific B.C. lake and river steamers

The opening of British Columbia for development in the 19th and early 20th centuries was almost entirely dependent upon waterways and steamboat travel. The earliest gold rush and the later Cariboo bonanza were intimately connected with the Fraser River. Turn of the century mining and agriculture developments in the Kootenay, Okanagan, and Stikine regions were initially dependent almost exclusively upon water transportation. Unfortunately, the role the steamers played in carrying the mail for the Post Office Department has never been stressed. RPO collectors are aware of the mail service on

the Arrow and Okanagan Lakes, but details of mail service on other inland waters of B.C. seem to have been ignored — or possibly taken for granted. At least ten steamship companies have participated in contracts with the Post Office for carrying the mail on the inland waters of B.C. but the CPR perhaps should be given top billing because of the length of its service.

River service by steamboat in the Okanagan and Kootenay districts followed closely after the entry of the CPR into the areas. Shortly after the arrival of the CPR at Golden, Captain F. P. Armstrong of that city began operations on the upper Columbia and Kootenay Rivers tying his fleets together by land transportation across Canal Flats. Soon U.S. shipping companies were

CANADIAN PACIFIC RY.
- S.S. LINE -
FEB
1
1906
STEAMER
ABERDEEN

CAN. PAC. RY. CO.
AUG
27
1920
B.C. LAKE & RIVER
SERVICE
S/S BONNINGTON

CANADIAN PACIFIC
RAILWAY
JUL 7 1899
STEAMER
KOKANEE

CANADIAN PACIFIC
RAILWAY
APR
18
1907
STEAMER
KOOTENAY

CAN. PAC. RY. CO.
B. C. L & R. Service
OCT. 18 1912
PURSER'S OFFICE
STEAMER KOKANEE

CANADIAN PACIFIC
RAILWAY
MAR
15
1921
STEAMER MINTO

CANADIAN PACIFIC RY.
S.S. LINE
SEP
9
1909
STEAMER
OKANAGAN

CANADIAN PACIFIC
RAILWAY
MAY 16 1907
STEAMER
ROSSLAND

CAN. PAC. RY.
AUG
1916
S.S. SICAMOUS

operating up the upper Kootenay to Fort Steel and on the lower Columbia and Kootenay Rivers to Trail, Robson, Revelstoke, and Kaslo. In 1890 the Canadian firm, Columbia and Kootenay Steam Navigation Company, was organized in Revelstoke to operate on the Arrow and Kootenay Lakes. It is of interest to note that one of the organizers of the new company was the son of F. J. Barnard who founded the famous Barnard Express; the elder Barnard had been a purser on Fraser River steamboats until his job on the steamer Fort Yale blew up under him. For approximately seven years the CKSN Co. was the largest shipping company on these lakes and carried mail under contract every year of its existence.

In 1892 the CPR completed a branch line

between Sicamous and Okanagan Lake and the next year offered water transportation and began carrying the mail between Okanagan Landing and Penticton with the steamer Aberdeen. By the end of 1896 the CPR had opened a branch line between Revelstoke and Arrowhead and in early 1897 purchased the CKSN Co. including seven steamers, barges, and three shipyards to combat the intrusions of the Great Northern Railroad which was pushing rail and water transportation lines into the Kootenay and Boundary districts.

Passenger and freight steamers operated by the CPR in the Lake and River Services, with dates of service, are listed in the table. Probably all carried mail at one time or another, but only two routes are known to have provided RPO service: Penticton-

Okanagan Landing and Robson-Arrowhead. Steamers serving the remaining routes carried the mail in sealed bags, as freight, under Post Office contracts. Of course, there was nothing to prevent a purser on a steamer from accepting a letter for posting at the first landing that had a Post Office even though he was not an authorized postal clerk. This practice was responsible for the presence of purser's handstamps on letters as mentioned in the RPO handbooks.

Shaw¹ gives a sketch of one purser's handstamp and mentions others. Through the courtesy of a former CPR employee I have been privileged to photograph and copy nine different pursers' stamps from cancelled CPR cheques. These are reproduced here, but it must be emphasized that the reproductions are not from covers having gone through the mails. I have never seen a cover with one of these stamps but would be most grateful to hear from any collector who may have one.

During 1897 the CPR planned to open a river service on the Stikine River to provide transportation to the Klondike gold fields. Twelve steamers were ordered, but most were finished too late to be useful and only four are known to have been operated on the Stikine River by the CPR. I have no information indicating that contracts were let for transporting mail on the Stikine, but it is inconceivable to imagine steamers going into any remote area at that time without carrying mail for the people living there. When the narrow gauge railway which was expected to be built between Glenora, B.C. on the Stikine and Teslin

Lake failed to materialize the need for the steamers evaporated, service was discontinued, and the completed steamers sold. Two of the steamers, the Minto and the Moyie, had been built in Toronto and shipped in pieces to Vancouver to be assembled. When it was recognized that they could not be completed for their intended service they were reshipped to the Kootenay district where the Minto was assembled at Nakusp on the Arrow Lakes and the Moyie was assembled at Nelson on the Kootenay River.

As railroads and then the highways entered the Okanagan and Kootenay country steamboating declined until of the once great CPR mail and passenger fleet only the Sicamous and Moyie remain; but only as museum ships. The first is at Penticton, and the latter is at Kaslo, B.C. (It should be noted that the name is misspelled as *Moyie* in "Shaw". CPR operations on the inland waters of British Columbia are at present limited to the tug Okanagan moving car barges on the Okanagan Lake and movement of CPR car barges on Slocan and Kootenay Lakes by the tugs Iris G. and Melinda Jane owned by a private operator under contract to the CPR. Not since the late 50s has the CPR Lake and River Services carried the mail, but the chunking of the paddlewheels and the whistle of the "Crow Boat" at Kootenay Landing will linger long in the memories of the older generation of British Columbia residents.

1. T. P. G. Shaw: *The Handbook and Catalog of Canadian Transportation Postmarks*, 1963.

2. George Musk: *Canadian Pacific Afloat, 1883-1968*, 1968.

CANADIAN PACIFIC RAILWAY

Fleet list of lake and river steamers

Okanagan Lake

Aberdeen	1893-1916
York	1901-1932
Okanagan	1907-1934
Kaleden	1910-1920
Sicamous	1914-1942

Slocan Lake

Slocan	1897-1905
Wm. Hunter	1899-1903
Sandon	1898-1927
Slocan (2)	1905-1928
Roseberry	1928-1943
Roseberry (2)	1943-1957

Arrow Lakes

Columbia*	1896-1920
Nakusp*	1895-1897
Trail*	1896-1900
Illecillewaet*	1892-1902
Lytton*	1890-1903
Rossland	1897-1916
Kootenay	1897-1919
Minto	1898-1954
Whatshan	1909-1920
Bonnington	1911-1931
Columbia (2)	1920-1948
Columbia (3)	1948-1954

Kootenay Lake

Nelson*	1891-1913
Kokanee*	1896-1923
Moyie	1898-1956
Procter	1900-1921
Kuskanook	1906-1931
Nelson	1913-1919
Nasookin	1913-1930

Stikine River

Duchesney	1898-1899
Hamlin	1898-1899
McConnel	1898-1899
Ogilvie	1898-1899

*Purchased from C.K.S.N. Co.



Rounding Up Squared Circles

Dr. W. G. Moffatt, Hickory Hollow, RR-3, Ballston Lake, N.Y. 12019

The Roster is now well under way, with 108 Roster forms mailed out as I write this column. It appears that a number of collectors do not own a copy of the 3rd edition of the Squared Circle Handbook; I recommend that you send \$2.00 for a postpaid copy to our Handbook Chairman Bob Woolley. It will be a small sum well spent, even if only for the purpose of enabling you to recognize some of the 'better' items which might turn up, so that you can more knowledgeably use them as trading material.

* * *

Some Roster forms are now returned and those, along with other correspondence, provide much interesting new information.

Another previously unrecorded town on 5c RLS is reported by Miss Cathleen Jones: BAIE • VERTE, N.B. When the Roster returns are all in, I will make available an up-to-date listing of known towns.

Max Rosenthal provided a list of new information, including the following new late dates:

CACHE BAY AP 15/05
HARRISTON AU 6/01
THORNHILL PM/FE 25/09
WALLACEBRG MY 17/00

The CACHE BAY strike has no zero in the year date, but the year is '05 since the strike appears on a 7c Edward.

He also reports:

CALGARY, (blank) /OC 11/98—this is the third CALGARY blank known to me, the other two dates being AU 10/97 and MR 7/98.

ARNPRIOR, JU/JY 12/06—a previously unreported date for this curious indicia (see the March, 1970 column for discussion of this indicia variety).

STRATHROY on 2c Jubilee—although the earliest and latest known dates suggest that this town should be found on the Jubilee issue, this is the first report of it on any denomination of Jubilee.

POWASSAN and THORNHILL on 2c Map Stamp—the first report of either town on the Map Stamp.

* * *

Dave Handelman reported two new late dates:

MACLEOD DE 12/98
WHITBY MR 31/00

The MACLEOD late date now carries the known period of use into the Map Stamp period; this town should be looked for on Map.

He also reported another example of the WINGHAM year-date error, MY 13/10; this strike, like all other '10 dates for WINGHAM, appears on the Numeral issue.

* * *

Dr. Warren Bosch reports a new late date for MARKDALE I: MY 28/94. Jerry Carr reported several new record dates, as follows:

GODERICH, FE 20/06—latest
MANSONVILLE, NO 25/98—latest
PETITCODIAC, NO 1/93—earliest

Seymour Blomfield reports a new late date for ROTHESAY: SP 29/09.

* * *

Nels Pelletier reports having BRANTFORD, 2/SP 10/00. This adds to the list of known time-marks for BRANTFORD given on page 43 of the Handbook. He also reports a new early date for CUMBERLAND: JU 8/94; and a new late date for KENTVILLE: JY 25/01. The latter actually reads "10", and is another example of the '10 year date error for this town.

Two year date errors are reported by Harold Wilding:

MARKDALE II: JU 18/49
WIARTON: JU 1/49

Dr. Whitehead cautioned against assuming that 1900 year dates involving two different-size, or shape, zeroes will be found in an unbroken run between two known dates. He cites, as a counter-example, MORDEN for which '37' is known on JY 3, JY 20, AU 14, SP 4, and SP 25; but the '37' mark is missing on SP 7 (year is 1897 for all).

He also told me of two '0' varieties for WINNIPEG I, of which I was unaware. These are 1/JY 0/97 and 1/AU 0/97. In the JY strike, the '0', an oval zero, stands alone and is vertical; in the AU strike, the zero also stands alone, but lies on its side. Undoubtedly the work of the same clerk!

Handstamped Postmarks

by Frank W. Campbell

Handstamped postmarks probably started in England about 1661 with the circle day/month "Bishopp Mark," and the fine triangular Dockwra 1681 triangular Penny-Post was a fine follow-up postmark.

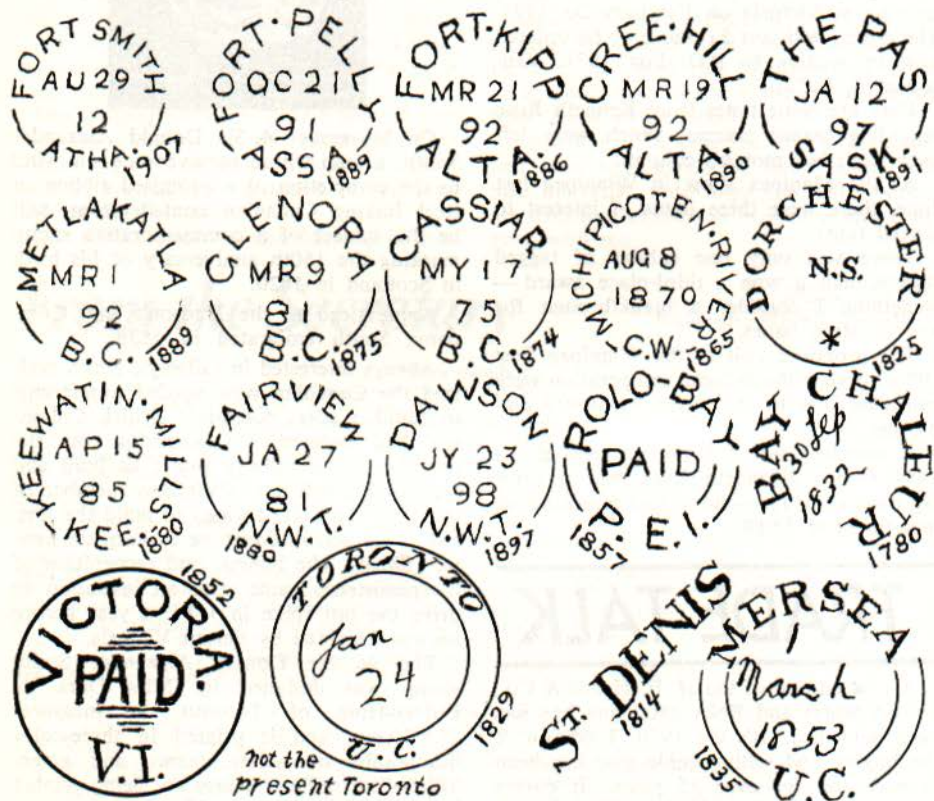
I illustrated about 3,000 postmarks from pencil tracings in my *Canada Post Offices, 1755/1895* and more than once I was told I should not have illustrated items not seen on an actual cover. Probably 300 of these drawings were from records in the London, England, proof book, starting in 1839, or from the Toronto archives where I spent four days tracing from actual covers, or from covers in Detroit archives.

Many of these London tracings have not

been seen on cover, of course. Was it "un-ethical" to illustrate the whole 1841-page of *Ship Letter Straight-Line Marks* for 17 New Brunswick and Nova Scotia offices, most of which have not been seen on cover? The P.E.I. ship letter has not been seen, but may exist, so keep a watch for it.

St. Francois Dt. Quebec, 1847, manuscript-dated, with LC in base, just may mean the Dt.-Quebec refers to the Judicial district in which it is located. In 1763 three districts, Montreal, Quebec and Three Rivers, were formed as Districts. Ontario was not then created.

Aylmer-Ottawa on postmarks confuses
(Continued on page 284)



SOME RARE POSTMARKS, NOT ALL NOTED IN THIS ARTICLE

(only one or two of these are known to collectors; the years noted outside each are the opening dates of the post offices)

TOPICS: THE NEWSFRONT

BNAPS' officer in charge of handbooks, ex-president Bob Woolley, reminds us that he is continuing to act as an agent for the Canadian Philatelic Society of Great Britain for any Canadian or U.S. member who finds it more convenient to pay membership dues by personal cheque. Just make out your cheque for \$3.75 in Canadian funds (or a "check" for the same amount in U.S. dollars) to Bob Woolley personally.

"Confederation '71 Express" is a first-day cover project to commemorate the British Columbia centennial next year. Only 25,000 covers will be issued carrying the McKenize stamp, and they'll travel across Canada on the "Confederation Express" in (for reasons that elude us) a 1928 Pontiac truck, arriving at Victoria on February 20, 1971. The covers will cost \$1 and may be ordered now by writing to P.O. Box 1971, Vancouver 3, B.C.

Here are some notes from Kenneth Rose regarding tagged stamps, which were left over from last month's column:

At the Maniex show in Winnipeg last June, there were three items of interest to tagged fans:

There was only one exhibit of tagged stamps, and it won a third-place award — something I consider a breakthrough for very modern issues.

The proposed visit to the Winnipeg Post Office to view the Safacan in operation were cancelled due to the strike by postal employees.

A matched set of blank corners of the 1954 Queen Elizabeth issue had a price tag on it of \$115 — not a bad return on an investment of \$2.88.

TRADE TALK

A new edition of the H. E. Harris & Co., United States and BNA catalogue has just been published. It's the 1970-71 edition of the buying and selling guide that has been in wide use for over 35 years. It covers stamps of the U.S. and possessions, United Nations, Canada, and the Canadian provinces. It costs \$1 in the U.S., likely a little more in Canada.

Post Office Department NEW ISSUES



On November 4 Sir Donald Alexander Smith, a man whose perseverance was vital to the completion of a promised ribbon of steel linking Canadian confederation, will be the subject of a commemorative stamp marking the 150th anniversary of his birth in Scotland in 1820.

Apprenticed to the Hudson's Bay Company, Smith emigrated in 1838.

Always interested in railways, Smith realized the Canadian west needed immigrants to fulfill a great potential. British Columbia had entered Confederation on the promise that a railway would be built and Smith, although not officially a member of the 1880 syndicate formed to build the line, risked his personal fortune to keep the venture afloat. The honour and recognition of his persistence came with an invitation to drive the last spike in 1885, a year before he was knighted by Queen Victoria.

The 6c Sir Donald Alexander Smith stamp was designed by Miss Dora de Pédery-Hunt of Toronto. It measures 24 x 30 mm and is printed in three-color lithography in yellow, brown and green. Thirty-four million stamps are being printed by the Canadian Bank Note Company of Ottawa.

Collectors may order their stamps at face value through the philatelic service.

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT Dr. R. V. C. Carr, 117 Robin Hood Way, Sherwood Forest, Youngstown, Ohio 44511

VICE-PRESIDENT Sam C. Nickle, 1208 Belavista Cr., Calgary, Alta.

SECRETARY Jack Levine, 2121-G Birchwood Drive, Raleigh, North Carolina 27609

TREASURER Leo J. LaFrance, Box 229, Ossining, N.Y. 10562

BOARD OF GOVERNORS

Nine sitting; three elected every year for a three-year term:

1968-70 L. M. Bell, R. H. Pratt, D. G. Rosenblat

1969-71 A. P. Cook, G. B. Llewellyn (Chairman), C. R. McNeil

1970-72 Dr. R. A. Chaplin, S. S. Kenyon, Wilmer C. Rockett

Memo from the President

DR. R. V. C. CARR
Youngstown, Ohio

By the time this gets in *Topics*, Easton will be over and, I hope, a good time will have been had by all. As of this writing, I am ready to leave for England to represent our Society at Philympia and to see a lot of England. Both my daughter, Laura, and I will exhibit and we both are hoping to do well.

The summer has been quite a smooth one from the position of your president. Our officers have been most diligent in most cases in keeping me informed of the progress of the Society.

Our editor reports a nice backlog of ma-

terial and this is a long-hoped-for message. But, don't let this news stop you from writing as a bit of laxity can easily deplete that backlog.

Many of our delinquent members are paying their dues late, which makes so much more work for the officers. Next year won't you please assist us in getting your check in *on time*?

Soon it will be time for my "swan song" and your new president, Sam Nickle, will take the reins. I do hope you will co-operate with him as most of you so wonderfully have with me.

From the Secretary

JACK LEVINE
Raleigh, North Carolina

New Members

- 2549 Cameron, Allan F., 995 First Street, Gravenhurst, Ontario
2550 Clapp, James A. III, 10018 Cedar Creek, Houston, Texas 77042
2551 Clark, Stuart A., 924 North Drive, Winnipeg 19, Manitoba
2552 Daniels, Ralph B., 35 Bryant Road, Ajax, Ontario
2553 Hickey, Joseph W., 214 Bonnie Brae, Wichita, Kansas 67207
2554 Flood, Richard D., 124 Chevy Chase, Thermopolis, Wyoming 82443
2555 Goldsmith, Kennard E., RFD No. 1, Box 69C, Barnstead, New Hampshire 03218
2556 Grigson, Roger, 1 Park Close, Brook Street, Windsor, Berkshire, England
2557 Hughes, Dr. Harley J., 910 Ridgeway Street, Thunder Bay, Ontario
2558 Leach, Ronald G., 695 Muskoka Street South, Gravenhurst, Ontario
2559 Leverton, Allan M., 86 Strand, London W.C. 2, England
2560 Moore, Marcus, 36 Newfield Crescent, Dore, Sheffield S17. 3DE, Yorkshire, England
2561 McIntyre, John M., 638 Centennial Street, Winnipeg 9, Manitoba
2562 Proulx, David H., 7629 Homestead Drive, Baldwinville, New York 13027
2563 Poirier, Germain, 6690-29th Avenue, Apt. 6, Montreal 409, Quebec
2564 Pyle, Palmer E., 2107D North Rolfe Street, Arlington, Virginia 22209
2565 Todd, Janis E., 1530 Chestnut Street, San Francisco, California 94123
2566 Wickerson, Lorne T., 10A-515 West 110th Street, New York, N.Y. 10025

Applications Pending

- Davidson, Lawrence E., 56 Crestwood Avenue, Kitchener, Ontario
Moodie, Craig, 7 Church Street West, Erin, Ontario
McCusker, John J., 8413 Fifty-seventh Avenue, College Park, Maryland 20740
Olivere, George T., 11 Sycamore Place, St. John's, Newfoundland
Woods, Lawrence C. Jr., 128 North Craig Street, Pittsburgh, Pennsylvania 15213

Applications for Membership

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

- DROESKE, Carl W., Box 1695, Medley, Alta. (C) CAN—19th and 20th century mint and used postage and blocks. Precancels. Perfins. Proposed by R. J. Woolley, No. 359.

- HILTON, Harold Victor, 40 Sabrina Rd., Wichtwick, Wolverhampton, Staffs. Eng. (C-CX) CAN, NFD, N.S., P.E.I.—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless, 1st Day and 1st Flight covers. Mint, used Airmails and on cover. Postal Stationery entires. Proofs and Essays. "Locals". R.P.O. cancellation. SPECIALTY—Nfld. Proposed by R. V. C. Carr, No. 1427.
- JAMES, Lorne, 36—2705 Cook St., Victoria, B.C. (C-CX) CAN—19th and 20th century mint and used postage and used blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes. Precancels. Federal Revenues, Mint and Used Airmails, Slogan and Duplex cancellations. Proposed by J. Levine, No. L1.
- LAURENCE, Hugh, 418 Fairview Drive, Whitby, Ont. (C-C) CAN., NFD., PROV.—20th century mint and used postage and mint blocks. Admirals on cover. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes and complete. Mint and used Airmails. Printing varieties, esp. Admirals. Proposed by J. Levine, No. L1.
- MONKMAN, Don, Box 7, Cookstown, Ont. (C-CX) Proposed by N. Pelletier, No. 1268.
- PARSONS, Donald R., 34 Harding Ave., Braintree, Mass. 02184 (DC-X) CAN, NFD—19th and 20th century mint and used postage. 1st Flight covers. Coils. O.H.M.S.-G. Precancels. Mint and used Airmails. Postal stationery entires. Proposed by R. J. Woolley, No. 359.
- PAWLUK, William S., 2637—6th Avenue N.W., Calgary 42, Alta. (C) CAN.—19th and 20th century mint and used postage and blocks. Proposed by F. Kraemer, No. 1798. Seconded by S. Nickle, No. L1727.
- ZAWADZKI, Marek J., Staszica 12 m 5, Kielce, Poland (C-CX) CAN.—19th and 20th century mint postage and blocks. 1st Day covers. Mint/Airmails, and on cover. Proposed by R. L. Kisch, No. 2492.

Changes of Address

(Notice of change must be sent to the Secretary. Any other office will cause delay)

- 2047 Beaver, James E., 157 East 71st Street, Indianapolis, Ind. 46220
- 2406 Carroll, V. J. V., No. 405—8208 Flint Road S.E., Calgary 27, Alta.
- 2433 Clampett, Harry A. Jr., 44 Strawberry Hill Ave., Apt. 7G, Stamford, Conn. 06902
- 2284 Gregory, Neil T., 2109 McKinnon Ave., Saskatoon, Sask.
- 1959 Hatcher, James B., c/o Scott Publications, 604 Fifth Avenue, N.Y.C. 10020.
- 2515 Hogbin, James D., P.O. Box 4014, Fullerton, Calif. 92634.
- 2358 Zelonka, Ron A., 174 Earl St., Apt. 9, Kingston, Ontario

Mail Returned

(Information to present address appreciated. Dropped from mailing list)

- 2064 Allison, Cecil R., 101 Confederation Drive, Scarborough, Ont.
- 1307 Amtmann, Bernard, 441 Mt. Pleasant Ave., Westmount, Que.
- 2520 Blander, Jack, 7910 Cote St. Luc Rd., Apt. 711, Montreal 267, Quebec
- 1915 Rosenblatt, Philip, 698 West End Ave., N.Y.C. 10025
- 2521 Forbes, David Murray, Box 16, Suite 5, Goose Airport, Nfld.

Membership Summary

TOTAL MEMBERSHIP, August 1, 1970	1087
NEW MEMBERS, September 1, 1970	18
TOTAL MEMBERSHIP, September 1, 1970	1105

Notes from the Librarian

MICHAEL SQUIRELL
Lively, Ontario

The main bulk of the library has now been received and organized. Complete indexing and filing of the library will take some time and a complete list of our library will, I hope, be finished in time for the 1972 Yearbook. In the meantime members can send me article requests by the listings in the 1970 and 1971 yearbooks or by subject.

Until the postal regulations are published in *Topics* for the special rates for libraries, I will continue to send out members' re-

quests under the present, relatively expensive, system. It is hoped that when these new rates come into effect loans from the library will increase greatly.

Recent donations: A. G. Adderson—One year's subscription to *The Collector's Mail Auctions*; Stanley Gibbons, the October 1969 issue of SGM containing E. A. Smythies' article *The 1897 Jubilee Issue of Canada and its Forgeries*; Canada Post Office, a subscription to *Communication*, the new Post Office publication.

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** — Fourth Wednesday of each month at 8 p.m.; Dickinson Room, Stry Credit Union Building, 144 E. 7th Avenue, Vancouver.
- 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.
- Calgary** — Meets fourth Tuesday at 8 p.m., Secretary: Mrs. Jack Benning, 157 Wildwood Drive, Calgary 5, Alberta.



EDWARD HAUSMANN

Here's the editor — the one to blame
for all those misspellings and typos

*Edward H.
Hausmann
No. 2489*

After much persuasion, we are now able to get some information on the editor of *Topics* — Edward H. Hausmann.

A native of Toronto of Swiss parentage, Ed first learned about stamp collecting from his father, a foreign correspondent for the CPR, who, having access to many foreign stamps, brought them home hoping to start his son on a useful hobby. It paid off as Ed won first prize in a YMCA fair for his "very orderly collection".

But photography interceded and he became a reporter-photographer for the *Moose Jaw* daily followed by a nine-year stint with CBC as photo editor.

While free-lancing as a writer, Ed wrote the feature story for *Weekend Picture Magazine* of the Jarrett auctions held by Jim Sissons. This motivated collecting mint Canada for a short time but was interrupted by a trip abroad and to CTV network as chief publicist.

Now came a long freelancing period to

Africa (via Jeep plus wife) during which time he did work for the Toronto papers and the Smithsonian Institution. Back he came to CTV as promotion manager with an interruption for writing—three TV plays (one produced in Montreal) then to his present position as Editor of *Star Week*, a supplement to the Toronto Star.

Ed finds that mint stamps of Canada are his greatest like ("... can't possibly conceive of a used stamp ever being 'superb', this being a contradiction.") plus coils and panes.

There is also in the Hausmann household: one wife, a two-year old son, a huge collection of Duke Ellington records plus a great hi-fi, some unfinished oil paintings, a large supply of plaster and paint for redoing the "town house", stacks of magazines and books unread, and lots of stamps.

Other hobbies include some freelance writing and art work plus editing *Topics*.

Ed is open for useful suggestions on how to improve *Topics* and wants a wider variety of articles and desires the help of his fellow BNAPSers—the same plea that I have been making for the last year or so.

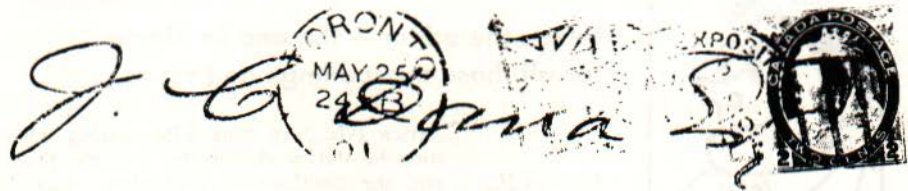
—Dr. R. V. C. Carr

...and some doodles by The Editor

This issue will reach most members during, or right after, the BNAPS convention at Easton, Maryland. Among the many items of business that will come up then will be some concerning *Topics*: some of the things that will be considered will be printing the magazine by offset, rather than the present letterpress, to reduce costs, using the same printer. We'll also discuss cutting the number of issues down to six a year (but with twice the pages per issue), adjusting the advertising rates, and explore the desirability of continuing to print the annual directory issue in its present state.

Charles Blair, who wrote the story on the 10c Admiral on wove paper in the August issue, dropped us a kind note thanking us for "taking the time and effort" to add the illustrations and heading to his story, thus doing both himself and his article "a great service and making it appear just that much more professional looking." Many thanks for your note; we only wish we had more time to devote to *Topics*, but then again, if it weren't for the articles and support we receive there wouldn't even be a magazine to begin with.

MAIL FROM OUR MEMBERS



The strange case of the mysterious "S" and "B"

In Topics of May, 1965, attention was called to the mystery of the letter "S" which often appeared with the posting time of Toronto and Hamilton flag cancellations. To date no one has been able to give a satisfactory answer to the meaning of this abbreviation.

Now, two covers with type 9, Toronto's Canada Exposition flag of 1901, have been discovered by Mrs. C. D. Kendall of W. Springfield, Mass., with the letter "B" in the date hub.

This only compounds the puzzle. Perhaps a smarter member has an explanation.

— John F. Wilsdon

New late date found

Recently I obtained a cover from London, Ontario, with a barred-circle cancellation dated JU 2 10A. This is the latest date of use that I am aware of.

— Robert A. Chaplin

Daggers and Darts Department

I am intrigued no end by the article on page 204 of Topics for August, 1970.

Firstly, Mr. Smythies (E. A., not "A. E."), a non-member, is identified as the co-author of "the standard handbook"; as the title is not capitalized, that is probably not the name, but just what is "the standard handbook"—certainly something that Canadian stamps and philately has needed for years?

Secondly, Mr. Smythies may be an authority on the English language as spoken in England, but he just doesn't know what he is talking about in limiting the use of

the word "flat" in the U.S. to a flat tire; the individual apartments in tenements are always referred to as "flats"; witness the old-style arrangement of a series of rooms strung out with windows front and back, but the rooms in the middle with only an opening on a shaft, referred to as "railroad flats".

Thirdly, the registered stamps first appeared in November, 1875, which is 95 years ago; they were phased out in 1893, so that the very last stamp printed would now be 77 years old. If Mr. Smythies has studied any Canadian stamps at all, he must know how unstable were the inks used in the 19th century, especially those in the orange or red categories. I defy anyone to pick up one of these stamps today, and have the temerity to say that the color or shade is exactly as that stamp was produced 77-95 years ago. For this reason, any article dealing with the colors of these early stamps—or perhaps I should say "shades" rather than "colors"—is just wasting paper.

— F. Walter Pollock

Member Pollock is a most astute nit-picker; by "standard" I meant the most commonly-used reference book on the subject, and had I meant "authoritative" I would have used that word. As to the American use of "flats" for living quarters, this is certainly used most infrequently in comparison to "apartments." And as to ink colors changing over the years, the point is well enough taken but does not negate Smythies' arguments against the color terminology used in standard catalogues; to say this is a waste of paper is both far-fetched and irresponsible. Mr. Pollock will be pleased to know that we will be running more pieces by non-member Smythies in future issues.—The editor.

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The total number of rollers used in Toronto between 1894 and 1934 was very considerable. The handbook records: (a) with "Toronto, Ont." numbers 1 to 125 by 1910, and 200 by 1928; (b) with "Toronto" (no "Ont.") 1 to 57; (c) with a large type of roller introduced in 1928 numbers 200 to 228; (d) with "Toronto, Canada," introduced in 1921, numbers 1 to 25. There were also a few rollers specifically marked "Sub No." or "S.O."

NEWFOUNDLAND (continued)

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RARE POSTMARKS (continued)

many, as it is in Quebec. The office was established in 1832, and Aylmer-West at times is seen on the similar Aylmer established in Ontario in 1836.

Odd locally-made markings are rare, but MACNAB-CB. in a small double circle, dated 1838, illustrated in Sissons 1964 catalog is notable. The place was established in 1839 by available records, but the marking is a year earlier. Such is the vagueness of postal data.

Woodstock, both New Brunswick and Ontario, is interesting. Both have a small circle in the 1870s, with M.O. in the circle. So far I have no definite data as to what this M.O. means. The Ontario Woodstock has the widest circle postmark known, in WOODSTOCK-UC manuscript dated 1834: 36 mm wide. Oddly enough, this is another instance of a marking dated a year before the office was officially opened, according to available records.

Woodstock, New Brunswick has many designs in postmarks, and oddly this is another "dating" problem as a postmaster was appointed some years before official opening dates can be located. I used the 1830 "appointment date" in my lists. An odd straight-line mark WOODSTOCK JUL & 1832 exists for this office. Can it mean the "&" just covered all days in July? Possibly inserting type for each day-change was a problem.

About 1829 many double-circle postmarks were made from loose printer's type, mostly manuscript dated, and many used italic type. By-Town and Stanstead are the most common in this style, and Toronto UC in italic type is a rarity. This is the Toronto that later became Cooksville, not the present Toronto.

I have known postmark names that differ to printed listings. In 1873 a particular area changed names three times in a year, so the marking instrument may not have caught up to the changes: West Clayton to Dutton to West Lorne. To add to the confusion, this is not the present Dutton.

Another possible "used marking" might be the confusing "Grand Junction, N.W.T. 1888," one copy known. Could it be a name for a proposed office that really opened under another name?

I have sold all my philatelia, but am still interested, and can answer mostly from the 500 pages of my writings of which I kept one copy.

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