

NOVEMBER, 1970 Volume 27, No. 10 (whole number 295)



CANADA - I DEMONST

# BNA TOPICS

Official Journal of The British North America Philatelic Society

# CANADA

Judging by the 1971 Scott Catalogue, we BNAPSers are not the only ones who put Canada close to the top of the list of favourite countries. Actually, the dramatic increases in modern Canada, 1900-1950, only reflect what has been going on for the past year in the open market. Shortly after the 1970 catalogues were released many of the Canadian prices for this period became obsolete.

Like most dealers, we have had our problems trying to keep our stocks up. However, in most cases we have managed to "roll with the punches" and find replacement stock somewhere, but rarely at the same price as the previous purchase!

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**Catalogue** ..... 7/6d.

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November 26-27, 1970

An auction of solely Queen Victoria material opening with 196 lots of Penny Blacks including rare plates and inverted watermarks. These are followed by Twopenny Blues and 1841 issues with varieties and multiples.

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Second and third days comprise representative ranges of most other countries, notably Great Britain, Grenada and other Commonwealth.

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# BNA TOPICS



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Vol. 27, No. 10

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# How Perfins came to be...

Through the courtesy of Dr. A. Whitehead we are able to reprint some correspondence from the *London Times* of 100 years ago. Under date of January 22, 1869 appears the following item in the *Letters to the Editor* column:

*Walbrook House E.C. January 18*

Sir,

Several letters appeared in *The Times* of the 6th and 7th inst., complaining of irregularities of the Post-Office in the delivery of letters. As the subject is one of vital importance to the trading community, I hope to be allowed to show that the fault in most instances lies in another direction than the Post Office, and how it may be remedied.

"M.B.," one of the correspondents of the *Times*, suggests that possibly the stamps may prove the temptation. I am very certain that stamps do prove a temptation; and that large firms and companies are great losers thereby. In this respect a case may be cited that came before the Manchester magistrates last year, when a person was convicted of receiving 7,000 postage and receipt stamps, amounting to £35.19.2, from office boys and junior clerks who had stolen them. Some of these stamps had been removed from letters, etc., afterwards destroyed, and others were quite new, not having been used. Many firms who have suffered from depredations of this sort have written to the Post Office on the subject, and a plan which gives the public every security has been devised and submitted to, and received the entire approval of the authorities, who have recommended its general use.

This plan, the machines for which are my own invention, is to perforate the postage stamps with the initials of the persons using them, which renders the stamps useless except to the owners, and prevents the sale of them to stamp vendors and others.

In their printed instructions issued to news agents and receiving houses throughout the Kingdom the Post Office have strongly recommended its adoption "as the

most effectual means of preventing the fraudulent removal of postage stamps."

I am, Sir, your most obedient servant,  
Joseph Sloper

Later still, in January 1869, a further letter is quoted:

As several firms have applied to the branch Post Offices for the purpose of having their postage stamps perforated on my system with their initials, as authorized by the Post Office, will you kindly allow me to state that all applications for postage stamps to be so perforated should be made to the manager's offices, Sloper's Patents, Walbrook House E.C., and not at the Post Office branches?

Joseph Sloper.

Then, on October 5, 1869, the following news story appeared:

At the Mansion House yesterday, Charles Spencer, a well dressed lad, 14 years of age, described as a clerk, was charged, on remand, before the Lord Mayor with a robbery of postage stamps. Mr. E. B. Osborn, solicitor, attended to represent the Post Office authorities.

About 25 minutes to 7 o'clock on the evening of Thursday last a city detective named Carroll observed the prisoner near the post-office in Lombard Street, and found that he was taking the extra stamps from four letters in his hands. In this he succeeded, and the officer followed him to the Post Office in Eastcheap, where a clerk there gave him 3d for the four stamps.

He then took him into custody, and in reply to the charge he said he had been instructed to remove the stamps, as he was too late for the post. He had been employed about nine months by Messrs. Olney, Amsden and Co. of Fountain Court, Aldermanbury, and it was untrue either that he had missed the post, or that in such a case he would be authorized to take off the stamps.

It was, however, commented upon somewhat strongly, that single stamps should be purchased from lads by the Post Office authorities, and that one of the most stringent regulations in the department should have thus been broken. The prosecutors had had complaints from their customers



previously of the non-payment of their post letters, but the prisoner had assured them that this was his first offence. They took him direct from school, his parents were highly respectable, and no suspicion of dishonesty had previously been cast upon him.

Yesterday Alexander Skinner, a clerk at the Post Office in Eastcheap, was called as a witness, and stated that he had never seen the prisoner before 29th of September. On that evening he brought four stamps, and asked to receive 3½ for them. Witness handed him 3d without looking at them but afterwards saw they were separate stamps and had been taken from letters. He was calling the prisoner's attention to that fact when the officer took him into custody. That was all he knew of the affair. He had been eight years in the service of the Post Office without a blemish on his character. The officer Carroll asserted that he had heard the witness tell the lad that he would give him 3d for the stamps as they were, and 3½d if they had not been separated. He examined them closely before he paid the money. The witness denied that this was so. The Lord Mayor told him that he had acted foolishly and that he ought to have once declined to purchase the stamps.

Mr. Osborn said it was against the rules of the Post Office to receive separate stamps and that such a regulation would, if observed, have prevented a fraud like the present. The Lord Mayor said he would remand the prisoner for a week to enable the Ordinary of Newgate to see him. He called the attention of the prosecutors to a system, authorized and approved by the Postmaster-General, of perforating stamps with the initials of the firm to whom they belonged. This had been patented by a Mr. Sloper and all stamps so perforated could not be sold at any Post Office.

Mr. Olney, one of the prosecutors, agreed that such a system would be very advantageous but said the cost of perforating would be very considerable. He suggested

that the Post Office should sell stamps perforated with the various letters of the alphabet, which might be bought by the firms or persons requiring such a safeguard. Mr. Osborn said the system was now in use by many houses to a large extent and it acted very well. It was, however, a great advantage to the public to be able to sell stamps to the Post Office and it discouraged the transmission of coin by the Post. Mr. Sloper, the patentee of the system, said there was nothing in its working to prevent its becoming very generally used.

The Lord Mayor said he hoped it would.

And on October 13, 1870, Sloper wrote another letter to *The Times of London*:

In your report, on the 5th inst., of this case, before the Lord Mayor, at the Mansion House, Mr. Olney, one of the prosecutors in the case, in reply to a remark made by his Lordship as to perforating the initials on stamps, agreed that the system was very advantageous, but said the cost would be considerable. Mr. Olney suggested that the Post Office should sell stamps perforated with the letters of the alphabet, to be bought by firms requiring such a safeguard.

As I have a special license and authority from the Postmaster-General to carry out this system for the protection of the public, in accordance with my proposition to the Government for that purpose, I will feel much obliged if you will allow me to state in your columns that the expense is inconsiderable and that it works in the most satisfactory manner to all parties who have adopted it and which is now in extensive operation.

The plan of perforating stamps with the letters of the alphabet would, if acted on, defeat one chief feature in the working of this system as many firms would require the same letters and in that case there would be no identity and the security greatly lessened.

Joseph Sloper

**The post offices of**

# RUSSELL COUNTY

**by Max Rosenthal**

Russell County was named for Peter Russell, Administrator of Upper Canada after Lieutenant-Governor Simcoe left in 1796. Going upstream on the Ottawa River are two townships, Clarence and Cumberland. South of them, inland, are the other two, Cambridge and Russell. Most of the original settlers were from New York State, New Hampshire and Vermont. French-Canadians began to move in in the 1820s, but the first important movement of Quebec settlers into the county began in 1849. As with the other easternmost counties of Ontario, Russell became strongly French-Canadian in the second half of the 19th century.

The earliest settlers came to Russell Township in 1829. At the site of Russell Village, at the 3rd concession road and the 10th sideroad, John Mattice, of Cornwall, and William Duncan, of the Baie des Chaleurs, established in 1841 a potash factory and saw mill, on the banks of the Castor River. The village which sprang up was called Duncanville, but when Duncan opened a post office in 1848 it was called Russell, after the township. Mail came twice a week in the early 1850s.

Settlement began in Clarence Township not long after 1820. Clarence post office was opened in 1851 by Richard Woodley in a village on the Ottawa River road in concession 5, before that having been called New England, reflecting the origin of its settlers; it got mail three times a week.

In 1801 Abel Dunning and his four sons had established themselves in Cumberland Township, at the site of the future village of the same name, at the Ottawa River road and the 5th concession road. It was George Gibb Dunning who opened Cumberland post office in 1851. From 1856 to 1863 the name was changed to Osborne, but then went back to Cumberland. Dunning kept a general store.

Bear Brook village, at the 5th concession road and 10th sideroad of Cumberland Township, began in 1836, named after the many bears seen around there. John Walsh opened a post office in 1855.

The first pioneer in Cambridge Township, Martin Casselman, lumber merchant and farmer, came about 1830, when it was completely deserted. In 1847 he bought 1,000 acres, on both sides of the Little

Nation River, from Major Jessup, and built a dam and saw mill at the High Fall. In 1857 John Casselman opened Casselman post office there, in lot 9, north of the line of the 6th concession. When the railway came through, to the south, South Casselman post office was established on it in 1886, at the 7th concession road and 10th sideroad. The original Casselman post office was closed in 1897, and next year South Casselman was shortened to Casselman.

#### *OTTAWA RIVER STEAMSHIP MAIL*

In 1855 the Postmaster General let tenders for a four-year contract for the establishment of a regular steamship mail service between Ottawa and Carillon during the navigation season. The distance of 79 miles was to be made at an average speed of five miles per hour. Every day except Sunday it was to leave Ottawa not later than 4 a.m. Stopping at Cumberland, Clarence and post offices in Prescott County, at each place it was to meet the land carriers.

#### *THE 1860s*

The first two settlers in Embrun, on the road along the Castor River at the 8th concession road of Russell Township, came in 1845. Joseph Lalonde opened a post office in his general store in 1858. 1861 saw M. O'Meara establish Navan in Cumberland Township, at the 9th concession road and 10th sideroad. At the same concession road and the southern boundary road of the township Veighton came into being in 1864, named after its first postmaster, hotelkeeper John McVeigh. In 1883, however, it was renamed Dickenson. It closed in 1898.

In 1834 the founders of Clarence Creek arrived at the 6th concession road and the

5th sideroad of Clarence Township. Firmin Neaubert established its post office in 1867.

Rockland, in the same township on the Ottawa River road, in concession 8, owed its founding to the lumber industry, and the two sawmills of William C. Edwards. He opened a post office in his store in 1869. Mail was daily. The same year, also in Clarence, appeared Grant, on the 11th concession road, opposite sideroad 25.

#### TWO OBSCURE POST OFFICES

Bentonville, opened in 1873 by John Benton in Cambridge Township, only lasted to 1877. It was at the corner of the southern boundary road and the road slanting through lot 15. From 1877 to 1879 only Clarence Township had a post office called Caron, run by Francois LeBlanc.

Canaan came into being in 1874 in Clarence, on the 5th concession road, on the north side of Bear Brook.

On the 10th concession road of Cambridge, in lot 8, Adolphus Mayer opened Mayerville in 1878. It was four miles south

of old Casselman, from which it got a daily mail. Ralph Casselman had a flour mill there. A year later Marvelville came into being, at the western boundary of Russell and the 5th sideroad, kept by J. G. Warring in his general store. Also in 1879, St. Albert was opened at the 10th concession road and 19th sideroad of Cambridge.

At the 5th concession road and 20th sideroad of Clarence Township opened in 1880 The Brook. This uninspired name was suggested by a surveyor from its location on Bear Brook. The Reverend Raymond did not favor it, and called a meeting to change it to Belval. Some older people, used to The Brook, objected to changing it. He dropped the idea, but in 1910 it was renamed Bourget, after a former Bishop of Montreal.

#### THE COMING OF THE RAILWAY

The coming of the railway brought about the existence of South Indian post office, opened in 1883 where it crossed the

(Continued on page 303)

*Some Philatelic Posers . . .*

*by E. A. Smythies*

## WHY WAS PLATE II USED?

One of the unsolved problems of Canadian philately is why a certain plate was ever used for printing stamps. The plate is the second used on the 5c Registered stamp of 1886 to 1892. As my readers will recall it was made in 1886 but was all wrong, and put away in storage unused and unfinished.

Then six years later, shortly before Registered stamps were finally given up and replaced by the composite Small Queen 8c blue-grey, Plate II was taken out of stock and, although still unfinished and unsatisfactory and without imprints and with scores of blemishes, it was used for printing stamps. That was in September of 1892.

To appreciate the problem, I must emphasize that there were two other plates of the 5c value available; plate I, recently re-entered and in good condition, and plate III which was practically new.

The obvious explanation that occurs to one is that all three plates were put to use to meet an acute shortage of this value, which, after May 1889, was the universal rate for registration everywhere. But we can say definitely this was not the case.

In September 1892 the color being used for both the Small Queen 2c and the Registered 5c was sea green. If stamps from plates I and II had been printed at that time they would also have been printed in sea green in appreciable quantities, but they were not. All the sea green blocks I have seen—a dozen or more, and most of the singles—were definitely from plate II as proved by re-entries, guide lines, dots, etc.

So we must conclude that for some inexplicable reason the two good plates available were ignored in the last printings, and the unsuitable, unsatisfactory and unfinished plate II was used.

(Third of a series)

# BALLOU'S FRASER RIVER EXPRESS

by Gerald Wellburn



The first mail-express operator in British Columbia was William T. (Billy) Ballou who also had been one of the pioneer "one-man" express companies in California during the gold rush in 1849.

Ballou was an "erratic adventurer of French descent" who was in the Mexican War and went to San Francisco in July 1849. He made some quick money by buying a cargo of beans from a Chilean ship and selling at a high price to the miners at Sacramento.

He then started an express service to the Southern California mines, his charges for a letter or newspaper being a thimblefull of gold-dust which was then worth about \$4.00. After some years in California, during which time he boasted of seeing his share of robberies, murders and hangings, he moved to Olympia, where with two partners he entered the merchandising business. There, he claimed, his partners lost the stock in a game of poker.

He made a trip to what is now British Columbia in the winter of 1857-8 with Governor McMullen of Washington Territory and others, to see if there was any

truth in the rumour of the discovery of gold on the Fraser River.

As soon as the gold-discovery was substantiated, Ballou went to San Francisco and made arrangements with Freeman & Co's Express, the great rival of Wells Fargo & Co. to represent them in the new territory, and in June 1858 he established the first mail-express to operate to the new mines under the name of "Ballou's Pioneer Fraser River Express."

Freeman's Express established an office in Victoria in July 1858 and carried on a service with San Francisco. After about a year they were bought out by Wells Fargo

& Co., and then Ballou co-operated with Wells Fargo and acted as their agent and forwarder in British Columbia.

Ballou's first Fraser River headquarters was at the Hudson's Bay Company's Fort Hope, which was the centre of the early gold excitement, and which for a time was as far up the Fraser River as steamboats could navigate.

In the winter of 1858-9 when steamboat service was irregular Ballou carried the Express to Fort Hope by canoe, and when he was unable to travel by canoe, he journeyed on snowshoes, complaining that the ice on the Fraser River was seldom good enough for skating. He no doubt used the back of an occasional Indian for packing his express, and his offices were corners of trading stores, miners' cabins, or any other makeshift which was available.

At an early date he obliged the government authorities by carrying gratuitously the Colonial mails in addition to his own express letters. The "mails" consisted of a small number of letters from overseas and the few official letters on Colonial business. This act increased Ballou's prestige, and he carried the official mails up the Canyons of the Fraser River to Cayoosh (now Lillooet) and to Fort Thompson (now Kamloops), but not without considerable labour and difficulty.

Although he charged fifty cents each for letters from Victoria to Fort Hope or Yale, and up to two dollars for letters beyond those lower Fraser River points, few letters were sent by the "mails", the greater part of incoming American letters, and Victoria correspondence to the mines went "express".

For nearly three years Ballou was the principal express operator in British Columbia, and with the Cariboo gold rush of 1861-2 he started "Ballou's Cariboo Express", operating to the Cariboo by way of the Douglas-Lillooet portage route.

In December 1860 Ballou applied for payment for carrying the government mails, but the Colonial authorities considered that the concession allowing him to carry most of the letters as "express" at charges fixed by himself, and subject only to a government postal tax of 2½d a letter, was sufficient reward, and that the small government mails should be carried free of charge.

In December 1861 he again demanded payment for the official mails, and when

payment was not forthcoming, he refused to carry them any longer. But Ballou's main competitor, Francis J. Barnard, was now forging ahead, and Barnard's Express temporarily took over the mail service without payment.

In May 1862 the government authorities, realizing the importance of the Cariboo gold rush, called for tenders for the conveyance of mails to the interior of British Columbia. Ballou's tender was rejected and the contract awarded to F. J. Barnard. Soon after, Ballou withdrew from the express business and sold out to Dietz and Nelson, who carried on as "Dietz and Nelson's Victoria and British Columbia Express."

Ballou then took charge of some small road contracts on the Douglas-portage road to the Cariboo. In 1863 he went to the upper country and in August applied to the Governor for permission to establish a saw-mill at Quesnelle, and to bring in \$12,000 worth of machinery free-of-duty. Once again his terms were not agreed to, and so he left British Columbia and went to the mines of Idaho.

However he was not forgotten in British Columbia, as witness an item in the Cariboo Sentinel, August 2, 1866:

*"BILLY BALLOU — We observe by the San Francisco papers that the old Fraser River expressman, Billy Ballou, has taken unto himself a wife, and is determined to settle down in the pursuit of matrimony. We hope that his new enterprise will turn out a happy and prosperous one."*

It would be nice to close this story with a reference to an achievement of Ballou's being crowned with success, but unfortunately such is not possible. It is reported that he finally moved to Seattle, and after years of poverty and obscurity, passed away, unknown, unhonoured and unmourned.

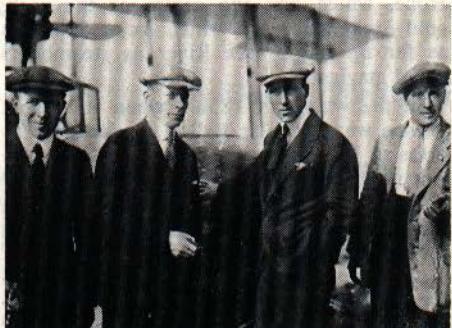
Ballou used an oval handstamp "Ballou's Fraser River Express." He also had two types of printed envelopes for his Fraser River Express and one printed envelope for his Cariboo Express. The printed envelopes were in buff and white, and were usually "franked" with the Victoria or New Westminster Post Office handstamps to denote payment of the Colonial postal tax.

All Ballou items are rare.

#### ACKNOWLEDGMENTS

Credit for some of the foregoing data is gladly given to A. S. Deaville, E. A. Wiltsee, and Henry C. Hitt. Grateful thanks are also given to the Provincial Archives of British Columbia for their invaluable aid in helping to uncover information of the early Express Companies.

# The first TRANS-CANADA Flight



The *F3* moored on the Ottawa River (left); and its crew (l-r): F/L G. O. Johnson, S/L B. D. Hobbs, W/C R. Leckie, and C. W. Heath.

Half a century ago, on October 7, 1920, Lt. Col. Robert Leckie and Major Basil Hobbs took off from Halifax in a single-engined Fairey seaplane—their destination, Vancouver. It was to be the first trans-Canada airplane flight, and with them they took a bag of mail addressed to various officials across the country. Their objective was to go nonstop to Ottawa, followed by a longer hop straight through to Winnipeg.

But things didn't work out that way.

Shortly after dropping the first mail over Saint John, Leckie and Hobbs ran into trouble. An engine cowling blew away, carrying with it a pump and oil pipes and smothering the men in gas and oil. They decided to land on the Saint John River at once.

The Fairey came down safely but the floats flooded and the plane settled down in the shallow water. With the seaplane a washout the airmen were rowed ashore. Wiring Halifax for help, a single-engine Curtiss HS2L flying boat was sent out and the pair took it over, flying to Fredericton for fuel, then to Riviere du Loup. It was a "horrid, rainy night," Leckie remembers, but they landed safely on the St. Lawrence River. A Saunders-Roe Felixstowe F-3 flying boat awaited them and early next morning, accompanied by foreman-mechanic C. W. Heath, they landed at Ottawa, around noon.

On October 9, now joined by Capt. G. O. Johnson who was to serve as navigator for

the largely-unflown sector between Ottawa and Winnipeg, they set off. "Communication wasn't too good," Johnson recalls. "We passed notes during daylight but things were harder at night." The plane took off from the Ottawa River, passing North Bay and dropping a message pouch reporting they "were making a good 50 mph."

Sault Ste. Marie was their next objective, 250 miles west. They landed there in late afternoon, but mist prevented their taking off for a night flight to Kenora as planned. Instead they set off at dawn on October 10, across Lake Superior and out of sight of land for 3½ hours. They made Kenora by late afternoon and refueled. It was dusk when they took off for Winnipeg. Following the Red River to lead them to Winnipeg towards the end of that leg, one engine began to overheat badly, while mist formed on the water. With Hobbs at the controls they landed, about 40 miles north of their target; things went well except for "taking out a telephone line across the river," as Johnson recalled.

Leckie went by car to Winnipeg; "I just wanted to get rid of that bag of mail. I'd had enough of it by then," he said.

Reaching Winnipeg, Leckie and the mail made straight for St. Charles airdrome where Capt. J. B. Home-May was waiting with a de Havilland 9A. Home-May headed west for Moose Jaw at 4:52 a.m., October 11, with Lt. Col. Arthur Tylee as passenger. Engine trouble over Regina forced



Six covers from the flight, mailed from various points

them to land there and F/L C. W. Cudamore flew in from Moose Jaw in another DH9A and continued on to Calgary.

At Calgary Capt. G. A. Thomson was standing by with a third DH9A for the last and most dangerous lap, across the Rockies. It had never been flown east to west.

Foul weather held up take-off until the morning of October 13, when Thomson and Tylee took off and made the first successful flight over the Selkirks; then snow and clouds closed, forcing them to land at a ranch outside Revelstoke.

By the 15th a break appeared in the weather and Thomson and Tylee soared away before noon. Despite a violent and dangerous flight they landed at Merritt early in the afternoon, weather-bound again until October 17.

Another break came then, allowing them through the Coquihalla Pass, after which they sighted the Fraser River; a hectic flight followed, often leaving them only a few feet between the racing water. They made

Vancouver in driving rain at 11:10 a.m. that day.

The 1920 trip covered 3,635 miles, involved six aircraft, 10 days, and 49.07 hours of flying time.

On June 25 of this year The Royal Canadian Flying Club Association re-enacted the 1920 flight, beginning at Shearwater, N.S., using a contingent of both new and antique airplanes and stopping at all but four of the places on the original flight. One of the passengers (on the leg from Three Rivers to Ottawa) was Leckie, now 80 and a retired Air Marshal.

Major R. K. Malott, working closely with the RCFCA, arranged for a set of 24 special commemorative covers to be carried on the flight as part of his activities to promote significant air events in Canada this year.

Earlier this year he arranged a commemorative flight between Toronto and Hamilton to mark the Grand Army flight of May 1920 (see page 178, Topics).

# A philatelic and postal history of

## NEWFOUNDLAND

a continuing series by Brien C. Damien; part nine

Until the 1930s, roads fit for wheeled vehicles existed in short lengths near St. John's, Corner Brook and Grand Falls. A conscious effort began during the late 1920s to provide motorable roads on the Avalon peninsula; the Commission of Government made the beginnings of a transinsular highway, but this work was interrupted by World War II and not recommended until Confederation.

Before Confederation, many post offices were very small affairs located in shacks, or sometimes merely a small box in the postmaster's home or general store. Larger centres enjoyed the benefit of three-storey wooden frame structures housing post office in addition to customs office, gaol, courthouse, and police station. Corner Brook and St. John's had the advantage of masonry buildings used entirely for postal purposes, although not until 1930 and 1886 respectively. In St. John's, the Market House Building, which served also as a court house and police station, housed the post office in its basement. This highly unsatisfactory condition changed in 1886 when a new General Post Office was built.

Constructed of brick with white stone ornamentation, the old GPO was opened to the public on June 7, 1886. Well-organized for its day, the old GPO soon became obsolete; this was remedied in part by a 1923 addition which is obvious in photographs because it does not fit in with the rest of the structure. Still, the opening of offices at St. John's East, St. John's West, and Rawlin's Cross was necessitated. Noted for its inefficient organization, the picturesque old building reached its greatest fame when it appeared on the 12c and 28c values of a set of 1928 Newfoundland postage stamps. Known also for its unusual cupola, the GPO was a gathering place following elections; its windows were used to post election returns. Hailed by local historian Michael Murphy as an "architectural curiosity St. John's could ill afford to part with", the old General Post Office was demolished in 1956 to make way for the new Canada Post Office Building, completed in 1959. The new five-storey edifice will continue to

serve for many years to come; at a cost of nearly \$2.5 million, it is the most expensive postal building in Newfoundland. The entire income of the Newfoundland post office's year 1809 would likely not pay for one day's electricity used by the new Canada Post Office Building. Such is change—and inflation.

Censorship was known almost as soon as the first letter was written in Newfoundland. Years before the establishment of a post office, a British military ruler, Major Lloyd, ruled the town. Lloyd, a drunkard and overall-poor administrator, was not greatly tolerated, and attempts to report his misdeeds were useless because he intercepted and censored all letters being taken from St. John's. The second instance of censorship was the official opening of all mail during World War II.

Naturally, customs inspection was necessary with parcels, but this was drastically reduced after Confederation with Canada in 1949.

From 1901 to 1949 the telegraphs were combined with the post office under the title of "Department of Posts and Telegraphs." After great difficulties with a firm which had held exclusive Newfoundland telegraphic rights, the government took over the company's operations. Posts and telegraphs were divorced at Confederation when telegraphy was put under Canadian National, the federal government's executor of its obligations under the Terms of Union joining Newfoundland and Canada.

In 1864 the first money order service commenced between St. John's and Great Britain. Shortly afterward, money order exchange was possible with Quebec, Ontario, Nova Scotia, and Prince Edward Island. Although orders could be exchanged abroad as early as 1864, it was not until 1866 that a domestic money order service came into use, serving St. John's and 12 important outport centers. When the 1867 Confederation documents were signed on the Canadian mainland, New Brunswick was added to the list. Finally, in 1876, Newfoundland could exchange with the United States and most other nations; this



# Rounding Up Squared Circles

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

Requests for roster forms continue to come in, although at a declining rate; 140 roster forms were mailed out by the end of September, a reasonably good response to an investment in writing about 250 letters. I expect a fair number of additional participants because I think that vacations and convention trips have undoubtedly resulted in some delay in replies. I presume that the remaining 110 letters have reached their destinations since I have had only two letters returned because the addressee had moved, leaving no forwarding address.

\* \* \*

Readers who are members of the CPS of GB will have seen the following item in *Maple Leaves*; for those readers who do not belong to CPS, I report the following information, which took me quite by surprise:

April *Maple Leaves* carried an article by E. A. Smythies, titled *A Bogus Squared Circle*. The article is illustrated with a tracing of HIGH STREET, TORONTO, AM/ OC 11/ 97. Several examples of this cancel are recorded, all of them carrying the same indicia. One of the recorded examples appears on a copy of the ½c Quebec Tercentenary issue; the OC 11/ 97 date is, of course, some 10 years prior to the issue date of the stamp!

Mr. Smythies presumed that there was no High Street in Toronto and that the cancel was most certainly bogus.

The August issue of *Maple Leaves* carried a letter to the editor from Dr. Fred Stulberg who was evidently on the verge of submitting an article to the Canadian Philatelist, on the subject of the HIGH STREET, TORONTO squared circle cancel. The letter was illustrated with photographs of three examples of this cancel,

all of them carrying indicia AM/ OC 11/ 97 — identical with the six examples recorded by Smythies.

Dr. Stulberg wrote that Smythies' assumption was correct — there never was a High Street in Toronto, at least, not until recent years when a residential street in a new subdivision received that name.

There can be no doubt that this is a bogus cancel. I shall be most interested to read more about this cancel if Dr. Stulberg does write further about the engraved forgeries of the Jubilee issue on which several examples of this cancel appear. I think it is highly likely that this bogus cancel was created with no thought of the squared circle collector; I think that this cancel surely antedates the rise to popularity of squared circle cancels in the past 20 years, and, as suggested by Smythies, was a convenient type of cancel to hide mistakes in the design of the forged stamps on which it appears.

\* \* \*

An unusual situation has arisen which, because of the circumstance, calls for unusual treatment. A Roster participant, not a BNAPSer, has a number of ST. ANN'S squared circle postmarks on post-card available in exchange against a quite extensive want list. In the case of BNAPS members, such announcements would properly belong in the Classified ads. Because many readers of this column are missing this town, it seems appropriate to make this information known without, however, establishing a precedent of by-passing the Classified Ads. If you are interested, drop me a line, enclosing an addressed, stamped envelope and I will send you the name and address of the collector having the duplicate ST. ANN'S.

broadening of the exchange system had been enabled by the formation of the Universal Postal Union in 1875 and an 1876 agreement with the United States.

During World War I a tax was placed on money orders. In 1914, the 5c value of the Guy Issue was overprinted "MONEY ORDER/Stamp Tax/only" by the Royal

Gazette at St. John's. The tax was discontinued after the war ended.

There is no evidence of the use of International Reply Coupons — coupons which may be purchased and sent to foreign correspondents who may redeem them for postage — prior to Confederation with Canada.

# TOPICS: THE NEWSFRONT

## Some fine new books — by Hansen, by Marler, and a BNA study by the Essay Proof Society

Our secretary is Jack Levine (known as L1 for short) and he hasn't moved. But they've changed the name of his street, which amounts to the same thing if you're sending him a letter, which is what you're supposed to do if you've changed your address. Reach him now at 2121-G North Hills Drive, Raleigh, North Carolina, 27609.

It's a great month for books and handbooks. Bob Woolley, who has been summering near Ottawa at his cottage turned up in Toronto for the winter season with an instant-handbook already printed and bound, ready for distribution: it's the new Marler study *Booklets of the Admiral Stamps of 1911-1925*, which everyone thought was still in the manuscript stage. It's available through his BNAPS Handbook Department at \$3. Second is a top-quality hard-cover available through him, or most dealers: *Essays and Proofs of BNA*, issued by the Essay Proof Society, profusely illustrated and selling for \$15. And finally there's the Glenn Hansen *Guidebook and Catalogue of Canadian Stamps*, reviewed below. It's been available for several weeks now.

According to all reports, the Phillympia show in London was a huge success. Most people we talked to who had attended didn't really get a chance to examine in detail the hundreds of frames shown — there were so many of them that most BNAPSers confined themselves to the excellent BNA exhibits and took only a fast tour of the other countries shown. Reaction to BNA stamps offered for sale, by dealers in their showrooms and by those at Phillympia, was mixed; between high prices and mediocre quality, most potential buyers were disappointed.

BNAPS Topics will remain as a letterpress publication, rather than offset, for the time being. The saving in costs is not sufficient to justify the added work involved but the BNAPS executive will take another look at the offset method, perhaps in another year. Meanwhile the advertising rates (which are now so low that, in some instances, it costs the Society money to carry them) will be increased with the January issue. Advertisers will be informed shortly of the revised charges through a new rate card, and we'll also run the price schedule in *Topics*.



## BOOK REVIEW

*The Guidebook and Catalogue of Canadian Stamps 1970-1971* by Glenn Hansen. Published by Regency Publishing Co., Winnipeg, Manitoba, Canada.

Here we have not so much a stamp catalogue or price list of Canadian stamps but more a true guide to the stamps of Canada and their pricing. This pricing includes blocks of four, mint and used where they are known and plate blocks. It is not a price list of what a dealer will sell at but more a "commentary on the various issues, their shades, perforations, papers, watermarks, re-entries and other features of interest to collectors."

The guidebook is a combination of Patrick, Bileski, Sissons and Lyman and is as comprehensive as possible. Prices of the difficult items to obtain, such as blocks, seems to be based on past auction prices—by far the best guide.

There is no attempt to include a guide to Canadian covers, which would be welcomed by many collectors. Here is a field which is untouched by the cataloguers. The records exist in the auction prices—realized in sales in Toronto, London and New York; it is just a matter of listing, collating and publishing. We will hope that Mr. Hansen will have the foresight to include this in his next compilation. Credit is due his effort here-with and he is congratulated on this first step forward.

— John H. M. Young, FRPSL

# 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, 21216 North Hills Drive, Raleigh, North Carolina 27610

### 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

## From the Secretary

JACK LEVINE

Raleigh, North Carolina

### New Members

- 2567 Davidson, Lawrence E., 56 Crestwood Avenue, Kitchener, Ontario  
2568 Moodie, Craig, 7 Church Street West, Erin, Ontario  
2569 McCusker, John J., 8413 Fifty-seventh Avenue, College Park, Maryland 20740  
2570 Olivere, George T., 11 Sycamore Place, St. John's, Newfoundland  
2571 Woods, Lawrence C. Jr., 128 North Craig Street, Pittsburgh, Pennsylvania 15213

### Applications Pending

- Droeske, Carl W., Box 1695, Medley, Alberta  
Hilton, Harold Victor, 40 Sabrina Rd., Wichtwick, Wolverhampton, Staffs, England  
James, Lorne, 36-2705 Cook Street, Victoria, British Columbia  
Laurence, Hugh, 418 Fairview Drive, Whitby, Ontario  
Monkman, Don, Box 7, Cookstown, Ontario  
Parsons, Donald R., 34 Hardinge Avenue, Braintree, Massachusetts 02184  
Pawluk, William S., 2637-6th Avenue N.W., Calgary 42, Alberta  
Zawadzki, Marek J., Staszica 12 m 5, Kielce, Poland

### Applications for Membership

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

- BERUBE, Clement W., 26 Tremont St., Lawrence, Mass. 01841 (C-CX) CAN—19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint and used booklet panes. Precancels. Mint, used and semi-official Airmails and on cover. Postal Stationery entires. Literature. Proposed by G. F. Hansen, No. 2203. Seconded by D. E. Symonds, No. 2341.
- BUTTERS, John C., General Delivery, Greenwood, Kings Co., N.S. (C-CX) CAN—1st Day covers. Plate Blocks. Coils. O.H.M.S.-G. Precancels. R.P.O. and Squared Circle cancellations. Proposed by G. F. Hansen, No. 2203.
- CASSIDY, James A., 28 Winslow Rd., Brookline, Mass. 02146 (DC-CX) CAN, NFD, N.B., N.S., P.E.I., B.C.—19th and 20th century mint and used postage and blocks. 1st Day covers. Plate Blocks. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Mint, used, semi-official Airmails and on cover. Literature. Proofs and Essays. R.P.O., Territorial and N.B. covers. SPECIALTY—Plate Blocks. Coils. N.B. covers. Proposed by G. F. Hansen, No. 2203.
- FELIX, John, 91 Augusta Ave., Apt. 409, Toronto, Ont. (C) CAN, NFD—19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Proposed by G. F. Hansen, No. 2203.
- FOLEY, J. E., 40 Edgemere Rd., Livingston, N.J. 07039 (C) CAN, NFD—20th century mint postage. Mint booklet panes. Mint Airmails. Postal Stationery entires. SPECIALTY—Admirals, Postal Stationery. Proposed by H. A. Clampett, No. 2433.
- HOFSTETTER, Michael Robert, 30 Charles St. W., Apt. 420, Toronto 5, Ont. (C-CX) CAN—19th and 20th century used postage and blocks. Coils. Precancels. OS1-OS4. Varieties 3c Map, Small Cents. SPECIALTY—1898 Maps. Small Cents. Proposed by G. F. Hansen, No. 2203.
- LITTON, Jason J., M.D., 444 Woodcrest Dr., Mechanicsburg, Pa. 17055 (C-CX) CAN—19th and 20th century mint postage. Coils. O.H.M.S.-G. Mint booklet panes and complete booklets. Federal and Provincial Revenues. Mint and Semi-Official Airmails. Proofs and Essays. Imperf. varieties. Proposed by G. F. Hansen, No. 2203.
- MARTIN, R. Thomas, 264 Clark St., Saline, Mich. 48176 (C-CX) NFD—19th and 20th century mint and used postage and mint blocks. 1st Day and 1st Flight covers. Plate Blocks. Mint Airmails and on cover. Postal Stationery entires. Literature. Proposed by R. V. C. Carr, No. 1427. Seconded by T. L. Kilish, No. 1901.
- MILLIKEN, John A., M.D., 228 Alwington Place, Kingston, Ont. (C-X) CAN, NFD, PROV—19th and 20th century mint postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes. Mint Airmails. Proofs and Essays. Proposed by J. Levine, No. L1.
- RIVKIN, Michael, 67-38C 190th Lane, Fresh Meadows, N.Y. 11365 (C-X) CAN—19th and 20th century mint postage. 1st Day covers. Plate Blocks. O.H.M.S.-G. Mint Airmails. Proposed by G. F. Hansen, No. 2203.
- SENEZ, E. Norman, 1259 Cartier, Montreal 133, Que. (D-CX) CAN, NFD, PROV—19th and 20th century mint postage and blocks. 1st Day and 1st Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes. Precancels. Federal, Provincial and Tax-Paid Revenues. Mint, semi-official airmails and on cover. Cut-squares. Flag, Slogan, 2 and 4-ring and Squared Circles cancellations. Proposed by G. F. Hansen, No. 2203.

- SHARPE, Milton F., 1515-411 Cumberland Ave., Winnipeg 2, Man. (C-CX) CAN—19th and 20th century mint and used postage and blocks. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Precancels. Mint, used and semi-official Airmails. Literature. "Tagged" stamps. Proposed by J. Levine, No. L1.
- THOMPSON, Stewart F., 35 Elm St., Yarmouth, N.S. (C-C) CAN, NFD, PROV—Mint and used postage. Coils. O.H.M.S.-G. Mint, used booklet panes. Mint, used Airmails. Proposed by G. F. Hansen, No. 2203.
- VOGEL, Frank, 7490—7th Avenue, Montreal 453, Que. (D-CX) CAN—19th and 20th century and used postage and blocks. Coils. O.H.M.S.-G. Proposed by M. Squirell, No. 2372.

#### Changes of Address

(Notice of change MUST BE SENT TO THE SECRETARY. Any other office will cause delay)

- 2520 Blander, Jack, 7480 Wavell Road, Montreal 269, Quebec.  
 2302 Cheshire, Robert S., 11 Whitehouse Lane, Barnston, Wirral, Cheshire L60 1UD, England.  
 2521 Forbes, David Murray, 34 McLaughlin Crescent, St. John, N.B.  
 2555 Goldsmith, Kennard E., 5729 Peninsular Drive, Orlando, Florida 32809.  
 570 Harper, Major G. B., 8 Spring Walk, Wargrave, Reading RG 10 8DX, England  
 2434 Levine, Buddy, 2121-G North Hills Drive, Raleigh, N.C. 27609.  
**L1 Levine, Jack**, 2121-G North Hills Drive, Raleigh, N.C. 27609.  
 1915 Rosenblatt, Philip, 374 Vandelin Ave., Teaneck, N.J. 07666.  
 2457 Snider, LCDR Donald M., 125 Mizner Ave., Fort Huachuca, Ariz. 85613.  
 2287 Southey, Thomas W., 6 Sorel Crescent, Welland, Ont.  
 2511 Switt, Jeffrey A. 447-46-7032, "B" Btry. 2/16 FA, APO, N.Y. 09093.  
 2232 Toth, E. S., Ste. 1, 434 Lakeview Road, Yorkton, Sask.  
 2431 Walton, Wayne J. A. Jr., 379-1 No. Roosevelt Ave., Columbus, Ohio 43209.

#### Mail Returned

- 1908 Petersen, Jeanette M., 2924 S.W. Huber, Portland, Oregon 97219.  
 (Information to present address will be appreciated.)

#### Resignation

- 2440 Boetter, Clem, P.O. Box 12, Skokie, Ill. 60076.

### MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, September 1, 1970 .....	1102 (corrected)
NEW MEMBERS, October 1, 1970 .....	5
TOTAL MEMBERSHIP, October 1, 1970 .....	1107

## Notes from the Librarian

MICHAEL SQUIRELL  
Lively, Ontario

The library has a large surplus of *Popular Stamps* magazine—individual numbers are for sale at 25¢ each, as are complete volumes. There are some odd surplus issues of *Maple Leaves* as well, at 60¢. Members wishing any of these back issues should send their want lists to the librarian. The library also has for sale complete volumes of *Topics* from volumes 11 to 26 at \$5 each; some earlier single numbers are also available.

For the RPO collector the library now has the *Supplement to The Handbook and Catalogue of Canadian Transportation Postmarks*, containing corrections and new additions to the original book; it's 16 pages with

five illustrations of new types. This is a BNAPS handbook and can also be purchased through Bob Woolley.

BNAPSers who are also members of the APS will have seen Horace W. Harrison's series *Canada's Registry System: 1827-1911* which ran in the *American Philatelist*. It's the most complete work yet done on registration markings and their history. The series is available on loan through the library; later, I hope, the APS will issue it as a handbook.

Wanted for the library: *Canadian Fancy Cancellations of the 19th Century*—as a purchase, or preferably a donation. . . .

## 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 Bennington, 157 Wildwood Drive, Calgary 5, Alberta.



## GEORGE H. MELVIN

**Guides, Scouts, bridge, politics  
— all that and an art-supply store**

*George H.  
Melvin  
No. 1257*

While at the Vancouver show, I had the pleasure of meeting a fellow B.C. collector for the first time — George Henry Melvin — and was most pleased to find both a very pleasant, mild-mannered gentleman, and a real student of postal history.

George left Portsmouth, England at the age of five and came to the Toronto area where he received his education. He was with the Canadian Military Medical Corps during World War II seeing service in the Aleutian Islands.

After military service, he left for the west and has been a resident of Vernon since 1945. He is now semi-retired from his Paint and Art Centre Store and can now spend more time at Rotary and the Red Cross (he is its present President), playing bridge, getting outdoors for the fishing rou-

tine, and, his great love, the postal history of British Columbia.

At the present time, George is compiling a complete listing of every B.C. post office — past and present — along with opening and closing dates, names of the postmasters and their dates, locations, and how the offices were so named — all of this to be completed by 1971, a herculean task.

A general collector since his 11th birthday when his parents presented him with a stamp album, George went into postal history when he arrived in Vernon and joined the local historical society.

He has held just about every office in the local philatelic society. In addition to membership in BNAPS, he also belongs to the CPS of GB.

George has found time to be a father to four girls, and now is playing grandfather to seven grandchildren.

There has also been a long association with the Girl Guides and Boy Scouts plus a six-year term as alderman.

— Dr. R. V. C. Carr

## ...and some doodles by The Editor

Well, the 1970 BNAPS convention is now a memory — and while a great deal of business was transacted (to be reviewed in the January issue), the best part of it all was meeting and chatting with members, officers and executives of BNAPS who I had been writing to, or talking to on the phone, but who I had never met personally. As I had been promised, they turned out to be "a great bunch of fellows."

"Do you have enough material to fill it up?" (meaning this magazine) is a question still being asked of me — a question that harks back to another day and another time when, to fill an issue, every last thing that had been contributed had to be used, and that supplemented by reprinting articles from other publications.

Lately our position has improved; it's now longer a matter of simply "fillin'er up" each month like an old Model A, because there's plenty of so-so material on hand. The game now is to create a balance of subject matter in each issue, and to carry articles of improved quality. And so far it's working very well — thanks to material by new writers which is turning out to be extremely well done, as well as the return to these pages of more experienced writers who have been inactive in recent years. That's even more encouraging than all the kind words I've received lately; keep the contributions coming!

# MAIL FROM OUR MEMBERS

## Where are all those steel engravers?

### In Holland, Germany and Austria — that's where

I wish to take exception to the statement made on the September, 1970, issue of *Topics* in connection with the article *Design*, written by our editor.

There was the statement "no longer any good steel engravers to be found in Canada or in any other country." I seriously doubt this very much — even with regard to Canada. I feel that the Canadian Bank Note Company would take rather volatile exception to this. However not being a Canadian expert on the subject, I do know for a fact that there are many fine steel engravers to be found in key government and private offices that can give postage stamps that "old time beauty of steel engraving" — if the country wishes to have this.

At the close of the recent Phillympia I had the pleasure of visiting the Bonn government printing offices in West Berlin. It is remarkable the number of fine steel engravers they employ there, as well as to note the number of apprentices serving as understudies for these old masters of the trade. Further, what about Karl Seizinger, the master engraver of hundreds of postage stamps, who still resides in Haarlem, Netherlands?



In the course of the last few years I made it my business to visit the well-known stamp manufacturers in Netherlands and Switzerland where whole schools of engravers work on the stamps of many countries. The steel engravers of the Austrian printing works and even those in the U.S. Bureau of Engraving and Printing are no slouches and willing to turn out excellent masterpieces in miniature if given the chance.

Let's face it, collectors, the trend is to

have stamps printed by methods other than steel engraving. It seems that the pendulum is swinging that way simply because those in power feel that the stamps are prettier, can be made faster, and can be made cheaper. Yet given half the chance those old master-engravers could produce those old beauties that we revel in if they were but brought in to the case.

But there is one thing that we wouldn't have if they still made all our stamps, and this would prove to be the death-knell for a lot of philatelic interest and traffic — the collecting of stamps with the missing colors, such as we see in one auction after another. Maybe these errors are philatelic trade-stimulators, since other fine material is hard to come by on the market, and thus these freaks seem to constantly glut the auctions.

What's wrong with that old-fashioned steel engraving — just like that old fashioned religion? The answer is *nothing!*

— Dr. James Matejka, Jr.

A most interesting letter indeed — it's most assuring to know that there are places on earth where this craft is still taught, and one wonders whether or not it would be possible to convince the Canadian government and the Canadian Bank Note Company that they would be wise to look into the matter of bringing in some of these craftsmen from Europe — preferably on a permanent basis, or at least have them visit Ottawa for a prolonged stay to advise them on how to improve things. It's a point we'll examine further on the second article, which will be run sometime in the new year. — the Editor.

### And a word from the CPS of GB

May I congratulate you on the "new look" presentation of *BNA Topics*?

Dr. C. W. Hollingsworth, FCPS,

Hon. Secretary,

Canadian Philatelic Society  
of Great Britain

# CLASSIFIED ADVERTISEMENTS

## THE B.N.A. MARKET PLACE • RESERVED FOR BNAPS MEMBERS

RATES: 4 cents per word per insertion; 500 words to be used as desired, \$15.00. Payable with copy in advance. Copy for Classified Topics should be sent to Edward J. Whiting, 25 Kings Circle, Malvern, Pennsylvania 19355.

### FOR SALE

P.E.I. REPRINT PROOFS—put out by Royal Philatelic Society of London in 1890. 2d, 4d, 3c and 12c values singles \$3.00 each, Blocks of 4 \$12.00 each. B. Scott, 6151 Pepperell St., Halifax, N.S.

CANADIAN COVERS — Advertising, Patriotic, Hotel, Exhibition, etc. on approval, also purchase same. B. Scott, 6151 Pepperell Street, Halifax, N.S.

CANADA-BNA — Mint, Used, F-VF stamps. Complete price list on request. Approvals. Send want list. Bert Baulch, Box 196, Cooksville, Ontario.

50 BOOKS — Canada, U.S.A., France, Austria, Bosnia, Belgium, Russia, French and British Colonies. Alexandre Testulat, 243 King West, Sherbrooke, Quebec, Canada.

"TAGGED ARTICLES" — by Dr. E. S. Mercantini and Kenneth G. Rose, published BNA Topics, 49 pages Xerox, punched for 3-ring binder. \$5.00 postpaid. Write C. Russell McNeil, Circulation Manager, 187 Park St. S., Ste. 3-C, Hamilton 10, Ontario, Canada.

### FOR SALE

FINE STAMPS AND COVERS OF CANADA — Stanley Lum, 218F Stanley Greene Park, Downsview, Ont.

APPROVALS — 100 Worldwide Mint and Used Stamps 15c, African Set and Books from 2c to 5c each, Foreign Mix View Card 15 for \$1.00. Luigi I. Re, 1592 East 91st Street, Brooklyn, N.Y. 11236.

### WANTED

EARLY LARGE AND SMALL QUEENS—Very Fine. Also all Better B.N.A. to 1946. Will pay Top Dollar or Exchange U.S.A. Robert H. Abels, 1070 Darby Rd., San Marino, Calif. 91108.

B.N.A. MINT AND USED — Send for current buying list. Sample: Canada # 09 Mint or Used, paying \$38.00 Light hinge O.K. Robert L. Kisch, 521 F.D.R. Dr., New York, N.Y. 10002.

REQUIRE ONE COPY EACH — BNA Topics, whole numbers 34, 37, 38, 39, 41 and 43 (February, May, June, July-August, October, December 1947. C. Russell McNeil, BNAPS Circulation Manager, Ste. 3-C, 187 Park Street South, Hamilton 10, Ontario.

## RUSSELL COUNTY (continued)

western boundary road of Cambridge Township, north of the 3rd concession road. It had a daily mail stage to Russell. In the same township next year opened Longtinville, at the western boundary road and 7th concession road.

1886 saw, besides South Casselman already mentioned, four post offices opened in Russell County. At the 3rd concession road and 15th sideroad of Clarence appeared The Lake. In 1909 it was renamed St. Paschal Baylor. The application to change the name must have been misread, for the parish which gave it its new name was St. Paschal Baylon.

The Canada Atlantic Railway came through the area north of Bear Brook, and in 1881, four miles from the old village, Bear Brook Station, a railway depot, was founded, at the 7th concession road and 25th sideroad of Cumberland. This caused confusion with Bear Brook village. When it got sufficient population to obtain a post office in 1886, its inhabitants had to choose a name. After much discussion, the first letters of the names of the four families which had worked to get the post office were combined: "V" from McVeigh, "A" from Armstrong, "R" from Ronan, and "S" from Smith, produced "Vars", and this was the name under which it was opened.

(continued on page 307)

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## RUSSELL COUNTY (continued)

The other two post offices opened in 1886 were Borromeo, in lot 4 on the 11th concession road of Cumberland, and St. Onge, on the road along the Castor River, at the 7th concession road of Russell.

Hurtubise was established in 1889 by E. N. Hurtubise in Cambridge, at the railway crossing of the 6th concession road, near the Nation River, 1½ miles west of the original Casselman. It closed less than 10 years later. In 1892 appeared Daniston, in Cumberland, on the Ottawa River Road 1½ miles east of the western boundary of that township. At the 7th concession road and 12th sideroad of Clarence, Hammond was opened in 1895, having come into existence with the Canadian Pacific Railway.

Like neighboring Prescott County, Russell had an efflorescence in the number of new post offices established in the 1900s, the last decade before rural mail delivery began to wipe out the small country post offices.

In 1901 Leonard was opened at the railway crossing in lot 13 of the 5th concession road of Cumberland. The year before Chartrand appeared in the same township on the 9th concession road, in lot 7. E. Chartrand was its postmaster. Two post offices were established in Clarence in 1903. Cheney Station was at the 11th concession road and 20th sideroad; Ettyville on its eastern boundary road at the line of lot 25.

The next year Clarence had Orient opened, at the corner of the 3rd concession road with baseline road of the lots fronting on the Ottawa River. 1904 also saw Forget established, in Russell, at the 7th concession road and 1st sideroad.

In 1905 Cambridge got Vinette, at the 10th concession road and 5th sideroad. Martel Corners opened in 1906 in lot 8 on the 3rd concession road of Cambridge, and, the same year, Pana, at the western boundary road of Russell and sideroad 20. Gagnon also opened in 1906, at the 4th concession road and 25th sideroad of Cambridge. 1907 saw Brisson established at the 6th concession road and 15th sideroad of Russell, named after its postmaster, Parfait Brisson.

In 1908 Benoit opened in lot 18 on the 6th concession road of Cambridge. Oscar was opened in 1909 in Clarence Township. St. Felix rounded off a busy decade by opening in 1910 in Clarence at the 7th concession road and 20th sideroad.



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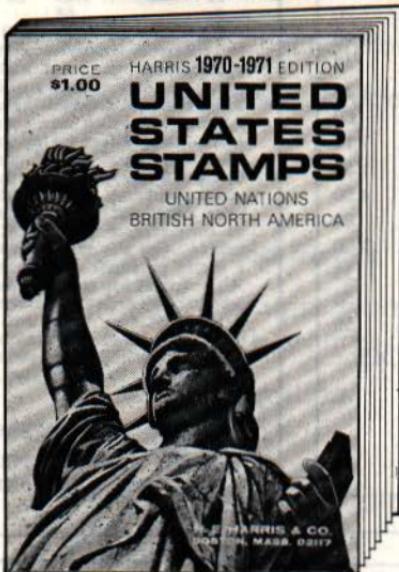
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