



Historical Cover — page 3

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BNA TOPICS



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Derek Hayter

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SIGNIFICANT HISTORICAL COVER

by ALLAN L. STEINHART

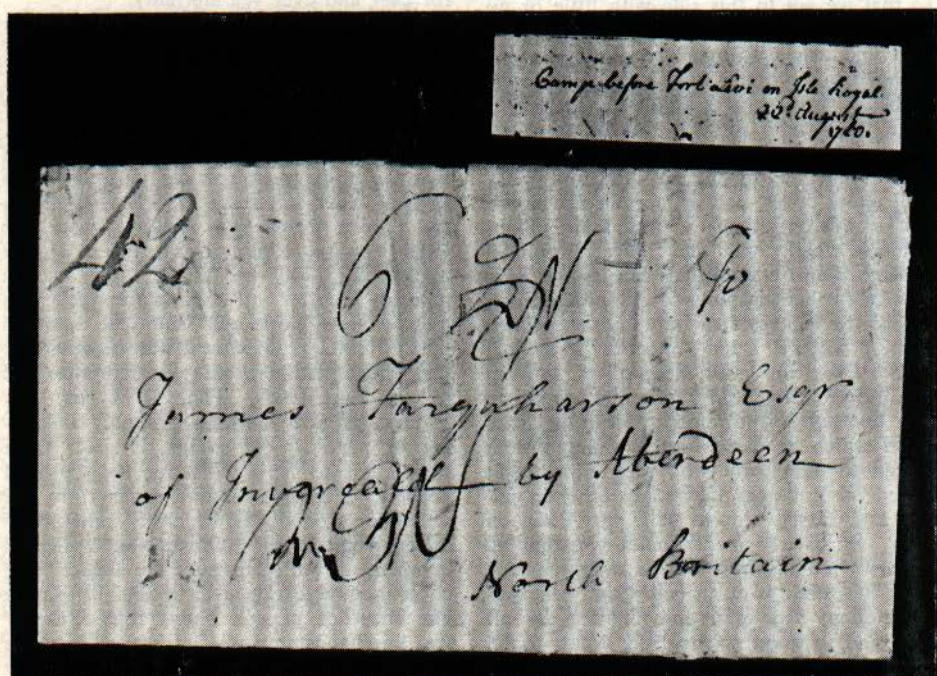
I recently came across an important Canadian postal history item, which is also an important historical cover. It is a stampless item, headed "Camp before Fort Levi on Isle Royal, 22 August, 1760", mailed to a Mr. James Farquarson, Esq. of Invercald by Aberdeen, North Britain which, of course, is Scotland. The letter concerns the St. Lawrence campaign of the Seven Years' War and is of interest to Americans and Canadians. The letter reads as follows:

"I wrote you from Fort Ontario the 8th of this month. We moved from thence on the 10th. The Army on its setting out on the Lake, made a very grand appearance. We sailed in three columns, the whole consisting of between twelve or thirteen hundred Battoes including whaleboats. The Regulars and Provincials occupied the Battoes; the light arm'd Infantry and the Savages that of the Whaleboats.

"We were five days in crossing the Lake, and at last arrived in the mouth of the River St. Lawrence, without any other loss

than two or three provincials, who in the night, were drove ashore on a Rocky Beach, during a high surf. We stood out a very high sea on the day we set out, some Battoes very near foundered, and the baggage of a few of the Officers got wet, however, we were happy in very good weather during the remaining part of our voyage, only it sometimes rain'd excessively, but not attended with any hard squalls. This end of the lake, and what I have yet seen of the River, is beautifully diversified with innumerable fine agreeable, Romantic Islands, some of which are very extensive and contain the richest soil in the world. Others are small and rocky covered with Birch, a kind of wood which I revere almost to adoration.

"Upon our entering the River (which near its mouth is several miles broad) we steer'd our Course till we came within a few miles of Oswegatchi or Lagallet, where the Front discry'd one of the Enemy's ships making towards us, upon which His Ex-



cellency detached the row galleys with the Grenadiers and Light Infantry of the Army to sustain them. The sloops and row galleys kept firing all night, but about 9 next morning the Enemy's vessel struck and all the hands, consisting of about ninety or a hundred, taken prisoners. She mounted fourteen piece of cannon. The Army encamp't that night (the 17th) at Oswegatchi where there stands a small Fort, which the enemy had abandon'd on our approach. It was a nest for all those Indians who used to harass our Settlements on the Mohawk and Hudson Rivers. This Redoubt is very pleasantly situated on a point of land on the Banks of the St. Lawrence and is surrounded with the tallest and largest pines I ever saw. There runs a creek past it, on which there is built two saw mills of very curious workmanship.

"We moved next day from Oswegatchi towards Isle Royale which is only distant three miles, but before we set out, the General put an officer of ours (Lieut. Sinclair), who was bred to sea, on board the French vessel with orders to haul near the Fort, in order to divert and carry the fire of the enemy's Artillery, while the Army was passing the Fort, which he bravely did, and in a good deal covered us in our passage, so that we got to this side with little or no loss. We are now preparing to invest the Fort and expect to open our Batleries early to-morrow morning. It has the appearance of being very strongly and well fortify'd. I have been twice on duty in the trenches. They fired very briskly at us yesterday but to little purpose, having got ourselves pretty well under cover, before they discerned our works. We only then lost four Royal Highlanders killed, and one officer wounded (Lieut. Blair) slightly. I can as yet give you no further accounts of our proceedings, but as the expresses to wait the fate of this Fort, I will (if I live) mention it to you before I seal my letter. I saw Capt. Murray this morning and told him I was writing to you, and put him in mind of doing the same upon which he came into my tent with a design to write, when he was immediately called off but begs that Lady Sinclair and you may excuse him, as he is very often on duty. He desired me acquaint you that he is very well, and hopes to be with you how soon this affair is at an end. Capt. Mackenzie, Johnny Robieson and Charles are all well and in good spirits, and desire to be kindly remembered to you. I myself (Thank

God) am in better health and spirits than I have been, since I left Europe. I somehow like the work, if it were not sometimes attended with a hungry belly and immense fatigue. Our bedding generally consists of a blanket and Bears skin which when spread on the ground makes a very good bed; the hair of it is pretty long and soft and keeps us from the cold earth, so that we sleep as sound as on a bed of down.

"Good night—I'm half asleep and will say no more to you, till the British flagg be displayed on the walls of this *damned* noisy Fort.

26th August—Now 'tis done—I had the honour to be in the Trenches while Mons. Pierre Puchot beat a parley—I have not as yet heard the terms of capitulation, but that the public will inform you of.

"I was at dinner with your old friend Alan Campbell who is now Major of Grenadiers during the Campaign. About half an hour before the Fort surrendered, we had a bottle of Madeira betwixd us on a board—Thump came a twelve pounder and drove the Bottle in a thousand pieces and deprived us of our drink, yet gave me a very great uneasiness—we are now preparing to proceed in search of further ventures—I have only time to add that I am for ever and ever yea eternally,

Your Own
Alexer. Ferguson

"I don't think we lost thirty men whole, killed and wounded."

From the contents of the letter we see that the military express carrying the mails to New York left from Fort Levi probably via Crown Point and Albany where the letter was put into the British Colonial mails. In 1760 we know there was a monthly courier or express service from and to New York and Montreal operated by the military. Montreal was occupied by the British within a short period after the fall of Fort Levis. There is a red "42" manuscript rate marking probably indicating 42 pence or 42 grains of silver from Fort Levis to New York for the Colonial postage. I have a similar cover from the same correspondence which is rated "21" in red from Crown Point to New York and in which all the other rates are single. This cover is double rate even though it is only one sheet of paper. The "NEW YORK" two line handstamp was introduced into use in New York in 1756 according to Volume

V of the Robson Lowe Encyclopedia of British Empire Postage Stamps. On November 15, 1755, the British Post Office dispatched the first regular mail packet in the new service from New York to England. The single rate for this service was one shilling and so this cover was rated double or two shillings or 2N. The internal rate in the United Kingdom was six pence from London to Edinburgh and the double rate of one shilling was added into the trans-Atlantic rate of two shillings giving a total postage of 3N or three shillings collect.

Some of the geographical names in this letter bear some clarification. Fort Ontario is the modern day Oswego, New York. Oswegatchi or Lagallet is the town of Ogdensburg, New York and the river flowing through Ogdensburg is still called the Oswegatchi River. The small fort described at Oswegatchi was known to the French as Fort de la Presentation. Fort Levi, sometimes called Fort Levis or Fort Levy, was a small fort on Isle Royale in the St. Lawrence River at the head of the rapids which some authorities claim is Galop Island and other authorities claim is today Chimney Island, just east of Prescott, Ontario, just over the border in United States territory.

In the diary of Mrs. Simcoe by John Ross Robertson there are several notations relating to the above geographical locations. On page 105 it says, "Call. Simcoe stopped on the way to look at Isle Royale." In the explanatory notes the book further states "Isle Royale is between Galop Island and River de la Vielle Galette, near Point Patterson." The same volume explains that Oswegatchi is Huron for black water.

After its capture by the British the fort was called Fort William Augustus.

The army described here was under the direct command of Colonel Jeffrey Amherst, Major-General in America, who embarked with the army from Oswego, N.Y., on August 10, 1760. This was the western pincer of the three armies marching on Montreal; Murray from Quebec, Brig-General William Haviland down the Richelieu River, and Amherst down the St. Lawrence, all nominally under Amherst's command. Sir William Johnson commanded 700 Indians with Amherst's force marching on Fort Levis of whom 515 left after the fall of the fort.

Amherst's Army was accompanied by

large ships, the Ononadaga, 22 guns, and the Mohawk, 18 guns, under the command of Commander Joshua Loring with Captain Joshua Thornton, a provincial, second in command, on the Ononadaga.

George Williamson was in command of the artillery in Amherst's force. It was his idea to place a cannon and its crew in each of five row galleys or cutters. These vessels on August 17 attacked and captured the Out Advaise, a French armed corvette of 150 tons with a crew of 100 and ten guns which was renamed by Amherst the ship "Williamson Frigate". Williamson, who was colonel commandant of the new 3rd battalion of artillery, commanded the batteries at the siege of Fort Levis. He also directed the hoisting of the British flag over the Fort.

Jean-Nicolas Desandrouins, an army officer and military engineer was responsible for the construction and command of Fort Levis from August, 1759 to March, 1760. On August 9, 1760, Vaudreuil sent Francois-Mari-Antoine Le Mercier along with Levis and La Pause (Plantavit) to complete the fort and put it in top condition.

Joshua Loring, the commander of Amherst's two major ships with the expedition, failed to coordinate the naval bombardment with the batteries of Williamson on adjacent islands. All his vessels, including the "Williamson Frigate", drifted out of range and the Ononadaga received heavy fire with its crew striking their colours, whereupon he prevented the wholesale desertion of his men and threatened to shoot them. His leg was shot off in this engagement by a cannon ball and the flag was hoisted by a party of grenadiers.

The most important individual in this fight appears to have been Pierre Pouchot de Maupas who enlisted in the French Army as a voluntary engineer at age 21 in the Regiment de Bearn. He was sent to take command of La Presentation and Pointe-au-Baril (Maitland, Ont.) on March 22, 1759 until two armed corvettes were finished construction there, one of which was probably the Outaouaise. He arrived April 4 and left to take command of Niagara on April 25 and surrendered the fort to the British July 25, 1759. He was exchanged at New York in November, 1759 and returned to Montreal where early in March, 1760 he was sent to take command of Fort Levis from Desandrouins who left him with a garrison of 250 men and a fort covering two-thirds of the island. The crews

of the ships brought his strength to 316 men in June with a number of militia desertions. More men had come in by the time of the British attack and his force was considerably increased. On August 16, Amherst camped at Pointe-au-Baril and on August 18 the British barges and gun-galleys passed the fort. On August 21 the cannonade of the fort began from several ships and from the batteries on adjacent islands. The French holed two assault boats and forced a third to strike its colours. On August 25 the fort surrendered when the guns no longer fired and the fort was a wreck. Puchot was exchanged and returned to France. He did his job well and held up the much superior British Forces' advance for a number of days.

The army moved on from Fort Levis to Lachine and camped before Montreal along with Murray's and Haviland's forces. As a consequence, Montreal, the last French possession in Eastern Canada surrendered.

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Unlisted Way Office Postmarks

by IAN C. MACRAE

Being a collector of New Brunswick postal history, I gradually acquired a few examples of way office postmarks. Way offices were places where letters could be mailed and delivered, but did not offer the full services of a post office.

The most extensive listing of way office postmarks known to the author is contained in *The Postal History of Nova Scotia and New Brunswick* by Jephcott, Greene and Young. When I saw that several of my covers bore unrecorded way office postmarks, I began to learn the limitations of their listing.

Jephcott, Greene & Young's postal history of New Brunswick ended at 1867. The postal history after that date was beyond the scope of their book. Way offices and their postmarks, however, continued after that date.

It appears to me that the proof book of the G.P.O. in London was used to compile their list. Thus, if a handstamp was not proofed it was not included. This is of some significance after 1851.

Prior to 1851, New Brunswick postal affairs were handled by the G.P.O. in London, and it would order any required handstamps. When the completed order was received, it would proof the handstamps before forwarding them to New Brunswick.

After 1851, control of the postal affairs passed to the New Brunswick Legislature and the New Brunswick Post Office Department ordered any required handstamps. Whether or not they got proofed depended on the manufacturer. If they were sent to the G.P.O. in London to forward on to New Brunswick, then the G.P.O. would proof them first. If, however, they were forwarded directly to New Brunswick, the G.P.O. would not have been able to proof them.*

Shown are examples of two postmarks not listed by Jephcott, Greene and Young, a "W.O. PORT ELGIN PAID" used in 1860 and a W.O. SYPHER'S COVE, N.B." used in 1869.



Collectors who have any unlisted way office postmarks are asked to forward to the author a list showing the name of the way office, the date of usage and the type of postmark as described by Jephcott, Greene and Young. I would also appreciate a similar list for unlisted dates of usage.

NOTE: Mr. MacRae's address is 239 Smythe Street, Fredericton, N.B., Canada E3B 3C7.

* Argenti, Nicholas, *The Postage Stamps of New Brunswick and Nova Scotia*, Lawrence, 1976, p. 13.

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Cover Find Includes Mystery

by W. E. LEA

An interesting new correspondence recently came to light in Canada. It is addressed to P. H. Morgan, a Lieutenant in the Royal Navy serving on H.M.S. Lion and H.M.S. Lee.

The bulk of the correspondence was sent to England. The first cover illustrated is addressed to Plymouth and then forwarded to Sheerness. The 12½c stamp pays the straight-forward Canadian Packet rate to the U.K. and the '1' due mark pays the forwarding charge to Sheerness. Note also the change of ship at this time. The dates are Sydney, C.B. May 31, 1869, Halifax N.S. June 3, Liverpool June 15, London June 16, Devonport June 16 and Sheerness June 17.

The second cover is addressed to Malta or elsewhere and left Sydney on February 5, 1870. Note that all three covers are cancelled on the stamps with the two ringed '10' numeral cancel of Sydney. It arrived at Halifax on Feb. 8 and London on Feb. 22. Regrettably there is no arrival mark in Malta but I assume the rate paid to be

23c Colonial rate with two cents overpaid as the cover bears a pair of the 12½c.

Finally, the mystery cover. Here the cover is franked with a 12½c stamp and two 2c emerald green copies. The cover is also addressed to Malta or elsewhere, but Malta has been crossed out and Sheerness substituted. The rate is 16c — ½c overpaid and can either be 8c double rate to the U.K. via British packet or the Colonial rate to Malta. What is clear by the postmarks is that the cover never went to Malta — Sydney Au 7, 1871, Halifax Au 9, London Au 23, Devonport Au 27, London Au 28 and Sheerness indecipherable.

Now the mystery — what does the manuscript 'Italian and Mexico' mean? Possible change of ship? and the '1' due? Why the long delay from London Au 23 to Devonport Au 27? Probably finding Morgan's ship and location. What a shame the envelopes lack the enclosures for more information about the letter writer and the recipient.

— continued over

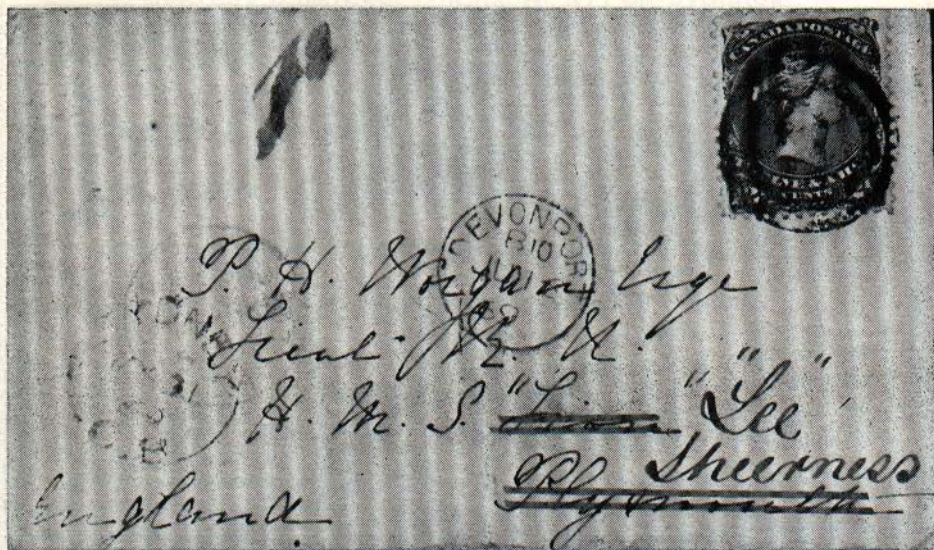


Figure 1

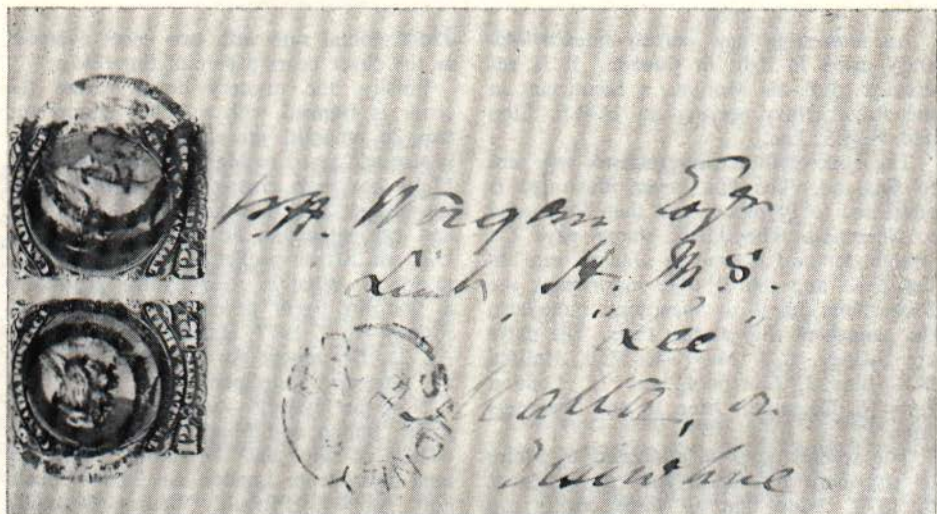


Figure 2



Figure 3

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4022 REED, James P., P.O. Box 48, McKinney, TX 75069—C. Canada general. Proposed by H. F. Dingenthal, 3602, seconded by M. F. Hollenbeck, 3968.
4023 McLEAN, Andrew R., 956 W. 14th Ave., Apt. 3, Vancouver, B.C. VSZ 1R4—C. Canada general; 1967 Centennial Definitives; Tagged/luminescent. Proposed by E. J. Whiting, L-61.
4024 MAYER, Jean-Pierre, 70 Baker No. 3, Sudbury, Ont. P3C 2E7—C. Canada general; varieties; cancellations. Proposed by H. W. Machum, 3886, seconded by J. E. Frith, 3822.
4025 HILLSON, John A., 52 Stamperland Gardens, Clarkston, Glasgow, Scotland, C76 8HG—C. Small Queens, Admirals, Large Queens. Proposed by R. S. B. Greenhill, 749.

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| 4000 Denovan, W. Alexander | | 4018 Luciuk, Steven C. |
| 4001 Eberhardt, Donald E. | Awaiting publication and O.K. | 4019 O'Reilly, Kevin N. J. |
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July 15, 1980

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It is with sincere regret that we report herewith that old-time member Bert K. Denton suffered a stroke and is quite incapacitated. To those of you who know him we would suggest that it might be appropriate to send him some greeting cards. His address is: Rua dos Cedros, Bloco 2, 3º Esqº, 2765 Estoril, Portugal.

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 E-10 Hayne, Neil A., P.O. Box 220, Bath, Ont. K0H 1G0
 E-250 Hoffmann, Walter R., 933A Thornhill Ct., Lakewood, NJ 08701
 E-68 Moll, Arthur B., 1240-72nd St., Brooklyn, NY 11228
 E-196 Wilsdon, John F., 19 W. Royal Forest Blvd., Columbus, OH 43214
 3655 Trimble, Ralph E., P.O. Box 532, Station A, Scarborough, Ont. N1K 5G3
 3859 Semple, Dr. R. Keith, Dept. of Geography, Univ. of Sask., Saskatoon, Sask. S7N 0W0
 3828 Thompson, Christopher C., 25 Bay Mills Blvd., Apt. 1908, Agincourt, Ont. M1T 3P4
 L-2859 McGuire, C. R., National Postal Museum, P.O. Dept., 180 Wellington St., Ottawa, Ont. K1A 1C6
 3752 St. Martin, Stephen R., P.O. Box 550, Barberton, OH 44203
 3125 Dionne, Dr. Martin J., P.O. Box 639, Wells, ME 04090 (not good after 15 Sept. 80)
 3652 Stager, Phillip J., USCGC Glacier (WAGB-4), FPO, San Francisco, CA 96601
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(1980 dues still unpaid as of July 15, 1980)

Latest receipts reported by the Treasurer were deposits of June 23. (CIBC No. 43 and BBH No. 26).
 Second dues notices were sent on July 4, 1980. Members still delinquent on September 1 will be
 dropped via the listings prepared on September 15.

- | | |
|----------------------------|-------------------------------|
| 608 Eaton, F. E. | 2207 Macmorine, David R. L. |
| 609 Fee, Cleo H. | 2233 Charles, William W. |
| 611 Petri, Pitt | 2253 Westgate, Dr. Hugh D. |
| 685 Apfelbaum, Earl P. L. | 2257 Carstairs, Matthew W. |
| 708 Kanee, Sol | 2261 Trethewey, Ross |
| 768 Bogg, William G. Jr. | 2288 Winter, Charles W. |
| 832 Parker, Ralzemond B. | 2290 Stulberg, Dr. Fred G. |
| 894 Busheil, Eric S. | 2293 Chapman, Sidney Ernest |
| 945 Keally, James M. | 2300 Baron, John F. |
| 1122 Davidson, Edgar | 2377 Chassy, David F. |
| 1305 Stott, Thomas A. | 2384 Paige, Larry R. |
| 1319 Wortman, Edgar C. Jr. | 2395 Jamieson, John I. |
| 1321 Banno, Edward C. | 2409 Clatterbuck, Winfield C. |
| 1345 Huff, Clayton | 2437 Matthews, Lawrence |
| 1350 Perkins, Thomas J. | 2438 Webster, John C. |
| 1364 Allum, H. A. | 2506 Hebert, Dr. Francois |
| 1394 Kern, Carl F. | 2529 Oberman, Milton |
| 1429 Michael, A. L. | 2538 Brown, James |
| 1495 Wright, G. B. | 2587 Martin, R. Thomas |
| 1536 Tunna, Norman C. | 2640 Oickle, B. I. |
| 1557 Harriss, Joan E. | 2645 Brandson, Wayne E. |
| 1676 Kenyon, Stewart S. | 2664 Firby, Charles G. |
| 1733 Harper, Ethel | 2668 Jean, Roger |
| 1763 Wolff, Alan W. | 2683 Sellers, Norval F. |
| 1765 Edgnar, Robert J. | 2689 Benjamin, Gerald |
| 1806 Holmok, Eugene H. | 2691 Bronstein, Leon |
| 1862 Grenier, Guy | 2692 Brooks, Earl C. |
| 1906 Kliman, Murray | 2707 Sendbuehler, Dr. J. M. |
| 1922 Fowler, W. T. Mel | 2717 Graham, R. J. |
| 1952 Rohloff, Paul C. | 2730 Allen, D. J. |
| 2061 Lea, William E. Jr. | 2732 Coe, Kenneth R. |
| 2067 Gibson, Keith M. | 2739 Thompson, George C. |
| 2078 Lynch, O. E. | 2741 Burrows, Alan G. |
| 2126 Ichida, Dr. Soichi | 2753 Rauscher, Dr. Herbert E. |
| 2135 Zap, David J. | 2755 Aldous, John G. |
| 2166 Duckworth, Henry E. | 2756 de Montigny, Jacques |
| 2183 Winter, Robert A. | 2759 McSweeney, George |
| 2204 Hott, Gordon E. | 2761 Saunders, Roy |

- 2774 Gray, L. A.
 2781 Perry-Hooker, John H.
 2783 Vinal, Loren O.
 2787 Campbell, N. D.
 2794 Macaskie, J. P.
 2797 Moorehouse, Daniel K.
 2813 Franklin, Dr. A.
 2816 Hart, Dr. Peter F.
 2821 Miess, Robert B.
 2857 MacLatchey, John K.
 2862 Powell, Reg. A.
 2875 Casuccio, Samuel P.
 2903 Morrison, David
 2913 Brown, Robert W.
 2967 Cambridge, John Donald
 3002 Hale, Dr. George L.
 3005 Kuttner, William R.
 3012 Wirth, Edmund
 3018 Burger, C. Alan
 3023 Milpacher, H. Peter
 3024 Myers, John H.
 3034 Berman, Elliot A.
 3062 Woike, Mervin E.
 3070 Fisk, Arnold Roy
 3083 Wainberg, Allan S.
 3130 Porter, J. W.
 3133 Stonehouse, L. E.
 3143 Laycock, Peter
 3160 Kennedy, Peter E.
 3177 Hunter, R. L.
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 3192 Levy, Michael L.
 3216 Tanner, Dr. Aubrey C.
 3240 Scarowski, I.
 3253 Feather, John
 3261 Elliott, Keith S.
 3263 Jenkins, Sydney S.
 3285 Minsart, Hebert
 3296 Cherns, Larry J.
 3310 Dresser, George B.
 3316 Kosztandy, Andrew
 3318 Miller, W. Barry
 *3323 Taylor, Frances J.
 3328 Yow, Lee R.
 3346 Lefebvre, Gerald
 3374 Walther, Manfred
 3380 Lindauer, Zygmunt
 3381 Perry, Edward J.
 3386 Hillier, Dave A.
 3392 Pearce, William D.
 3422 Silverman, Denis
 3427 Jarville, Gordon H.
 3435 Burton, Edgar G.
 3441 Crowe, W. T.
 3446 Thatcher, John V. H.
 3466 Belton, Christina
 3470 Low, David J.
 3474 Derry, Michael B.
 3478 Burnett, John T.
 3482 Greenley, W. G.
 3503 Barnes, Bruce H.
 3510 Alden, Phillip S.
 3513 Lubinski, Mieczyslaw
 3520 Ackerman, Arnold W.
 3527 Haugh, John J.
 3536 Bastedo, David B.
 3541 Smele, David H.
 3544 Wallerstedt, W. Kenneth
 3583 Duckworth, Harry William
 3584 Atkins, James
 3598 Hoffman, Gerald L.
 3603 LaBorde, George W.
 3607 Eagles, Alexander II
 3618 Geyer, Elmer William
 3625 Busch, John T.
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 3665 McLaren, Scott
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 3684 Cunningham, Gerald J.
 3688 Twan, Lyle D.
 3707 Lundy, James B.
 3708 Wiseman, James P.
 3717 Romeo, Perry
 3719 Whatling, Jean S.
 3734 Kudish, Dr. Harold
 3736 Blood, John M.
 3750 Papaspyrou, George
 3759 Sibson, F. H.
 3760 Waddington, Albert I.
 3766 Lane, Stuart
 3771 Aubrey, Joseph M.
 3775 Feero, Ronald
 3783 Tomasson, Gary Dale
 3788 Atkinson, Louis W.
 3800 Isbruckner, Mike P.
 3802 Macneall, P. Norman
 3815 Woodard, Lane B.
 3833 Kettcher, Melville C.
 3837 Atwell, Steve
 3846 Weill, Raymond H.
 3860 Seward, Anthony W.
 3862 Ramsay, Dr. Donald R.
 3875 McElfresh, Sonja Z.
 3877 Worley, John F.
 3879 Hudson, Anthony
 3902 Baird, James G.
 3903 Sirett, Cynthia M.
 3905 Shyba, Walter
 *3907 Canham, Nancy L.
 3909 Hetherington, Albert E.
 3910 Winstone, David J.
 3914 Johnston, Dr. John L.
 3918 Chamberlain, Tom
 3929 McCallum, John G.
 3939 Maly, Paul L.
 3941 Pelehos, Anthony J.
 3947 Tremblay, Conrad J. M.
 *3948 Leary, James F. Sr.
 *3949 Mountain, Philip C.
 *3954 Cerini, Matthew
 *3955 Pojer, George
 *3958 Willson, Victor L.
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Letters & Announcements

Mail Car Refurbished

An enterprising member of BNAPS Edmonton Group, who also belongs to the Alberta Pioneer Railway Associations, has managed to acquire a railway mail car. Members of both groups plan to refurbish and maintain the car.

In explaining his project, Andrew Mills says: "After some searching and considerable lobbying Canadian Pacific acknowledged they had what we wanted. They thought arrangements for its loan might be made."

After a wait of several months, CP confirmed that a suitable car (CP 3622) had been found, and that it had been despatched from Montreal via Smiths Falls.

At the time of writing, Mills said the two groups had not decided how the car should be used, or when. Among organizations whose ideas will be sought is the National Postal Museum.

Mills concludes: "We want to make it start with a bang and operate with a purpose. The Railway fans are just as keen, so it looks like a success before we start."

1935 Jubilee: Essay and Die Proof Discoveries

Describing his three items as unique, a Montreal BNAPS member sends us these photographs of rare items. They are, he says, unlisted in the book: *Essays and Proofs of British North America*.

He says that when they were recently reproduced in another journal, it was the first

time the Die number of the 13c has appeared in print.

Acquiring the items several years ago, their owner was given to understand they originated from a Canadian Bank Note Company engraver who died many years ago.



Figure 1. Large progressive die proof (die frame) in slate-blue.



Figure 2. Large final die proof in violet, inscribed
 "X-G-593 CANADIAN BANK NOTE CO. LTD."

Note: The illustrations submitted included a third one quite similar to Figure 1, but with two rough vertical markings across the bottom die frame.

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BOOK REVIEW

Postage Stamp Price Index, 1980-81 edition. Published by H. E. Harris & Company, 645 Summer Street, Boston, Mass. 02210, U.S.A. pp. 192, price U.S. \$2.95 plus 75c handling and postage.

The book largely covers United States issues, but about 50 pages are devoted to Canada.

People wishing to track the performance

of these issues over the past few decades are saved considerable market research by the publication. The book gives actual prices of stamps issued between 1845 and 1974, at ten-year and five-year intervals.

A thorough study of the Harris Price Index yields valuable insight into the stamp market's performance and potential.

WILLIAM H. SLATE

Postal historians were saddened to learn of the passing of Bill Slate on 18th September 1980.

Born in England in 1925, Bill came to Canada in 1952 and after some time in the clothing industry joined the staff of the F. W. Woolworth Company where he held a supervisory position. Bill served in the Armed Forces in the Middle East during World War II.

He was best known to philatelists for his activities as a dealer in postal history material. He was probably the first dealer in Canada to specialize entirely in covers and postal history and was a regular participant

in many North American shows in the late 1950s and 1960s. His health during the past few years prevented his active involvement, but he still continued to operate on a correspondence basis.

His last major project was chairmanship of the Bourse Committee of CAPEX 78 when he was responsible for the planning and operation of various trade activities.

It can truthfully be said that Bill Slate was a gentleman in the fullest sense of the term and one of the few dealers who never offended anyone.

Goodbye old friend. Wherever you are, I hope there are covers and junk shops.

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Our third unknown, Fig. 6, has no resemblance to anything currently listed—a single line oval in blue, Type 3B, with a clerk's name at the top -----RAULT, and the railway at the bottom, -----(SH)ERBROOKE. For the latter, known options for the first terminus are Lake Megantic, Levis, Montreal, Newport, Quebec and Stanstead; however, considerations of spacing make (LEVIS & SH)ERBROOKE the most likely possibility. For the clerk, our known list includes no name ending in -RAULT, so this gentleman's identity is a complete mystery. Are there any Sherbrooke unidentified ovals out there that might complete this picture?

The fourth unknown, Fig. 7 in violet, has the complete clerk name, JOS. BEAULIEU, across the top of the strike; the bottom portion, where the R.P.O. designation should be, falls off the stamp and thus is missing. On a 2c Edward, the set includes Tr. 6./SP 19/19??. Train 6 would appear to be another Levis & Sherbrooke listing; can anyone identify JOS. BEAULIEU?

Our final unknown, two strikes in purple in Fig. 8, a double line oval, Type 3D, has been puzzling us for over ten years. The clearer strike on the right gives us a partial fix on a clerk name, --OL. PLAMO----/Ry.

M.C./APR 22----; the less clear strike on the left gives only slightly more information, apparently --OL. PLAMO----/Ry. M.C./APR 19 EAST/1906/?. There is an indistinguishable group of about six letters at the bottom of this left strike. Not much to go on, but the clerk name PLAMO---- would seem to be singularly identifiable; what can our detectives tell us about this one?

Another Puzzlement

Some months ago, we took a position with Frank Waite that Q-83A was merely a "worn" strike of Q-83 and further than Q-83A, JUL 6/1860 on the left, both listings read exactly the same, MONTREAL & ISLAND POND G.T.R. WAY/No. 7. The listings ostensibly differ in type, Q-83 being Type 6A, a double circle with the run in single line letters between the rings, and Q-83A being Type 8B (note—corrects the catalogue), a double outer circle with double line letters between the rings. It was our use of the word "worn" with which Frank took umbrage, suggesting that wear would take place on the outer portions of the rings and letters rather than in the center of each, as is apparent.

Since Q-83A always occurs in time after



Figure 6



Figure 7

the dates known for Q-83 (although there is a minor overlap in 1859 where strikes reflect elements of both types), we postulated that there might have been some contraction in the metal of the hammer; however, this explanation does not appear to fit the circumstance. We considered an explanation of insufficient ink, "a dry ink strike", but rejected this because once these double line Type 8B strikes begin, the single line Type 6A or 6B strikes do not reappear. In point of fact, chordal measurements confirm that these two strikes illustrated in Fig. 9 are one and the same hammer, and it is to be noted that we find exactly the same phenomenon occurring for Q-96 created from Q-95, No. 6, and Q-224 created from Q-222, No. 2.

Since our Fig. 9, Q-83A/Q-83 is not completely clear, in Fig. 10 we illustrate an unlisted example of the same experience;

here we have two different strikes of the same listing, Q-100, MONTREAL & KINGSTON G.T.R. WAY P.O./No. 3. The strike on the left, MAR 24/1858, is a normal Type 6B with all letters and rings in single line; the right hand strike, JUN 13/1862, is a classic Type 8B with all lettering and rings doubled by the absence of ink in the center of each. Again, chordal measurements confirm only one hammer in these two strikes.

We are in need of a technical explanation of this phenomenon and welcome such from someone more knowledgeable than ourselves. We hope that this will challenge some of our experts; not only would we like to understand ourselves, but we also need to develop a satisfactory explanation for our favorite skeptic and guardian of conscience, Frank Waite.



Figure 8



Figure 9



Figure 10

Patriotic Postcard Series

by W. L. GUTZMAN

Oval View and Flag

A scene, in shades of gray or brown, is shown in a horizontal oval frame, surrounded by sprigs of leaves (not maple) in green. A red ensign flies at the right of the frame. The word "CANADA" is in blue, and the overall background in white.

All backs are undivided, and all bear

the standard Universal Postal Union, Canada, marking, in two languages, in blue.

The earliest dated copy found until now is of July 22, 1905, and most common use seems to be in late 1905.

Aside from the UPU marking, there is no indication as to publisher, or as to printer.



Bird's Eye View of Weyburn, Sask.
 Columbia River, near Golden, B.C.
 Inglis River, Owen Sound
 Main Street, Moncton, N.B.
 River Scene, Hanover
 Shipping at Chatham, N.B.
 Smiths Falls, Ont.
 Steam Northumberland, going out of
 Summerside Harbour, P.E.I.
 The Intervale, Stellarton, N.S.

Two Banners and Crown

We have chosen to call these banners because of the way they are suspended. The banner at left is in fact the coat of arms of Ontario, the red cross of St. George on a white background, and three gold maple leaves on a green background. At right we have the Union Jack hanging on end, as a banner. The crown, in red and gold, surmounts a black and white view, framed in heavy gold, with three maple leaves at the four corners.

Backs are always undivided and bear the standard Universal Postal Union, Canada, marking in blue, in two languages.

Views of the Manitoba area carry the name of the distributor "Novelty Souvenir Co., 614-616 Main Street, Winnipeg".

Cards in this series have been seen with mailing date as early as Dec. 21, 1904.

Aberdeen Bridge, Oakville, Ont.
 Aberdeen High School, Moncton, N.B.
 A Picturesque Street, Ayr, Ontario, Canada
 Assiniboine Park, Winnipeg
 Boating on Moyie Lake, Moyie, B.C.
 Buchanan's Hill-Cove St., St. Stephen, N.B.
 City Hall, Winnipeg
 Cor. Broadway and Kennedy St., Winnipeg
 Delta Street, Ladner, B.C.
 Dominion Bank, Winnipeg
 Edythe S. Peacock Rolling Dam, N.B.
 Grand Forks, B.C.
 Hotel Cedarmere, Cobourg, Ont., Canada
 Hotel Cedarmere (different scene), Cobourg, Ontario, Canada
 King Street, St. Stephen, N.B.
 Main Street, Georgetown
 Main Street, Newmarket, Ont.
 McIntyre Block, Winnipeg
 Newmarket, looking northwest from High School
 Part of Raglan Street, Renfrew, Ont.
 St. Croix River, St. Stephen, N.B.
 The Bore, Moncton, N.B.
 The Grand River, Fergus, at High Water, used DE 21, 04
 Water Street, St. Stephen, N.B.



THE PRECANCEL SPECIALIST

by R. S. CHESHIRE & H. REICHE

Dates of Issue

The question when the Canadian precancels were actually issued remains somewhat difficult to answer. Very little information can be gleaned from the existing catalogue. A search of the records in the Post Office reveals only data of a very short period, because of the destruction of the original files prior to 1923.

The F. S. Thomson catalogue published in 1927 gives some hint of issue periods. Other bibliographies consulted were a paper by S. M. Shoemann and articles by V. Ruggeri. Here is the result of this research:

Types A to J	1889
Types K to N	1891
Type R	1892
Type S	1894
Type T	1894
Type U	1895
Jubilee	1897
Maple Leaf	1897
Numerals	1898
Map	1899
Edward	1903
Type V87	1922
90, 93	1914
106	1921
107	1923
109	1924
110	1926
111	1923
117	1923
113	1923

Of these bar types it will be noted that a number of dates are very much different from those in the precancel catalogue. For example V87, the 3c brown listed as 1912 was not issued until 1918. Another is the 3c carmine, V109 listed as 1922 but issued only in 1923.

The Post Office agreed to precancel V117, the 1c coil, on 12 July 1923; an order was placed on 13 July 1923 for 5,000 rolls. Additional orders were placed 31 December 1925 for 3,000 rolls, 31 March 1926 for 6,000 rolls, 30 June 1926 for 4,000 rolls, 30 September 1926 for 8,000 rolls, 31 December 1926 for 5,000 rolls, 31 March 1927 for 1,000 rolls, 30 June 1927

for 5,000 rolls, 30 September 1927 for 4,000 rolls, 31 December 1927 for 6,500 rolls, 31 March 1928 for 2,700 rolls, 30 June 1928 for 4,700 rolls, 29 September 1928 for 1,700 rolls.

V141, the next 1c coil, was ordered 31 December 1928 for the first time for 300 rolls. It is interesting to note that 56,600 rolls of 500 each were ordered, or more than 28 million stamps. V141 was ordered in quantities of almost three times this. One must wonder why the "high" catalogue value is given to such very common stamps. The prices of many such high quantities issued must be questioned.

The 4c orange (306) was suggested for precancel in March 1951, but this was not accepted. In July 1951 another suggestion was made to cancel 200,000 of the 4c with Type X. The Post Office again proposed in August 1951 to have 100,000 of these available, but the Branch turned down all requests. Only in 1953 was this request granted (X234).

Of Sackville 1-201, the catalogue shows 1937 as the date. The order for these stamps was 23 October 1939 for 226,000 stamps. St. Thomas 2-203, 3c carmine listed as 1937 was ordered in January 1941 for 5,000 stamps, 2-202 was ordered in February 1940 for 10,000 stamps, Niagara Falls 5-202 was ordered on 1 August 1939 for 22,000 stamps.

The above will give some indication of the complexity of the problem. We would like to hear if others can add to the information.

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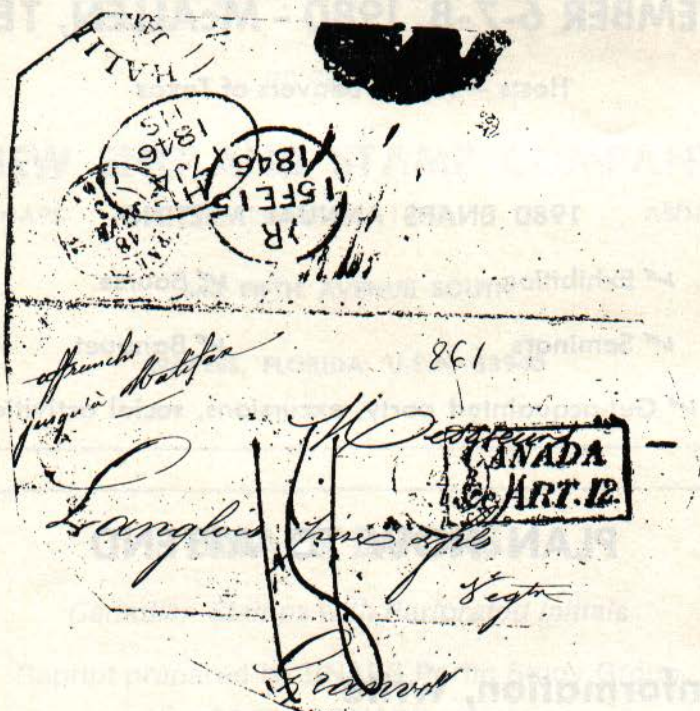
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Letters exchanged via England between British North America and France, 1844-75

by MAGGIE TOMS

Additional information regarding the Great Britain
Accountancy Mark Canada & art. 12



Having indicated in the September-October issue of *Topics*, Vol. 36 No. 5 "Letters Exchanged via England Between North America and France", that I had not seen a cover dated before 1851 with the CANADA & ART. 12 accountancy mark, I now admit to seeing three. One was in a recent exhibit of stampless covers. It was posted at Toronto January 30, 1846, directed voie d'Angleterre, and addressed to Lyon, France. The second was also from Toronto to Lyon, France, dated June 15, 1850. The third, which is only part of a cover, is illustrated here. These covers indicate that both the CANADA rate and the COLONIES rate are found on British North American packet letters prior to the Colonies taking independent control of their

postal administrations. Why both of these accountancy marks are found, I don't know. Perhaps the clerks in the foreign office were so accustomed to the COLONIES handstamp, which was used for Colonies in general that it was sometimes carelessly applied to British North American packet letters. It would seem that the proper rate for British North American packet letters was the CANADA rate, and the proper rate for Nova Scotia Ship Letters was the COLONIES rate. It would also seem that prior to 1851, France was very reluctant to pay the extra 8d per ounce for the Colonial internal postage. I have seen two letters prepaid from France to Canada in the period from July 23, 1849, to April 6, 1851. One is illustrated as Figure 7 in the November-

December issue of *Topics* — Vol. 36, No. 6. The other was sent in closed mail from Rouen, France, to Montreal in August 1849. Both of these letters were prepaid at the COLONIES rate of 15 decimes per 7½ grams.

The piece of cover illustrated, addressed to Granville, France, undoubtedly originated in St. Pierre Miquelon. The notation "af-franchi jusqu'a Halifax" refers I think to a St. Pierre packet charge. This is a very early date for the CANADA & ART. 12

marking. From June 1, 1843 to Jan. 1, 1846, this same rate of 4 shillings per ounce came under Article 11 in the Accounting Articles. Mr. Salles, in "Encyclopedie de la Poste Maritime Francaise Historique et Catalogue", Tome VIII, stated that he had not seen the accountancy mark CANADA & ART. 11 used on cover.

Addendum: March-April 1980 issue, page 35. Final line should read: . . . was in effect until after the Franco-German War.

OFFICIAL NOTICE

Article IV of the Constitution — Section 3. Elections

A President, both Vice-Presidents, Treasurer and Secretary shall be so elected by ballot biennially in the even-numbered years. Five (5) members of the Board of Governors shall be elected in the even-numbered years, for a term of four (4) years. Two (2) such members shall be from Canada, two (2) from the United States and the fifth at large.

Nominations for offices may be filed with the Chairman of the Nominations Committee or the Secretary by any Regional Group of the Society or by any five (5) members in good standing. Nominations to be published in *BNA Topics* no later than ninety (90) days prior to the Convention and Annual Meeting.

Report of the Nominating Committee for 1980

The BNA's Nomination Committee for 1980 places in nomination for the 1980 election the following candidates:

FOR PRESIDENT	JAMES C. LEHR OF DELAWARE
FOR 1st VICE-PRESIDENT	MICHAEL B. DICKETTS OF ONTARIO
FOR 2nd VICE-PRESIDENT	ROBERT H. PRATT OF WISCONSIN
FOR TREASURER	EDMUND A. HARRIS OF ALBERTA
	MARVA A. PAIGE OF VIRGINIA
FOR SECRETARY	EDWARD J. WHITING OF PENNSYLVANIA
FOR BOARD OF GOVERNORS	

(Five to be elected — two from Canada, two from United States and one at large)

RUSSELL B. ALLISON OF NEW JERSEY	WILLIAM L. SIMPSON OF ONTARIO
LEO J. LaFRANCE OF NEW YORK	JOHN S. SIVERTS OF DELAWARE
C. RONALD McGUIRE OF ONTARIO	HARRY SUTHERLAND OF ONTARIO
WILMER C. ROCKETT OF PENNSYLVANIA	

Respectfully submitted,

LEO J. LaFRANCE, *Chairman, Nominations Committee*

COVERS OF THE ADMIRAL PERIOD

by ALLAN L. STEINHART



Figure 1

Figure 1 shows a block of 6 of the 2c green imperforate between coil stamps, second printing paying a proper postal rate dated April 25, 1927 at Fairville, N.B., cancelled by the Fairville, N.B. No. 1 roller. The rate here is 2c per ounce first class letter rate plus 10c for registration.

Figure 2 shows a registered cover to England mailed at Edmonton, Alta. dated Jan. 2, 1917 prepaid 5c registration fee plus 1c war tax plus 2c per ounce Empire letter rate. The cover is unusually franked by a 2c red Admiral stamp plus a pair of 2 + 1c red war tax stamps perforation 12 x 8. The perf. 12 x 8 war tax stamp is not common

on cover and to find a pair used in a combination as in figure No. 2 is unusual.

Figure No. 3 shows a cover franked with five 1c green Admiral stamps to Germany dated Nov. 22, 1921. The U.P.O. one-ounce letter rate was raised to 10c Oct. 1, 1921 and so this cover is short paid 5c equal to 25 centimes and double deficiency would be 50 centimes due which is shown by the T/50 handstamp. There are two purple German handstamps on the cover and it is manuscript "120" probably for 120 pfennig postage due and a large black "BEZAHLT" handstamp meaning paid.

— Photos Philately In Print, Toronto

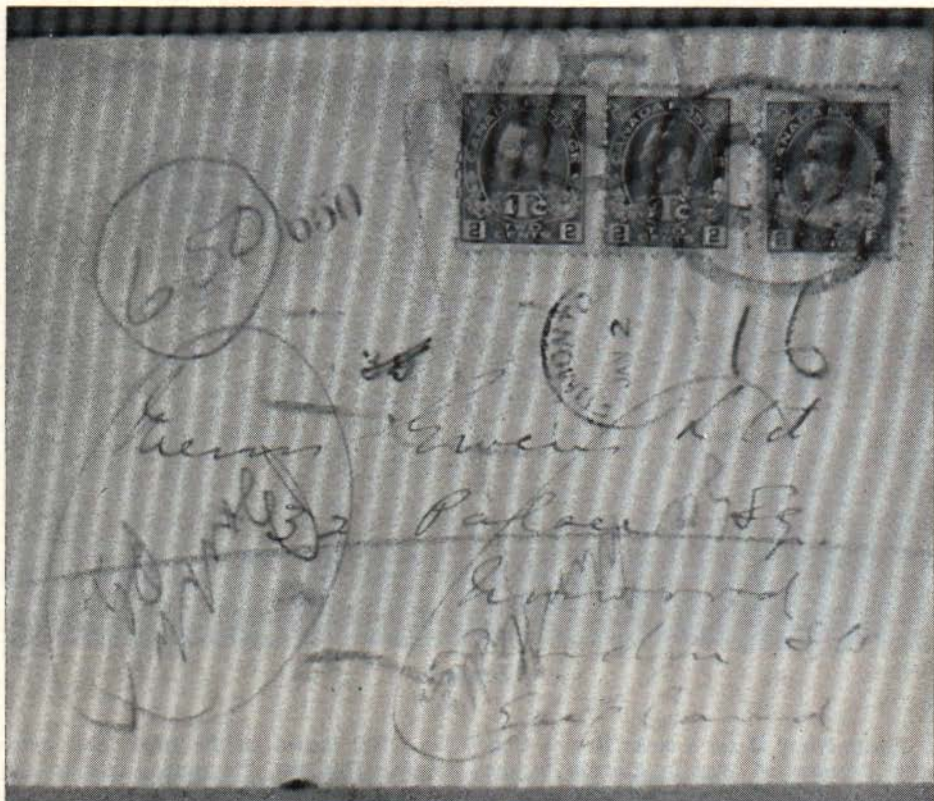


Figure 2



Figure 3

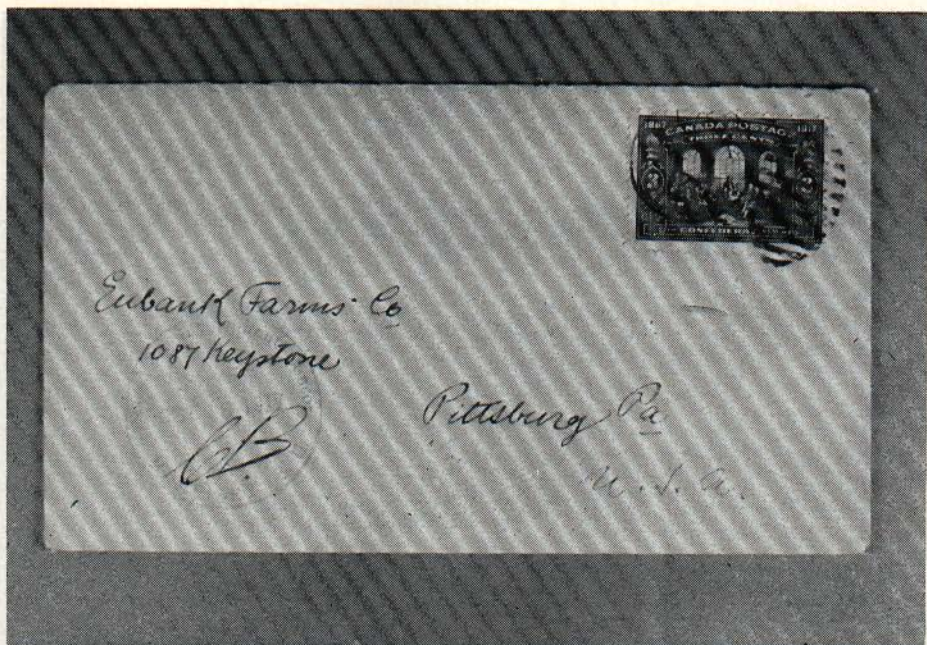


Figure 4

Figure No. 4 shows a cover from a German Prisoner of War in Canada to the United States with the censored handstamp in red "Passed by Internment Censor, Oct. 18, 1917, MORRISEY, B.C." probably mailed free franked. A 3c Confederation issue was applied, probably in the same manner as stamps were applied on soldier's letters to comply with various postal rules as the United States was neutral, at no charge to the sender or receiver, and cancelled at Fernie, B.C. Oct. 19, 1917. Morrisey, B.C. Internment Camp is not a common P.O.W. camp to find covers from.

Figure 5 shows a cover with a single 1c yellow Admiral, a block of 1c yellow and a block of 2c green part perforate coil stamps used Feb. 11, 1927 from Dartmouth, N.S. paying the 10c registration rate plus the 3c one ounce first class Empire rate to Bournemouth, England.

Figure No. 6 shows an O.H.M.S. cover franked by a 1d Barbados stamp plus a 1d war tax Barbados provisional on a letter to England cancelled by the circular "Paquebot Posted at Sea Received Jan. 20, 20 St. John, N.B." datestamp with a purple oval "The R.M.S.P. cog: S.S. Caraque' 21

Jan. 1920 Posted on the High Seas" datestamp. This was the proper rate to the U.K. at this time. There is also a 2c carmine and a 3c Brown Admiral stamps on the cover with the same St. John, N.B. cancellation which appears to be paying the 5c U.P.U. one ounce letter rate. The cover does not appear to be philatelic as it is O.H.M.S. and addressed to "Army Agents" in London but the excess postage does not seem to make sense.

Figure No. 7 shows the scarce use of SCADTA (Sociedad Columbia—Alemana de Transportes Aereos) Columbia airmails on a cover used Nov. 20, 1928 from Montreal, Canada to Columbia prepaying airmail service in Columbia. The cover it appears is franked 5c with a 5c airmail stamp paying the 5c Canadian and United States airmail rates for airmail services available plus an 8c Blue Admiral paying the 8c one ounce U.P.U. rate to Columbia plus a 10 and a 20 centavos SCADTA Columbian airmail stamps for the 30 centavos Columbian airmail fee. The SCADTAs are cancelled with a New York foreign handstamp but were probably applied in Montreal. Canadian postal rules dictated that foreign stamps applied in Canada to prepay services in

R.H. Drake
277 South St
Halifax
NS

364



268
Col. E. B. Anderson

"Woodmanton"

#35 Wellington Rd.

Bournemouth

England

Figure 5

On His Majesty's Service



Messrs Cox & Co

Army Agents

Westminster

London



Figure 6



Figure 7.

foreign countries should not be cancelled by Canadian postal officials. The reverse of cover No. 8 shows a handstamp advertising SCADTA services which notes these stamps were sold by Guy Tombs Ltd. of Montreal and Wood Fleming & Co. Ltd. of Toronto. This tends to answer the ques-

tion where one obtained SCADTA stamps in Canada. From this cover it also appears that besides the SCADTA stamps overprinted CA for use in Canada and the SCADTA general issues, the unoverprinted SCADTA issues were also sold in Canada.



Figure 8

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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WAY LETTERS

by CHARLES P. DE VOLPI

Way letters are best explained by Article XIV of Instructions to postmasters.

"ART. XIV — WAY LETTER ACCOUNT—The account or sheet bearing this name, is intended for bringing to account the postage of such letters as are received from or sent by the courier, and which do not come or go by what is called a Mail—for example, a letter is handed to the courier when he is on the way to your office—it is your duty to receive and mail it—the rate will invariably be 4½d. if a single letter, as it will always come to you from some place under 60 miles) and you will insert the amount of postage in the column of "Unpaid Way Letters Received". This is when the letter is intended for your own delivery; but if it is to be mailed by you, you must find the difference from the place where it was put into the way bag, (which you can learn from the courier) to its point of destination and rate it accordingly. In this latter case you will naturally understand that it is not to be entered in your way letter sheet. In addition to your customary postmark on such letters, you should add the word WAY in red ink. in like manner you should write or stamp upon way-letters which are for your own delivery, the word "WAY" and also affix your office stamp.

The Column headed "Paid Way Letters Sent" is intended for such letters as may be left with you to forward to individuals residing on the line of route between you and the next office, and which your courier

should be directed to deliver to their respective addresses, provided he can do so without subjecting himself to delay. All such letters must be postpaid otherwise you cannot forward them.

Letters or packets sent under cover to postmasters with a view to their escaping the payment of postage (a proceeding often resorted to) are to be rated for the distance they have travelled, and brought into the Way Letter Account.

As respects the mailing of way letters a courier is never to be detained that the postmaster may mail them, but the following rules should be observed: If you happen to be situated at a stage where the horses are changed, or where from any other cause the courier may have occasion to remain sufficiently long to enable you to mail those letters, you must do so, and deposit them in the portmanteau; but if you are at a station where the courier stops merely for the exchanging mails and where the saving of time is an object, in such cases you will take the said letters out, and write or stamp upon each, the word "WAY" and the name of your office, and return them into the side bag, that they may be carried on to some other office where the courier necessarily stays a long time, at which office they must be regularly mailed and the postage be rated for the whole distance from the place where originally given to the courier (as nearly as can be ascertained) to their final destination.

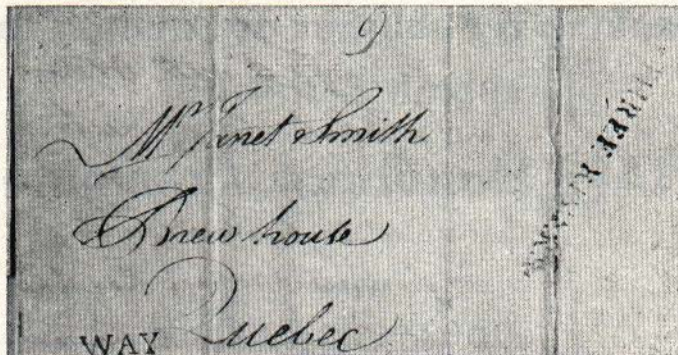


FIG. 1 — FROM RIVER DU LOUP (EN HAUT), JANUARY 10, 1781

Picked up by Courier and put in post office at Three Rivers—River du Loup to Three Rivers was 29 miles, and Three Rivers to Quebec 90 Miles — 119 Miles — Rate applicable 9 Pence Collect — WAY Handstamped at Three Rivers.



FIGURE 2 — FROM YAMACHICHE, OCTOBER 4, 1818

Picked up by Courier, brought to Montreal where the post office rated it IN2 — double rate collect — and added WAY. Yamachiche to Montreal 72 Miles.

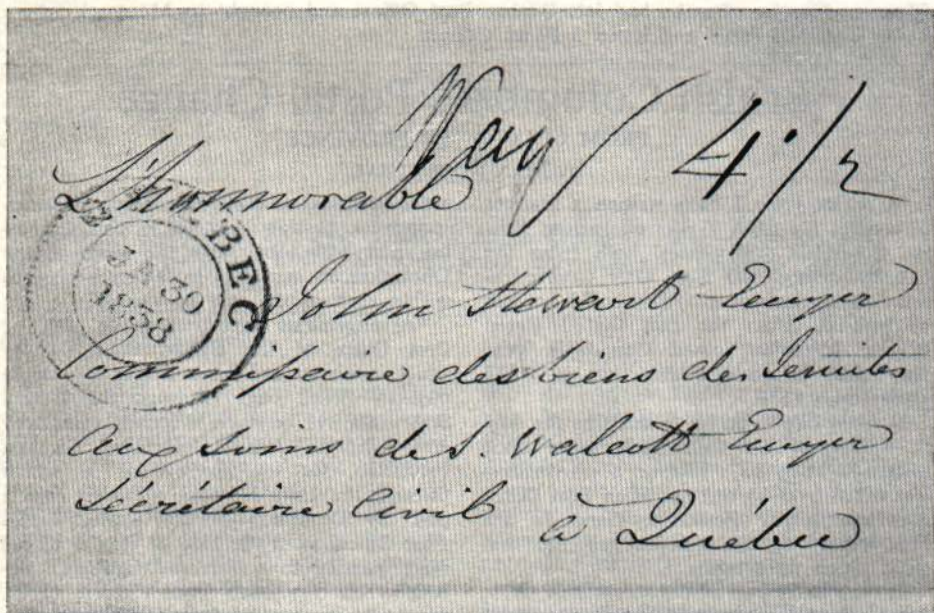


FIGURE 3 — FROM BATISCAN, JANUARY 29, 1838

Picked up by Courier, brought to Quebec, where it was town handstamped. Rated 4½ Pence Collect and inscribed WAY.



FIGURE 4—FROM QUEBEC, NOVEMBER 8, 1856

Given to Courier after he had left Quebec Post Office, and brought to Montreal, where it was inscribed WAY and Rated 3 Pence Collect.

British Columbia's Postal Change

FROM COLONY TO PROVINCE

by MAX ROSENTHAL

In recent years I have written a number of articles for *BNA Topics* on various British Columbia post offices, both from the Colonial period and from after Confederation. How much of a history buff I am can be inferred from the fact that I stated British Columbia joined Canada a year later than it actually did, that is, 1872 rather than 1871.

I would like to go on to describe the way in which British Columbia's post office system—when B.C. became a province—was taken over by the Canadian Post Office department. The Postmaster-General's annual report of 1872 mentioned the first steps which were taken.

"In the latter part of the summer of 1871, agents were sent to British Columbia and Manitoba, to report upon the state of the post office in these newly confederated provinces of the Dominion, with instructions to organize as far as circumstances would permit, the Post Office arrangements in accordance with the general system. The rates of postage have been made uniform in both provinces with those prevailing in the

older sections, as well in respect to correspondence passing between British Columbia and Manitoba, and the rest of the Dominion, as in regard to the transmissions within each of the said provinces.

"Arrangements have been made with the Post Office of the United States, under which mails to and from British Columbia pass in closed bags (through the United States mails), between Windsor (Ontario) and Victoria (British Columbia) via San Francisco, for the conveyance of which through the United States, a transit rate is paid by Dominion to the United States Post Office, as in the case of similar closed mails passing to and from Manitoba. Between San Francisco and Victoria, B.C., the mails are carried fortnightly by steamship, under a temporary agreement. This service will be advertised and brought under a regular contract."

The Postmaster-General's annual report for 1873 listed these post offices as being in existence in British Columbia on July 1, 1871:

Post Office	Electoral District	Postmaster
Ashcroft	Yale	Henry P. Cornwall
Barkerville	Cariboo	John Bowron
Burrard Inlet	New Westminster	Maximilian Michand
Cache Creek	Yale	James Campbell
Chemainus	Vancouver	Thomas G. Askew
Clinton	Cariboo	Charles E. Pope
Comox	Vancouver	Alexander Redell
Cowichan	Vancouver	Samuel Harris
Duck and Pringle	Yale	James Duck
Esquimalt	Victoria	John T. Howard
Hope	Yale	John G. Wirth
Kamloops	Yale	James McKenzie
Kootenay	Yale	James Normansell
Lake La Hache	Cariboo	Patrick Gannon
Langley	New Westminster	W. W. Gibb
Lilloet	Cariboo	E. Tynen
Lytton	Yale	John Boyd
Maple Bay	Vancouver	William Beaumont
Nanaimo	Vancouver	James Harvey
New Westminster	New Westminster	Valentine B. Tait
*Ominica	Cariboo	Francis Page
150 Mile House	"	Robert H. Young
Quesnel	"	Alex Barlow
Skeena	"	Thomas Hankin
Soda Creek	"	Robert McLeese
Spence's Bridge	Yale	John Murray
Sumas	New Westminster	David W. Miller
Van Winkle	Cariboo	J. L. Lindhard
Victoria	Victoria	Henry Wootton
Yale	Yale	D. McQuarrie

* George H. Melvin, in "The Post Offices of British Columbia", presumably based on records available at the Post Office Department, only mentions "Ominica", opened in 1872 and closed in 1876.

Completing Integration

In this 1873 report, the Postmaster-General (Sir Alexander Campbell) mentioned that "the Chief Post Office Inspector visited British Columbia to complete the organization of the Post Office in that province, and arrange for submitting the whole mail service, as far as practicable to public competition, and for thus placing it under regular contracts as in the other sections of the Dominion.

"Arrangements were at the same time made with the United States Post Office, for the transmission of closed mails between British Columbia and the other provinces of the Dominion, twice a week, by the railway and stage routes from San Francisco, through California, Oregon and Washington Territory to Olympia, between which

place and Victoria, a steamer plies semi-weekly. The Victoria, B.C. and San Francisco mail service twice a month by steamship, has been put under regular contract after advertisement. The contractors, Messrs. Rosenfeldt and Bermingham, of San Francisco, made the lowest offer received—namely \$2,250 per round voyage—which is the same amount as was paid under the previous temporary agreements."

According to a table elsewhere in the report, E. A. Starr carried the mails the 140 miles from Olympia, Washington to Victoria once a week. R. Pritchard carried the mails in his ship between San Juan and Victoria with the same frequency. Between New Westminster and Victoria there was one mail trip a week in winter—two during the summer.

On the east coast of Vancouver Island,

Captain Clarke carried the mails in his ship. The distance he covered, and the number of trips per week were strangely not listed, perhaps because they varied.

Mails Conveyed by Land

The report of 1872 listed 30 post offices in British Columbia as of July 1, 1871. Next year's report mentioned 38 as of

January 1, 1873, the modest beginning of a great increase which was to come under Canadian management. There were 2,210 miles of postal routes. The number of letters and post cards carried was 160,000.

"A statement of payments for mail service in British Columbia from 20th July 1871, to 30th June 1872" indicates when Canadian control of the Post Office in British Columbia began.

Name of Route	Name of Contractor	Distance in Miles	No. of Trips Per Week
*Barkerville and New Westminster—Gerow & Johnson		486	1 in Summer F'ly. Winter
Barkerville and New Westminster—F. J. Barnard		486	"
Burrard's Inlet and New Westminster—W. N. Lewis		9	1 and 6
Cache Creek and French Creek—Barnett & Lumby		224	horseback and on foot
Esquimalt and Victoria—J. T. Howard		3	12
Fort Shepherd and Hope—H. Wotton		262	—
Fort Shepherd and Kootenay—H. Wotton		175	—
Fort Shepherd and Victoria—J. Johnson		439	—
Hope and Osoyoos—H. Wotton		135	—
Kootenay and Perry Creek—W. Phillips			—
Round trips to be performed within 60 days			
Kootenay and Victoria—J. Johnson		614	Horseback and on foot
Kootenay and Victoria—J. Milne		614	—
Metchosin and Victoria—J. Parker		25	1
Omineca and Quesnelle—R. Sylvester		350	Mthly.—Horseback in summer, sn'shoes, winter
Saanich and Victoria—J. W. Williams		24	1

* The Mails on this route are carried between New Westminster and Yale, a distance of 100 miles, by steamer in summer and by canoe in winter. Barkerville to Yale by stage.

The report of new contracts entered into in British Columbia during the year ending June 30, 1872 also included:

From	To	Contractor	Distance	Times Per Week
Nanaimo				1
"	Victoria		74	
		Str	55	1
	Comox	Sir J. Douglas		
New W'minster				
	Victoria	Hudson Bay Co.	Summer, 75 Winter	
Olympia				
	"	E. A. Starr	185	
		Rosenfield & Birmingham		5th & 20th every mo.
San Francisco	Victoria		750	
San Juan			Fortnightly	12th & 20th " Steamboat
	"	R. Prichard	25 1	No day fixed Sail-boat
Skeena				Occasionally, no day fixed Steamboat
	"	Hudson Bay Co.	514	

Unless otherwise stated, mails were carried by stage



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