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Official Journal of The British North America Philatelic Society

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SEMANTICS

Robert Laird announces

both an edition and an addition.

The former will be my 4th major auction, said edition to be held in Toronto July 8. This is a general sale with significant sections of large and small Queens and advertising covers.

The latter will be child No. 3 (and perhaps 1st girl) due in October. perhaps we should call her Virginian in honour of the BNAPS Convention we shall miss.

*Robert Laird,
the refreshingly different auction house*



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BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

	Whole No. 389	MAY/JUNE 1982	Vol. 39, No. 3
<i>BNAPS</i>	The Editor's Page		3
<i>Elected Officers</i>	President's Corner		5
See listing under "The Business Side"	Letters		7
<i>BNAPS</i>	Notes		11
<i>Committees & Appointed Officers</i>	SKETCHes of BNAPSers - Isabel Jephcott		14
MEMBERSHIP COMMITTEE	BNAPEx '82 - Information		15
Chairman: Norman Brassler	Mail Transportation in Nineteenth Century Ontario - Part III		16
CONVENTION COMMITTEE	Precancel Specialist - New Information		24
Chairman: C. Ronald McGuire	Flag Cancel Study Group - Types 5 & 6		26
HANDBOOK COMMITTEE	Question Box		29
Chairman: Allan L. Steinhart	Revenue Study Group - B.C. Law Stamps		30
STUDY GROUPS	Centennial Definitives Study Group:		32
Coordinator: Larry Paige	Centennial Coils - Part II		
REGIONAL REPRESENTATIVES	Postal Stationery Study Group: Challenges		36
S.W. U.S.: Ed Richardson	On The Circuit - BNAPS Sales Circuit		37
W. Canada: Trelle Morrow	RPO Cowcatcher - New Catalog and more		38
ASSISTANT SECRETARY	From The Bookshelf - BNAPS Library		41
John C. Graper	Patriotic Postcards - Quebec Tercentenary		42
SALES CIRCUIT	Early Post Offices Northwest from Hull		45
Manager: R. H. Jamieson	Calendar		47
P.O. Box 2, Stat. A.	BNAPS: The Business Side - Officers, Study Groups, Regional Groups, The Secretary's Report		49
Islington, Ontario	Classified		52
Canada M9A 4X1			
BOOK DEPARTMENT			
Manager: William S. Pawluk			
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Manuscripts should be double spaced - typewritten if possible, but legible handwriting is quite acceptable. Literature for review should be addressed to the Editor.

Opinions expressed are those of the writers and do not necessarily represent those of the Society or BNA TOPICS.

THE EDITOR'S PAGE

by MIKE STREET

THE NATIONAL POSTAL MUSEUM

In the NOTES section of this issue readers will find the full text of a Canada Post press release announcing the appointment of Mme. Monique Beaulieu to the position of Curator of Canada's National Postal Museum.

Despite the strong support of the philatelic community for the idea that the senior official of the Postal Museum must have a background in philately, the powers-that-be have decided otherwise. The new Curator readily admits that she has no philatelic experience and, according to a columnist in the *Ottawa Citizen*, "The Post Office, she says, didn't ask for that expertise."

The columnist goes on to suggest that perhaps the new hierarchy at Canada Post, resenting the role played by Postmaster-General Andre Ouellet, who publicly advocated the appointment of someone with a philatelic background, made their choice in a perverse effort to get back at him. If this is possible, then perhaps some of the same perversity was reserved for the philatelic community.

Be that as it may, we have to deal with the situation as it is. One thing is certain — they aren't about to change their minds. This means, of course, that there is no point in wailing about it. Being a normally positive type, here is how I see it.

Jim Kraemer, Ron McGuire, and the people who have worked for them have managed, in the space of ten short years, to start from virtually nothing and build a first class museum. Not only is it first class in its visual aspect—the part which the public sees—it is first class in knowledge of its field. How many articles have you seen in which either the author thanks the Museum for its assistance with some aspect of the work, or the author is a member of the museum staff itself? Four current projects, which in my opinion are important, are: Removing the roadblocks which now prevent the Museum from selling or trading duplicate material in order to acquire items which are not in the collection; Cataloguing and preparing the large amount of material which is presently in

storage; Actively obtaining oral histories from some of the 'old-timers', before this information is lost to us; and, finally, producing more small publications, such as *The Ocean Mail Clerk*.

If the appointment of someone without a philatelic background signals a change in the guiding philosophy of the museum, it will quickly become apparent. If, on the other hand, the new Curator is allowed to continue the policy of striving for philatelic excellence, works toward this end herself, and encourages the Museum staff to keep up their good work, then we in the philatelic community must continue to support the Museum in any way we can.

CONVENTIONS

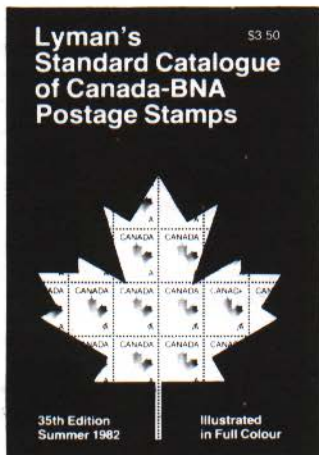
By the time most of you read this, it will be just about the point of no return as far as deciding whether or not to go to Virginia Beach is concerned. As a relative newcomer to the roll of very active BNAPSers, let me tell you that the convention in Ottawa last year was well worth while, and since it ended I've been champing at the bit, waiting for this year's. If you can come to Virginia Beach, do so!

It will come as no surprise to you to learn that there's more to conventions than either attending or organizing one. Anyone who has read the masthead will have noticed that we have a Convention Committee. The function of the Convention Committee is not to run this year's get-together, rather it is to find locations, and people willing to organize, for next year, and the year after that, and so on.

If you check the Calendar you will notice that the 1986 and 1987 conventions are open. According to our method of alternating conventions, 1986 should be in the USA, with 1987 in Canada. While it may seem a little early to be worried about where the convention will be four and five years hence, it is a matter of real concern. It takes 1½-2 years to properly organize a convention, but it often takes the same amount of time just to find and set up the

(Continued on P. 29)

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THE PRESIDENT'S CORNER

by Jim Lehr



After serving as Circulation Manager for a number of years, Bob Boudignon decided to retire from both this job and his work in Copper Cliff. He has done a great job through many difficult periods and we all send him our thanks and best wishes for the future. Although he let me know of this some time ago, we have moved slowly while trying to redefine the job in a way that would help remove some of the load from the Secretary. E. R. (Ritch) Toop in Ottawa has now agreed to accept the job of Circulation Manager and help us finish a new job description. Meanwhile, any and all questions concerning the delivery of TOPICS, or copies of back issues, should go to Ritch. A retired military man now working at the National Postal Museum, he is looking forward to working with everyone to help keep TOPICS as one of the best.

I just finished talking with Bob Pratt (as I

write this in February) and one of the things we discussed was getting some additional Regional Representatives to cover all areas of the U.S.A. and Canada. I commented on the need to get more membership in the Maritimes, and he pointed out that the U.S. Mid-West has fewer members than any other area of either country. Anyone out there who would be interested in visiting stamp clubs, etc. to explain what BNAPS is and push for new members should give our second V.P. Bob Pratt a call. That's his major job responsibility. Anyone interested in setting up a new regional group from present members in a particular area can also get help from Bob.

By the time this is published publicity on the Convention in Virginia Beach should be in high gear. This BNAPEX is going to be one of the best ever, so get your reservation in now. As they say in the car dealer ads, RIGHT NOW!

BNAPS

1982 ELECTION OF OFFICERS

NOMINATING COMMITTEE

(See the official election notice on Page 9 of this issue)

Chairman: Bill Walton, Califon, N J
Members : Jim Kraemer, Ottawa, Ont.
Jim Lehr, Wilmington, DE
Jack Wallace, Vancouver, B.C.

To nominate a member (or members), please contact any of the above people.

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LETTERS

3¢ SMALL QUEEN COVER

Although I do not have a dated copy of the 3 Cents Small Queen with a date earlier than that shown on the JA 17,70 cover from Goderich Ontario owned by George Arfken, I do have a Ja 26,70 legal size cover that was mailed from Goderich to Clinton, Ontario. It is from the same correspondence as the Arfken cover. Sent to H. Hale, the sender was P.F. Walker. A fine pair of the three cents Small Queen is cancelled by two strikes of the 2 ring no. 21 canceller.

In Lovell's Province of Ontario Directory for 1871 there is listed under Goderich a Peter F. Walker, deputy clerk of peace and attorney, and under Clinton is Horatio Hale conveyancer.

Edward J. McGrath
St. Catherines, Ontario

ADMIRAL HAIRLINES

The writer suggested previously that evidence existed that the 2c red, with hairlines, from Plate No. 4, was not caused by continuous cracking of the plate surface during printing, but that the cracks existed right from the beginning and did not change appreciably over the printing period. The Lussey collection sold at Maresch has five multiples of Plate 4 from the original production order (83) and from the reproduction order (98). All show the same hairlines in the same positions.

Hans Reiche
Ottawa

HELP WANTED

GLASFAX is a Canada-wide, non-profit organization devoted to the study of glass - Canadian glass in particular and glass of the world, in general. We were formed in 1966-67 under the sponsorship of Dominion Glass Company, Ltd., (now Domglas) with the idea being to research the history of glassmaking in Canada, a subject about which not too much had been done previously.

One item submitted for possible publication in the Newsletter came from a Western member who forwarded a copy of BNA TOPICS, Volume 21, Number 9, Whole Number 216, (October 1963) which featured on its cover a

business envelope for the Canada Glass House of Hamilton, Ontario. Apparently the author of the article accompanying this cover item, Mr. Lloyd W. Sharpe, E.D., Q.C., is now deceased.

Another glass related philatelic item reported to us is the 'Ottawa Glass Works' postmark. I believe the name of the office was changed to Como, Quebec in 1861.

Could any of your readers help us obtain illustrations of these items?

Madeline A. Thomson,
Editor-in-Chief,
GLASFAX

Any member who has either item is asked to contact TOPICS' Editor—ED.

POSTMARKS AND CANCELS

David Harding (Letters—Jan/Feb TOPICS) has asked about handbooks on postmarks and cancels. Several of us (Paul Hughes, Ferd and Nicole Belanger, Bruce Graham, and I) are working on a series of volumes on the Broken Circle or Split Ring postmarks of Canada. The first volume (Western Canada) is progressing well, and future volumes will include Quebec, Atlantic Canada, and Ontario, in that order. There is no estimated time for publication of the first volume yet, but a semi-final draft has been completed.

With regard to other types of postmarks, the 20th century Duplexes have been extensively described in La Philatelie au Quebec by Walker and Dalpe. There is a PHSC study group on Barrels and anyone interested in it can contact Dr. R.C. Smith, Box 9383, Alta Vista Terminal, Ottawa, Ont., K1G 3V1. The Roller and 19th century Duplex handbooks by Smythies are out of print, but sometimes turn up on back shelves at stamp stores. Two books available through the BNAPS Library that I would recommend are 'Canada Postal History' and 'Canada Postmark List to 1875', both by Frank Campbell.

There is a Canadian Meter Study Group in PHSC (Clayton Rubec, 2473 Huntley Ave., Ottawa, Ont., K1V 8E7), and Geoff Newman, 825 - 50th Ave., Lachine, Quebec, H8T 2V2 has organized a group on early Machine or Line cancels. All of these are in addition to BNAPS'

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own groups on Flags, RPO's, Squared Circles and Military postmarks. There are people working on town markings for individual provinces and territories. There's LOTS of work still to be done, David.

Gray Scrimgeour, #2840
Toronto

½¢ SMALL QUEEN

In my letter re the ½¢ Small Queen (TOPICS, March/April), I inadvertently said that the No. 2 pane is the RH pane. It is, of course, the left pane, and the No. 1 the right pane. I thought I had better point out the error of my ways before someone else does.

Re the kind review of my booklet *The Small Queens*. It may be of interest that a listing of the proofs has been prepared and, hopefully, will be published in Maple Leaves.

John Hillson
Glasgow, Scotland

DATED DIE ISSUE

For some time now I have been trying to put together a collection of the 1935 definitives, the 'dated die' issue, Scott 217/230, C5 and E6 plus the post cards.

If there are others who have found this issue to be of interest perhaps we could correspond or have a study organisation of some sort. Presently I am looking for some of the Governmental perfins. I have some, but need more. Through the kindness of Mr. H.G. Walburn, I have also worked up a Precancel section.

I shall attempt to reciprocate any interest.

Leon S. Anderson, #2869
3745 San Augustine
Glendale, CA 91206

OFFICIAL NOTICE

Nominations and Elections

Article IV, Section 3 of the BNAPS Constitution:

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. All elected officers shall assume and perform the duties of their office on the first day of January in the year immediately following their election. All retiring officers shall continue in office until their successor shall have qualified and assumed the duties of the office.

Nominations for the offices to be elected may be filed with the Secretary by any Regional Group of the Society or by any five (5) members in good standing in time, at least, for publication in BNA TOPICS scheduled for release ninety (90) days before the opening of the Convention and Annual Meeting of such election year.

ANNUAL GENERAL MEETING

As required by the Constitution, notice is hereby given that the Annual General Meeting of BNAPS will be held:

Saturday, October 9, 1982
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NOTES

NATIONAL POSTAL MUSEUM CURATOR APPOINTED

The following is the full text of a Canada Post Press Release.

OTTAWA—Monique Beaulieu, formerly Manager of the National Currency Museum of the Bank of Canada, has been appointed Curator of the National Postal Museum, R. Michael Warren, President of the Canada Post Corporation announced, today.

The acting Curator, Ron McGuire, 38, becomes Senior Research Officer, responsible for all the museum's philatelic and historical research activities.

Judge René Marin, who headed the selection committee and is Chairman of Canada Post's Museum Advisory Committee, said the appointments reflect the importance of maintaining the recognized philatelic expertise of the museum while expanding its activities in the interest of the general public.

"It is our objective to strengthen the museum and build on its known strengths to make it an important part of Canada's museum community," Judge Marin, who is also Chairman of the Corporation Board of Directors, said.

Mrs. Beaulieu, 47, a museologist, trained at the École du Louvre in Paris, France, was selected after a nation-wide management search. She brings to the Postal Museum both administrative and museum related expertise.

While at the Bank of Canada, she established the new Currency museum which opened in December 1980, and has been responsible for all facets of the museum's development and operations.

In her new post she will be responsible for all planning, development and operations at the Postal Museum. Her appointment becomes effective April 26, 1982.

Officially opened in 1974, the National Postal Museum concentrates on philately as well as postal and communications history. It quickly outgrew its first location in Ottawa and in 1980 moved to larger, more central facilities at 180 Wellington Street. The Wellington Street location made the museum's artifacts and exhibits, including the National Stamp Collection, more easily accessible to the public.

CSDA ELECTS NEW SLATE

The results of the recent election of officers of the Canadian Stamp Dealers' Association were announced at a meeting at The Sheraton Centre, Toronto, on January 10, 1982. Elected for 1982 and 1983 were: President: John H. Talman; Vice-President: Harold Beaupré; Secretary: Case Bastmeyer; Treasurer: Vance Carmichael.

The Canadian Stamp Dealers' Association has members across Canada and in several other countries. Its members have all signed a Code of Ethics and can be disciplined for failing to comply with that code. Further information on services provided by members, or membership in the Association, may be obtained by writing to P.O. Box 1123, Adelaide Street Post Office, Toronto, Ont. Canada M5C 2K5.

STaMpsHOW 82 JUDGES SELECTED

Eight prominent philatelists and accredited judges will make up the jury at STaMpsHOW 82, the annual American Philatelic Society exhibition scheduled for 19-22 August in Milwaukee, Wisconsin

The following persons will serve as judges for the national exhibition: Dr. Roberto M. Rosende; W. Eugene Tinsley; Dr. Fred G. Stulberg; Lynne Warm; and John M. Buckner.

In addition to judging the open competition at STaMpsHOW 82, members of the jury will select the 1982 Champion of Champions in the 16th annual World Series of Philately, in which the grand award winners from more than twenty-five national stamp exhibitions are invited to compete.

Officiating as judges for the 15th annual APS National Philatelic Literature Competition at STaMpsHOW 82 will be Joe F. Frye, P. Felix Ganz, and Bernard A. Hennig.

Serving as apprentice stamp judges will be Robert H. Pratt, George P. Trefonas, and Steven D. Schemann. Mary Ann Owens will serve as an apprentice literature judge.

STaMpsHOW 82 will take place at the Milwaukee Exposition and Convention Center and Arena. Further information is available by writing: APS, STaMpsHOW 82, P.O. Box 800, State College, PA 16801.

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DELIVER US—PART III

Remember the mail delivery test conducted on January-February TOPICS sent to Canadian addresses? A phenomenal 70% of the 200 members who were sent the postage free questionnaires took the time to respond. Hamilton Postmaster John G. Gagné, in passing on the test results, commented that some interesting patterns showed up and that Canada Post would be working on the difficulties. A second test will be conducted later this year to measure improvements. The test results are shown in the table, followed by other feedback from the USA and elsewhere.

TOPICS, January-February Issue:

Mailed-February 5, 1982

Mailed to Province/ Territory	Earliest Receipt Date	Latest Receipt Date	Average Receipt Date
Ont.	9 Feb.	2 Mar.	22 Feb.
Que.	15 Feb.	26 Feb.	17 Feb.
Man.	22 Feb.	3 Mar.	26 Feb.
Sask.	18 Feb.	20 Feb.	19 Feb.
Alta.	15 Feb.	11 Mar.	18 Feb.
B.C.	17 Feb.	5 Mar.	26 Feb.
Nfld.	18 Feb.	19 Feb.	18 Feb.
N.S.	19 Feb.	25 Feb.	22 Feb.
P.E.I.	2 Mar.	3 Mar.	2 Mar.
N.B.	17 Feb.	19 Feb.	18 Feb.
N.W.T.	16 Feb.	16 Feb.	16 Feb.

With the exception of a March 15 delivery in Islington, Ont. (40 miles), Canadian deliveries reported directly to the Editor generally agree with the test results.

Overseas, two reports from South Africa show March 13 and 15 receipts, while Lew Ludlow in Tokyo received his on March 2.

The pattern in the USA for this issue was interesting. The earliest deliveries reported came from both ends, and the middle, of the country. Washington, D.C. and Fort Worth, TX on Feb. 19, San Francisco on the 20th. Others noted: Feb. 22, Clearfield, PA; Feb. 23, Rockville, MD; Feb. 24, Longboat Key, FL; Feb. 25, Glendale, CA; Mar. 5, Wyncote, PA and Vancouver, WA; Mar. 8, Malvern, PA.

Please continue to keep the Editor informed. It is the only way to attempt to improve deliveries. More on this in future issues.

RAREST CENTENNIAL HIBRITE
DISCOVERED

The BNAPS Centennial Definitives Study Group reports the discovery of the first recorded copy of a MINT 6 cent orange Centennial Definitive, Winnipeg tagged, on hibrite paper. This rare item recently passed through a Robert Laird Auction, mixed in with a large lot, so it is doubtful that either the buyer or the seller realized the significance of this stamp at the time of the auction. The stamp has since been examined by Toronto stamp dealer Jim Hennok, as well as a few members of the BNAPS Centennial Definitives Study Group. There was unanimous agreement that the item is genuine.

The 6 cent orange stamp has been known to exist, used, for years, but until now there has never been a mint copy reported. This discovery is discussed extensively in the BNAPS Centennial Definitives Study Group Newsletter (available only to members). Membership information can be obtained by writing: Centennial Definitives Study Group, c/o Douglas C. Irwin, 2250 Lawrence Ave. East, No. 406, Scarborough, Ontario, M1P 2P9.

REGISTRATION OPENS FOR APS
SUMMER SEMINAR

Applications for registration are now being accepted for the Third Annual APS Summer Seminar on Philately, July 26-30, 1982, at The Pennsylvania State University. Anyone wishing to participate in this unique program, which is sponsored by the American Philatelic Society, is invited to write the APS at P.O. Box 800, State College, Pa. 16801, to request a registration form.

General programs will include sessions on fakes and forgeries, buying and selling, stamp production, and specialty collecting. Participants will be able to choose from four separate courses of instruction. Beginning Stamp Collecting (designed for the beginner of any age), Stamp Technology, Exhibiting and Judging, and the Financial Side of Stamps. Each will include small group workshops where students can put into practice what they have learned with 'hands-on' programs.

GIBBONS BREAKS UP CATALOGUE

The philatelically famous 'Stamps of the World' catalogue, published annually by Stanley Gibbons since 1934, will for the first time this

NOTES concluded . . .

year be split into two volumes.

Often quoted as the only one-volume catalogue in the world listing every basic stamp ever issued, the sheer number of stamps produced every year has forced this now mammoth work to be published in two, more manageable, units. The first 1934 edition of *Stamps of the World* weighed 1 lb 14 oz (840 grams) and listed just over 50,000 stamps.

The current one-volume edition weighs 7 lb (3,142 grams) and lists over 216,000 stamps.

With this change, Gibbons are also taking the opportunity to revive 'Simplified' in the titled, the new work now being known as 'Stanley Gibbons Simplified Catalogue of Stamps of the World' or 'the Simplified' for short.

Volume 1, Countries A-J, will be published

in August. Volume 2, Countries K-Z, will be available in October.

TORONTO REGIONAL GROUP FORMED

40 BNAPSers gathered at the Manulife Center in Toronto on April 18 to discuss the formation of a regional group and to hear Fred Stulberg's presentation on Early Machine Cancellations.

An interim Executive, charged with the duty of producing a constitution and other plans, was elected. Jack Weatherwax was chosen as President; Bill McCann, Vice-President; Joe Shelton, Treasurer; Andrew Chung, Secretary; and Dave Dixon, Director.

Next Meeting is set for June 13, at the same location. September and November meetings are also planned.

SKETCHes of BNAPSers

by Dr. Robert V. C. Carr

Sketch No. 188

ISABEL JEPHCOTT

Isabel Jephcott, a lovely lady who usually attends our BNAPS conventions, is the widow of the late Clare Jephcott, one of the stalwarts of BNAPS for many years. In his memory, Mrs. Jephcott has most generously established a fund to be used by the Society for specific purposes.

Isabel graduated from the University of Toronto, and shortly afterwards she and Clare were married. As time went on, and as Clare's philatelic endeavors became enlarged, the "faithful" wife followed him about his wanderings. One is bound to absorb some knowledge and expertise, and Isabel says "I think the first thing I learned was a new vocabulary, as well as a critical appreciation for 'condition', plus a renewal of my knowledge of history".

Of their three children, son Bill is a potential collector—he still has Clare's Small Queens and Admirals.

Philately has added great interest and knowledge to her life. A great moment was when she was presented with a large gold, with special award, at the 1970 London show. The



Isabel and the late Dr. Clare Jephcott

many close friendships which philately has made possible are a continuing source of pleasure.



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MAIL TRANSPORTATION In Nineteenth Century Ontario

by C. R. McGuire

This series is an expansion of a paper given by C. R. McGuire at the Ontario Museum Association sponsored Heritage Conference – "By River, Road & Rail – Transportation in Nineteenth Century Ontario" – held from 25-29 January 1981 in Toronto.

** An asterisk beside a reference in this paper indicates the item or a facsimile is in the National Postal Museum, Ottawa.*

Part 3



One of the difficulties of coach travel was becoming bogged down in mud during wet periods – this print by Jefferys, ca. 1840.

STAGE COACH SERVICE

By the beginning of the 19th century a stage line operated by J. Fairbanks and Thomas Hind was running three times a week between Niagara and Chippawa. Their advertisement in the *Niagara Gazette* of 26 May 1798 outlined their various services and charges, including "Letters 4 pence each". This line was superseded by one operated on a daily basis by James Macklem, and later by Markel and Hamilton, all of whom were hotel proprietors.

For years the postal system west of Niagara was not an official service. Nevertheless, it was just as valuable and probably less expensive to operate. Businessmen, particularly stage prop-

rietors, provided supplementary mail service by establishing their own postal systems. They financed such operations by subscriptions from those benefiting from the private services.

It was announced in the *Niagara Herald* of 1 August 1801, that the public coaches would discontinue carrying mail between Niagara, Queenston and Chippawa because post offices had just been established and postmasters' stages would carry the mail. This improvement was soon followed by the first official extension of mail service from Niagara to Amherstburg and Detroit. Mail went by schooner on the Detroit River and Lake Erie, by bateau from Fort Erie to Chippawa, and finally by stage to Niagara.

The service was quite good and the cost reasonable. The stage system expanded as roads improved and public and business requirements demanded. Because of the large number of lines involved, I will refer to only one of the more important, that operated by mail contractor William Weller of Cobourg.⁽¹⁾ (See cover illustration.)

Hamilton, and acquired others as opportunities arose.

Conveying mail proved to be both lucrative and troublesome. Stringent regulations were enforced by the Post Office, for example:

"The rate of travelling shall be uniform as far as the nature of the roads and the state of the weather will permit, and at



An American made coach, the first type to carry mail along the Niagara Frontier, ca. 1800

William Weller dominated land travel in Upper Canada for over twenty years, establishing himself as a stage coach magnate. He began his career by joining Jonathan Ogden as joint proprietor of the stage coach service between York and Kingston in December 1829. The next year he established his own line from York to Prescott. In his advertisements Weller always emphasized the maintenance of a strict schedule and that "the road (was) being very much repaired and the line fitted up with good horses, new carriages and careful drivers", all matters which were very important to travellers during this era. To augment his stage line and improve communications, Weller purchased the International Telegraph Co. in February 1834. By 1840 he owned a stage line from Toronto to

an average rate of six miles per hour. The time occupied in exchanging mails at each office on the route is understood to be not more than eight minutes . . ."

Exact distance, departure and arrival times had to be carefully noted for perusal by Post Office Inspectors. The mail stages (or mail sleighs in winter) proved more convenient than transport by steamboats because the contracts stipulated:

"The couriers or drivers . . . shall receive all way letters offered to them by any individual on the route, at a distance of two miles, or upwards from the nearest post office, and deliver the same to the Post Master at the first office, at which they may arrive, stating to the Post Mas-



A "Way" letter

ter where the said letters were received in order that they may be duly rated and mailed".

An irresponsible action such as "leaving behind a mail bag or package, passing a Post Office without stopping or being absent at a Post Office to take forward mail" cost between £5 and £25 in fines. A letter *from Stayner to J. S. Howard, Postmaster at York, dated 4 March 1835, illustrates another point (the spelling is Stayner's):

"A robbery of the whole of the Upper Canada Mail on the way from Prescott to Cornwall was perpetrated on the night

of the 17th of February as I think I have already informed you. I send you one of my Hand Bills that you may stick it up in your office lobby. I shall prosecute the contractor and his 'guarantors' for the 1500 pounds which is the penalty of their bond and this, I hope, will teach a statutory lesson to all persons who undertake Mail Contracts and fail in taking the proper precautions for the security of the mails".

Reward notices were posted and placed in newspapers. The following is typical:

ONE HUNDRED POUNDS
REWARD.

WHEREAS about 10 o'clock on the evening of Wednesday, the 4th Instant, some person or persons took from the Boot of the Toronto and Kingston MAIL STAGE, while on its way through the Township of HOPE, three Trunks which were found on the morning of the 5th inst., in the Woods at or near the foot of what is called the Roseberry hill in that Township,—one of them having been broken open and rifled.—This is to give notice that I will pay the above Reward of One Hundred Pounds, to any person or persons who may give such information as will lead to the conviction of the offenders.

W. WELLER,
STAGE PROPRIETOR.

Cobourg, Dec. 6th, 1839.

During the 1840's Weller accumulated a number of contracts for carrying mail on various lines. The busiest was the Toronto-Kingston route. He often subcontracted portions of a route when it was more advantageous, or neces-

Office ignored his rights and put the contract for the Kingston-Toronto run out to tender. Weller placed a bid, at the same time stating his claim under existing contracts. Weller's tender was rejected. He petitioned Griffin and took



A Weller mail coach on the Toronto-Kingston route, ca. 1834. Runners replaced the wheels on some coaches so they could be converted to winter use.

sary to meet government obligations. For example, James Walsh was a sub-contractor for the Port Hope to Peterborough run in 1846. By 1850, Weller's stage coach network extended from Hamilton to Montreal.

On several occasions it was necessary for Stayner to write Weller complaining about the service, which was not being provided in accordance with the terms of the contract*. Weller tended to overload his stages with passengers and cargo. The extra weight reduced the speed the horses could travel to far below the minimum stipulated by the Post Office, and fines were imposed. The situation became so bad, particularly Weller's inability to keep his coaches to schedule, that in 1852, W. H. Griffin, the Secretary (and after 1857, Deputy Postmaster General) had John Dewey, Post Office Inspector, write* Weller requesting he terminate his mail contract before it expired. Weller refused to waive the six month notice clause. The Post

his complaint to John A. Macdonald, the Attorney General. Weller won his case and received £2625 compensation.

By the mid-1850's Weller's business, and that of other coach lines, was suffering the effects of government contract disputes, deteriorating roads, increasing high costs of coach travel and, most important, the railways. To compete with the trains, stage fares were reduced, but the lack of comforts and reliability did not help regain the lost clientele, thus ending an era in travel. Forever the entrepreneur, Weller converted his assets and unsuccessfully invested in a railway. When this company failed Weller lost everything and he eventually died, in 1863, a poor man.

J. F. Pringle's description of the sorting and transferring of mail by stage coach in the 1850's is the best I have located:

"When the mails were carried by stage-coach the bags were in charge of the

driver, and were usually put under his seat or on the top of the stage. When a post-office was being approached the driver blew his post horn lustily to warn the postmaster. On getting to the door he tumbled the mail-bag or -bags off the stage and dragged them into the office, where the postmaster opened and emptied them, selected the matter addressed to his office, and put the rest, with the mail he had to dispatch from his office, into the bags, and delivered them to the driver to be replaced on the stage.



Mail coach departing from a small town post office, ca. 1850.

The changing of the mail sometimes took twenty minutes or more. If the post office was at a place where the horses were changed or the passengers took a meal the delay was not irksome, but otherwise it was by no means pleasant to be detained at the post office door in the severe cold of a winter's night, the heat of a midsummer day, or possibly in a storm of rain or snow. In those days, however, post offices were few and far between, and the detentions were not many".(2)

THE JOYS OF STAGE COACH TRAVEL

There are numerous fascinating, first hand accounts of coach travel which certainly make it clear that from the point of view of comfort and safety the stage left much to be desired:

"The Reverend Anson Green tells of the capsizing of a coach near Trenton in 1818 because the driver fell asleep, allowing the horses to strike off into the bush for a drink at a nearby stream. "The stupid driver," he reported, "found himself on the opposite bank when he awoke, but we were engulfed in the ditch . . .

One talkative old lady screamed out fearfully, 'I am killed! I am dead! I really am dead!' I had two men on top of me and my arm in the water, but I was sure that I was not dead and I tried to convince her that she was still alive."

Two years later Abraham Luckenbach and his wife had an adventure on a journey by stage from Brantford to New Fairfield (3):

"The stage driver had become drunk and lost control of the horses, and though it was after dark he drove rapidly, in spite of the fact that the wagon-pole had

already been broken though reckless driving. When my wife and I saw our danger, we got off when a halt was made to get the hat of the driver. We were advised to get on again, but when we would not be persuaded the driver drove off at full speed with the remaining passengers, part of whom were likewise merry. After we had walked about half a mile, we saw a light ahead of us and thought that we were near a house by the road-side. But when we drew nearer, we found that our companions had been tossed about by fast driving over the stump of a tree, all having been thrown from the wagon, one breaking his shoulder blade and another being unconscious. Through the terrible jolt, the four horses succeeded in breaking away and ran off. The wagon lay there broken to pieces and had to be taken farther piece-meal".

Even the heavy duty coach specially built for North America could not cope with the rough roads in spring and late fall. Lumberer's wagons were used as replacement vehicles, with passengers seated in the open on long hard benches, wrapping themselves as best they could in fur rugs and coats. John Dougall describes such a journey, made about 1830:

"Travelling all night in this way with a cold wind blowing, or sleet or snow falling - overcome all the time with sleep, and nodding like to fall out at every jolt, was a punishment of no ordinary severity, and yet not only men but women had to endure it when compelled to travel".(4)

Samuel Thompson travelled by stage coach from Bradford to York in 1834. He too recorded how uncomfortable and dangerous it was:

"A fellow-passenger told me how an old man was jolted so violently against the roof, as to leave marks of his blood there, which being not uncommon was left unheeded for days. My friend advised me to keep on my hat, which I had laid aside on account of the heat . . . I was not slow to adopt the suggestion".(5)

Travellers would find themselves, even against their wishes, private letter carriers. In 1838 Charles Kadwell wrote:

"I might fairly consider myself a mailbag on legs, my pockets as well as my portmanteau being crammed with letters

handed to my by sundry merchants and others (for delivery on the route) many of whom I knew merely by name others not even at all. But such being the habitual custom of infringing on people's good nature, I had to submit".(6)

If a traveller appeared to be respectable looking, it was not unusual for him to be requested to carry bank-parcels. These parcels might contain bank notes of any amount. Needless to say, this responsibility was a constant anxiety to those charged with such duties.

Even by 1848, conditions had not improved, as a report by John Lowe indicates:

"I had as disagreeable a journey as can well be imagined. In the first place I had to wait an hour and a half for the stage, expecting it every moment. When it came it was full. I had to cram in pretty tightly on a seat next to a very stout woman. She was polite and so was I but we mutually annoyed each other. The stage was an open wagon with no kind of protection whatever from wet. Towards night fall the rain began to fall heavily. It is needless to add I was shortly wet through to the skin and so had to sit without exercise till past ten o'clock when the stage arrived. I need not heighten the picture by commentary".(7)

In order to help keep warm when the coaches stopped at inns, passengers would feel obliged to treat the driver. You can well imagine the style of driving after a few "warm-up" stops. One report relates:

"A driver of Royal Munroe's stage coach of Belleville had reached the gate of the hotel yard. He drove his team straight at a double gate, with a post in the middle. One leading horse was pulling forward on one side of the post, and the other horse was pulling forward on the other. The driver could not understand why the stage failed to make any progress. He was whipping the horses to get them to move faster, when Royal Munroe himself ran out of his hotel and put a stop to it.

Another stage coach driver was taking a coach through the "Indian Woods", a long stretch of uncleared land between Napanee and Shannonville. So wildly was he handling his team that the passengers became alarmed. At Shannonville

they went to the postmaster, who was also a magistrate, and demanded that he take some action to protect their lives. The magistrate did nothing, or he may have thought there was nothing he could do. The coach and the driver and the passengers went on. But the journey grew more and more terrifying. The passengers decided to take the reins out of the driver's hands. It so happened, however, that an army officer, named Dempsey, was in the coach, and he was as drunk as the driver himself. He drew a pistol, and threatened to shoot anyone who touched the reins. Then he shouted to the driver to go faster. The danger became too much for a certain plain, quiet, elderly passenger, named Shaver, a member of the provincial parliament, who was on his way to attend the session in Little York. He let himself drop over the back of the coach, preferring to remain on the dreary road than to risk



going any farther. Of course the stage coach owner had to send back for the M. P.P., and apologize for the condition of his driver. The explanation he gave by way of excuse was rather odd. He said he had 'to dismiss that very same driver once before for the very same fault' ".(8)

I found relatively few examples of mail bags going astray. When one considers the dangers and mishaps of coaching, it is a wonder that mail was not lost more frequently, particularly with drivers like our friend in the aforementioned story. The advertisements described drivers as careful and courteous, and the general public in North America dignified them with the title 'Captains'. Thomas Fowler,⁽⁹⁾ after referring favourably to steamboat travel concluded:

"I cannot bestow the same commendation on coaching, for the roads are rough, and the coachman no better . . . as far as I went, coach drivers were a set of swagging, swearing, whip cracking Jehus".

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The PRECANCEL SPECIALIST

by Hans Reiche

CORRECTIONS TO PRECANCEL CATALOGUE

The following changes should be made in the 13th Edition of the Official Catalogue of Canada Precancels. This list is published with the cooperation of Mr. H. G. Walburn, the author, and other collectors.

J200: should read dbl, 1 vert.

N50: should read dbl, 1 vert.

R17: should read 2c

R25: should read 20c

V110: 10c should read 4c

Brantford: Second 1-85 should read 3-85

Calgary: above 1-106 should read 1922

Edmonton: 290a should read 2-90a; 292a should read 2-92a,

London: 1-74 should read 1-75; 3-153,3c should read 2c; 3-153, Die II price should be 7.50.

Montreal: 5-112a should read violet thin paper; 6-95 should read 6-94; 7-93 should read 20c.

Niagara: 1-75 should read 1-74; 19152ar Tax should read War Tax 1-103 should read 1-102; 3-111 should read 5c; add 3-90a, 15.00.

Peterboro: add 2-191, 4.00.

St Thomas: 1-93 should read 20c.

St. John: add 1-75a, 75.00.

Toronto: 5-87 should read 5-85.

Vancouver: 3-141 should read 3-151.

The following items are in collections and should be added. All exist in more than one copy.

Edmonton 1-89c

North Battleford 1-122a

E5v R7vx

F5 v R9v

I5p R15bx

J20vb T51v

J23v U77b

ADDITIONAL VARIETIES

Previous articles have listed a few of the varieties which have been noted. Some of these were constant, others not. It is not always pos-

sible to be certain if a variety is constant, especially with the large number of breaks which occur in the bars and lines, unless one has a lot of material and especially multiples. Certain of these breaks may be only inking problems, not breaks in the overprinting plate.

The following new items have been noted:

—Hamilton, Type 4, exists on the 1¢ green Arch issue, Die 1, in pairs with one normal, the other double inverted.

—Montreal, Type 8, exists on the 1935 2¢ issue in pairs with one normal, the other double.

—Montreal, Type 8, exists on the Arch issue, 1¢ green, Die 1, in vertical pairs with the bottom row of the sheet normal and the row above it doubled.

—Toronto, Type 10, exists on the 1¢ yellow Admiral with multiples where the odd stamp from the bottom row of the sheet has not been overprinted and the others have. This is due to a slanting overprint.

—Winnipeg, Type 6, exists on the Medallion 1¢ green in pairs with a normal and a double. Most of them have a nice offset on the back.

—Carleton Place exists on the Medallion 1¢ and 2¢ in pairs with one missing the city name.

—Bar Type W exists on the 2¢ brown Arch issue, Die 2, with only a pair of bars in the centre and no other bars. A similar variety exists in Type X on the 1962 Q.E.II 3¢ violet. It is not clear how these happen as they cannot be shifts.

—Type V exists on the 3¢ red Admiral in pairs with one normal and one double. The Scroll issue coil, 1¢ yellow, exists in pasteup pairs with one normal, the other doubled.

—Type T exists on the Small Queen on the yellow brown Montreal printing. The 8¢ Jubilee exists overprinted vertically.

—Regina, Type 2, exists double inverted on the 10¢ blue Admiral.

—Toronto, Type 5, on the 7¢ Edward—9 copies have been examined and all are damaged. Are there any sound copies around?

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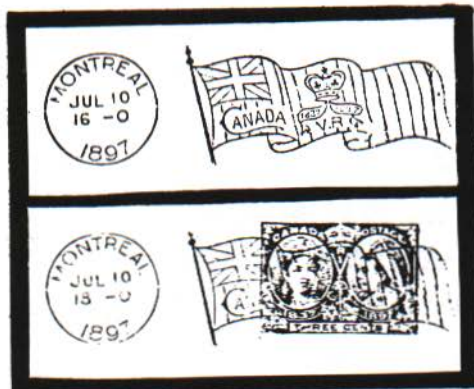
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THE FLAG CANCEL STUDY GROUP

by Larry R. Paige

TYPE 5 MONTREAL



Earliest reported date, 10 July 1897, on cut squares. The upper cut square is on a light brown card similar to a postal card, possibly from a trial card.

The Type 5 Flag Cancellation was in service at Montreal only, just as for Types 2 and 3. Again, the use of this Flag cancel was for a very short period of time, only about one week during July 1897. The Type 5 was from the newly installed Bickerdike machine, which had an experimental trial at Montreal during

December 1896 and early January 1897, and which proved more efficient than the Imperial machine. The Type 5 was also designed to commemorate the Diamond Jubilee of Queen Victoria, with "Canada" being added to this particular design possibly in commemoration of the 30th anniversary of the Confederation of Canada.

The earliest reported date of commercial use is 10 July 1897. A cover is recorded for this date, but I only have a cut square in my collection. 17 July 1897 is the latest date of commercial use reported. Most covers in collections are souvenirs or favor cancels addressed to 'B. Baker, 715 Sherbrooke Street, Montreal', generally franked with a 1¢ Jubilee stamp, and not backstamped. These souvenir or favor covers usually are dated 14-18 August 1897, which is well into the period of use of the Type 7 at Montreal.

It is my thought that the very short period of use of the Type 5 can be explained. I believe that the earliest date reported for Type 5, 10 July, is about the date the six new Bickerdike machines were put into service at Montreal. The new Type 7 Flag cancels were to be used on these machines. Type 7 Die III and Die IV are both reported for 10 July. Type 7 Dies I, II, V, and VI are reported for 12 or 13 July.



Commercial cover for 17 July 1897 the latest reported date for postal use. This cover is backstamped Toronto.



Post Card to Taunton, Mass. dated 11 July 1897, 19-0 which was 7 PM on a Sunday. A nice combination with a U.S. Flag Cancel on the front of the card as a receiving mark.

My theory is that the Type 5 was intended to be used only to get all six of the Bickerdike machines set up and adjusted for full production. This would explain their very short period of use.

Why the use as late as 17 July 1897? Possibly machine failure during the first week of use caused the Type 5 to be put back into service until all six machines were again functioning as they were supposed to. This is only a thought and I could be wrong. I would like to hear other collectors' views on this theory. The Type 1, Indicia B, C, and D, was still in

service as late as 9 July 1897, another indication that the first date of service of the Bickerdike machine could possibly be 10 July.

TYPE 6 OTTAWA

The Type 6 Flag Cancellation was in service at Ottawa at least by 30 October 1897. Type 6 replaced Type 1, Dater Dial Z, which was still in service on 26 October. Thus in a period of less than four days the change over from Type 1 to Type 6 was made. Type 1 was from the Imperial machine and Type 6 was a product of the new Bickerdike machine, of



One of the philatelic "B. Baker" covers, usually dated 14-18 August 1897 and not backstamped.



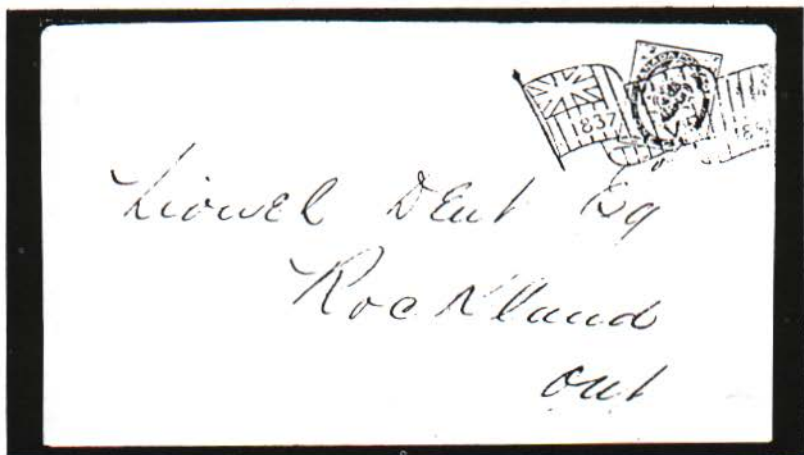
Type 6. Use at Ottawa was for about four months. It was then transferred to Montreal.

which only one was at Ottawa.

The reported period of use of Type 6 at Ottawa is 30 October 1897 until at least 2 March 1898. The Type 6 was also designed to commemorate the Diamond Jubilee of Queen Victoria. The crown and VR, as well as the year dates 1837 -1897, were much larger than in the Type 5. There are not enough examples reported of Type 6 Ottawa to determine if it was in continual use. I think that it was used only occasionally during its four months of reported service.

Type 6 Ottawa is the first example I have seen of a flag cancel being used on Third Class mail without the dater dial, though it possibly exists on earlier types. Only one cover has been reported of this rate to date. It was originally reported as a Rockland variety, but the cover was only backstamped Rockland and not used from Rockland.

Type 6 Ottawa may have been used later than 2 March 1898 as Type 8 Ottawa is reported as first used only on 29 March 1898.



Third Class Use. This is the first report of use of Types 1-6 without the dater dial. The cover shown is the only one reported.

TYPE 6 MONTREAL

The Type 6 Flag Cancellation was used at Montreal for the very short period of 13-18 April 1898. Apparently only one die was made of the Type 6. It was in service at Ottawa until sometime in March, and was then transferred to Montreal (Ottawa put the Type 8 into service in late March).

I believe that in time Type 6 Montreal

will be reported for an earlier use. Montreal used Type 7 continually from July 1897 until April 1898, at which time it changed to the Type 8. Possibly the Type 6 was used during the period that the horizontal bars were being added to the Type 7 to convert it to Type 8. This would explain the very few days of use at Montreal.



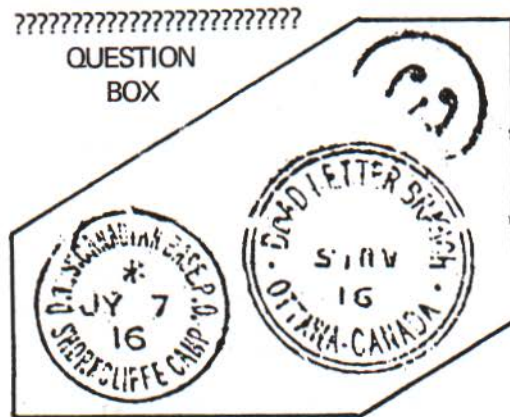
Type 6 use during April 1898.

Editorial (continued from P. 3)

organizing committee. Add one year for a cushion and you can see why the 1986-7 conventions are being looked at now.

There is a proposal afoot to change our procedure slightly and hold the 1986 convention in Bermuda, and members' opinions on this idea are welcome (write to the Convention Committee). One possibility for 1987 is being

considered. If either, or both, of these suggestions falls through, we will be back to square one, so all members are asked to consider putting together a working group to examine the idea of holding a convention in those years. (Incidentally, the Hamilton-Burlington region is tentatively booked for 1989.) If you can help, get in touch with the Convention Committee.



The illustration shown is a portion of the back flap of a cover addressed to a Sergeant in the 10th Canadian Reserve Infantry Brigade, Shorncliffe. Apparently the addressee was unknown at Diggate Camp and the letter was taken to the Canadian Base Post Office Shorncliffe where the single ring stamp D.L.S. CANADIAN BASE P.O.* JY 7 16 SHORNCLIFFE CAMP was applied. The abbreviation D.L.S. is believed to stand for DEAD LETTERSERVICE. The final date AU 15 16 appears on the DEAD LETTER BRANCH double ring stamp applied at Ottawa.

The Question is: Can anyone explain the partial numeral 3 in a circle? Please reply to the Editor.



Revenue Study Group

Editor - Wilmer Rockett

A NEW SERIES OF BRITISH COLUMBIA LAW STAMPS



EDITOR'S NOTE: The following article is a revised version of one which appeared recently in the Revenue Study Group Newsletter. It is being reprinted not only to update members of the Study Group but also to inform members-at-large that revenue stamps are still being produced, a fact which may not be known to some.

by Ian McTaggart Cowan

British Columbia has embarked upon a new series of law stamps. The event is a matter of more than usual interest for it marks a major change in government policy on the production of its law stamps. Since October 1948 all British Columbia law stamps have been printed by the (Federal) Government Printing Office, variously referred to as the King's or Queen's Printer as appropriate.

During the winter of 1980-81, it was discovered that some British Columbia government bonds had been stolen from a government office. An investigation led to a complete overhaul of security measures surrounding the production, storage and handling of government securities. Law stamps, as revenue paper, were included. One outcome was that production of BC law stamps was contracted to the Pacific Bank Note Company of Vancouver, B.C. This, I understand, is a western subsidiary of the American Bank Note Company.

FIRST PRINTING

The first stamps issued under the new arrangements, a \$15 rose and a \$30 pale blue green, appeared on 20 March 1981. The \$15 is a new value for B.C., the \$30 is a replacement for the same value of the previous series, supplies of which had been exhausted. Details of the new issue are as follows:

DESIGN: Unchanged from that used since 1948. The new \$30 stamp was produced from the identical design, although a new lithographic plate was prepared. The \$15 stamps also used the identical design, except for new value tablets. The numerals used for the \$15 are larger than the numerals used previously. Each is outlined by a narrow, clearly defined, dark line that results in the numerals being more sharply presented. The background hatching extends into the hollow in the 5, whereas in the \$30 the spaces within the nu-

merals are solidly dark and the numerals are presented as if illuminated from the left, with a broad shadow to the right.

PAPER: Brampton gummed, white E.F. 24 lb. GUM: Glossy white as distinct from the flat, almost invisible gum of the Davac paper used for previous issued.

SEPARATION: Roulette 20 in 40 mm, as opposed to 13 in 40 mm for the previous issue. Sides and bottom of the sheets are straight-edged, but the top is rouletted to separate the selvage.

LAYOUT: Printed in simple 8½ x 11 sheets of 25 stamps each, in the usual 5 x 5 format. The design area of each stamp measures 27 x 40 mm. Each sheet is numbered in sequence, starting at 00001 for each value. The sequence numbers are in red in the upper right corner of the selvage.

SECURITY DESIGN Each sheet has been completely printed with fine, sinuous, red-brown lines at 1 mm intervals diagonally across the sheet, as well as very fine pale yellow lines vertically. This pattern of red and yellow lines underlies the stamp design and makes the new issue easily distinguishable from all others, even in used condition.

NUMBERS: Five thousand of each value made up the first printing. Thus the sheets in the first printing of each value bear numbers 00001 to 00200.

SECOND PRINTING

In November 1981 a second order for the \$30, and an initial order for a \$50 stamp, were placed with the Pacific Banknote Co. These are in the same design and format as the first print-

ing, but were printed on Davac Gummed 24 lb. English Finish paper. The gum is invisible, and I am informed that it is dextrose based rather than P.V.A. The \$30 is in the same colour as the first printing. The \$50 is orange. 5000 of each value were produced in this printing. Sheet numbers 00201 to 00400 were used for the \$30 value, and 00001 to 00200 for the \$50. Delivery date was 16 November 1981.

CATALOG NUMBERS

It is now possible to list the complete series II. The values issued were 10¢, 50¢, \$1.00, \$2.00, \$5.00, \$10.00 and \$20.00. All were on Davac paper with dull gum, and perforated 12.5 x 12.5. This series was gradually replaced, between 1971 and 1981, with stamps of identical design, paper and gum but rouletted for separation, 13 perforations in 40 mm. The rouletted stamps appeared in values of \$1.00, \$2.00, \$5.00 and \$30.00. They have been referred to as Series 12 in the Canadian Revenue Reference Manual (1979) and assigned the numbers B.C. 59, 60, 61 and 62 respectively.

Thus, if this numbering system is followed, the new 1981 stamps become Series 13, and the \$15 value will be #63, the \$30 first printing #64, the \$30 second printing #64a, and the \$50 #65.

It should be noted that in Series 11 the sheets for each value were numbered beginning with the number 1. Sheet numbers are useful to the revenue collector as they positively identify the different printing orders that were placed for each value over the years of their use, beginning 30 November 1958. Series 13 has begun a new number sequence for each value.

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The CENTENNIAL DEFINITIVES STUDY GROUP

Centennial Coils

PART 2

by Douglas C. Irwin

The 3¢, 4¢ and 5¢ coil stamps, along with the 3¢ and 5¢ precancelled coils, were printed by the Canadian Bank Note Company and produced in rolls of 500 subjects. The printing plates would print 10 columns (10 stamps across) of 25 subjects at one time. Thus a roll of 500 stamps would require 20 successive printings (and 20 successive inkings of the printing plate) on a continuous web of paper, with the paper being advanced after each printing. In normal cases, the spacing between the bottom (horizontal) frame line of one coil stamp and the top frame line of the next coil stamp is 4 mm, and the vertical frame lines are perfectly aligned.

In many instances the continuous web of paper would not be aligned perfectly, after being advanced, with the next successive printing of stamps. Therefore, spacing varieties MAY be

found after every 25 stamps. If the web of paper was advanced too far between successive printings, a wide space between horizontal frame lines can be found. Figure 1 shows the normal (4 mm) spacing and an extra wide (5.5mm) spacing. Similarly, if the paper was not advanced far enough, an abnormally narrow spacing between framelines would result.



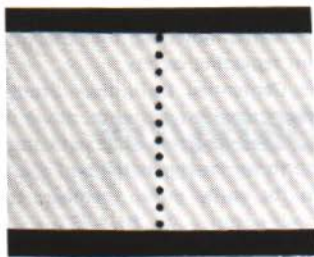
1. Normal and Extra-wide Spacings



2. Coil Jump

In some instances, the web of paper shifted a small amount horizontally while being advanced. This resulted in the next group of 25 stamps being printed slightly to the left or right of the previous group of 25 stamps. In these cases, the vertical frame lines seem to "jump" to the left or to the right. Figure 2 shows an example of such a jump.

After the coil stamps had been printed, they were perforated horizontally. Occasionally, the web of paper separated along one of these horizontal rows of perforations and this necessitated joining of the two pieces by the Canadian Bank Note Company. These joints



3. Coil Repair

consisted of a horizontal strip of gummed paper, perforated horizontally through the centre. This strip, which varied in width vertically, was attached to the gummed side of the coil stamps. Figure 3 shows such a repair from the gummed side. The repaired web of coil stamps, 10 columns wide, was then cut into individual rolls of 500.

At some time during the perforating of the 4¢ coil stamps, a perforating pin broke, producing a constant variety in the form of a missing perforation¹. This variety (Figure 4) is found in one of the 10 rolls of coils from each web of 5000 stamps. The missing perforation occurs every 24 stamps, starting between stamps 8 and 9, then between 32 and 33, 56 and 57 and so on, finishing between stamps 488 and 489. This variety occurs 21 times in a roll of 500 stamps (or 21 time in a sheet of 5000 uncut subjects). We would be interested in knowing whether anyone has found this variety occurring in any other Centennial coil stamp.



4. Broken Perforation Pin

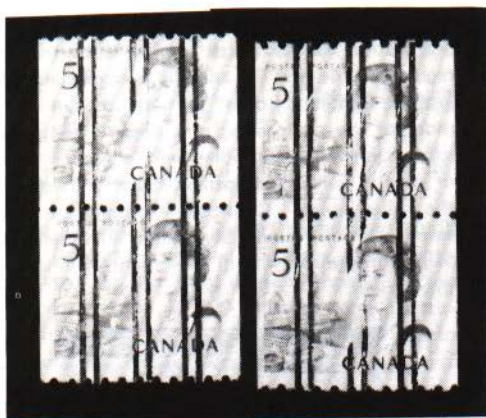
There is another very common (and minor) perforation variety which can be found in the regular 3¢, 4¢ and 5¢, and the precancelled 3¢ and 5¢, Centennial coils. In many cases, one or more of the perforating pins became bent, resulting in perforating holes being slightly above or slightly below the horizontal line formed by the other holes. Countless examples of this variety can be found. Sometimes all three sets of perforations in a strip of 4 stamps will show this variety.



5. Doubled Printing

The 4¢ and 5¢ coil stamps have been found with traces of a double printing. Portions of the design can be found doubled, with the doubled image appearing faint and usually slightly to the left. These doubled images occur at the 4 or 5 and CANADA, which has a faint doubled 4 appearing in the left vertical margin, and traces of a doubled portion of CANADA in the lower horizontal margin. The 5¢ coil (not shown) has been found with doubled portions of the 5 shifted only slightly to the left, still appearing on the printed portion of the stamp, not running into the vertical margin.

The 5¢ coil stamp has been described in reference books² and listed in catalogues³ as occurring with hairlines. These appear as very fine blue lines running horizontally across the stamp. Hairlines can also be found on the 5¢ precancelled coil. Another variety which can



6. Broken Precancel Bars

be found on the 5¢ precancelled coils is a break in the precancel bars. In some instances, a section of the middle bars can be found missing as shown in Figure 6. It is interesting to note that in all the examples of this variety that we

have seen, the portion of the bars missing is virtually the same, indicating that this was indeed a constant repeating variety.

The Centennial Definitives Study Group produces a regular newsletter, along with this column. The newsletter deals with the Centennial issue in far greater detail and also provides a forum for study group members to discuss this complex issue. Any BNAPS member interested in joining the study group should contact us at the address listed on the "Business Side" page of this issue of TOPICS.

to be continued.....

References:

1. THE CANADIAN PHILATELIST, Vol 30, No. 5, Page 298.
2. The 1967-73 DEFINITIVE ISSUE, by F. W. L. Keane and J. Paul Hughes, Page 60.
3. THE CANADA SPECIALIZED POSTAGE STAMP CATALOGUE, all years from 1974.

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The POSTAL STATIONERY STUDY GROUP

by Dr Earle L. Covert

CHALLENGES IN CANADIAN POSTAL STATIONERY COLLECTING

Postal Stationery generally comes in the form of a piece of paper, with a "stamp" printed directly on it to show postage has been paid to the Post Office prior to the "paper" being obtained by the user.

A hundred years ago the embossed, typographed or engraved stamps were cut-to-shape from envelopes or postal cards and pasted in albums. However, this went out of fashion as the volume of adhesive stamps increased and albums no longer allowed space for these cut-to-shape items.

A few collectors began to notice and study differences in size, colour, style, paper and watermark of the envelopes, and differences in the headings on postal cards. Nine different catalogues have recognized, in varying degrees, the differences in Canadian Postal Stationery. Interest is steadily increasing, but is still only a fraction of that shown in United States or Australian Postal Stationery. The present reasonable prices for Canadian Postal Stationery, compared to that of the rest of the world, reflect this later development of interest.

Few collectors are interested only in cut squares. Many more seek a basic collection of each regularly issued envelope, usually in the two sizes in which they were issued, and each postal card with the various headings authorized by the Post Office, plus the aerogrammes, letter cards, postal bands and wrappers. Some collectors confine their interest to a particular period or issue, and collect not only the basic issue but also essays and proofs, specimens, usages and rates. Advertising, on the front or back, as well as printed-to-private-order items often complete a collection. Postal stationery turns up in the collections of many who 'don't touch that stuff' as the basic carrier of R.P.O.'s, First Flights, town or fancy cancels, rates, etc.

Printed-to-Private-Order (or Special Order) items were printed under Post Office supervision and fiscal control, to the specification of a user, and were not generally available over the Post Office counter to the general public. These

included odd sizes and styles, unusual stamps or stamp combinations, coloured and most watermarked papers and all window envelopes or postal cards. The use of these has almost ceased. An increasing number of people collect these by Webb Number, or by every minute difference to be found, such as envelope die cut and wording. A list of all the different envelopes is being developed.

Election envelopes used in Federal or Territorial elections are also sought. Some, issued by the ten or hundred thousand, are only known from one or two copies in collectors hands. Precancelled postal stationery is also becoming popular, and several people are working seriously on catalogue listings. Others collect pictorial or political advertising on the fronts (or backs) of postal cards. Still others collect postal stationery items used by specific companies such as C.P., C.N., Eaton's, Ontario Hydro, Wampoles or DeLaval; or by various government departments, such as Water Height cards and Meteorological Agency or Lightkeeper envelopes. Heckler's overprints of "SERVICE" or "OFFICIAL" on postal cards and envelopes are of interest to some.

Railway view cards offer a challenge to anyone attempting to collect all the different views. New views are slowly being found. The railways bought sheets of current cards from the Post Office, printed pictures on the face, and less often on the back, then used them for railway forms and reports.

As the study of Canadian Postal Stationery involves more serious collectors, many unanswered questions are emerging. For instance, why are there different stamp dies on the first Karsh issue, the Cameo and Centennial issues; and which dies were used for various purposes? There are still previously unknown regular issue postal stationery items being discovered in the older issues, especially amongst the revalues.

An expanding collection can be developed with the special order envelopes, as not even

the Post Office has any idea of all that have been printed. The limit on collecting these seems not to be money but to be the time, patience and luck to turn up a few here and there. Over 1400 are now listed, but in the mid-thirties over 100 million were produced in a single year, with a large order being a hundred thousand (the election envelopes). The average order was probably more like 2000 to 5000, making thousands of different orders possible in a year.

A few users of postal cards bought blank sheets and had a heading similar to the regular

Post Office headings applied. This leads to detective-type challenges to the collector. Others had the cards separated by roulette or perforation. Postal cards are found with roulettes down the center or near one end to allow a stub to be torn off. It is a challenge to look through accumulations for these few items.

The possibilities are as varied as your imagination, energy and time permits. Are these of any interest to you? If so, join the Postal Stationery Study Group. Our address is on the Business Side page of every issue of TOPICS.

ON THE CIRCUIT

by Bob Jamieson
BNAPS Sales
Circuit Manager

The first three months' operation of the revised Sales Circuit have been most rewarding. At the time of writing 20 circuits have been completed or are in circulation across the continent. More circuits will move out as soon as material is available. We need more material in all categories. Classes needed most are as follows: Cancellations-Squared Circles; R.P.O.s; Pre-Cancels; Towns (particularly Yukon & NWT); Semi-Official Airmails; Revenues (particularly Newfoundland); Large Cents; Small Cents; Better Plate Blocks (No current or last 10 years at this time). We can still use limited amounts of mint Canada, particularly Admirals, Mint and used Newfoundland and Provinces, and Booklet Panes are being requested.

SPECIAL NOTE TO SELLERS

Please keep books in specified categories. Be sure of your mounting. Pricing should be competitive for good sales.

ATTENTION BUYERS

Please ensure that each space has your BNAPS number and name (RUBBER STAMPS ARE PREFERRED - ORDER YOURS NOW THROUGH YOUR LOCAL SUPPLIER). Although we have said that money orders are preferred, personal cheques are acceptable if more convenient or if less expensive for you. This particularly applies to USA members. Any difference on exchange will be credited to you on

your next circuit. Ask your bank for current rate when calculating, or consult Linns. Credits or debits will be in Canadian Funds for purposes of calculations. Calculate your total remittance after deducting credits or adding debits to your purchases.

SPECIAL NOTE TO NEW AND OLD MEMBERS

If you are not enjoying the benefits of the BNAPS Sales Circuits, please write now for full details on participating. You won't be disappointed.

We will have a new large size book ready in the fall, to be launched at Virginia Beach. NOTE: The present small size book will continue to be used. Any member who has any quantity of the current books and does not plan on using them, your Sales Circuit would be pleased to buy them back from you at your original cost. To simplify matters, buying price will be \$1.00 per ten books, post paid, or bring them to Virginia Beach for refunds or credits.

NOTE TO ALL MEMBERS PARTICIPATING IN THE SALES CIRCUIT: ALL SENDINGS MUST BE BY REGISTERED MAIL IN ORDER TO HAVE INSURANCE COVERAGE. PHILATELIC FRANKING ON ALL PARCELS IS BEST FOR ALL. DO YOU APPRECIATE RECEIVING PARCELS WITH METERS OR A MASS OF LOW VALUE DEFINITIVES? ALL MEMBERS THANK YOU FOR YOUR COOPERATION ON THE ABOVE.



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L.M. Ludlow

ANOTHER SPECIALIST

For the last few years George Olson has been working on categorizing oval cancellations of the Small Queen era. Although he is running the whole gamut, he asked for our input on oval R.P.O.s in the 1870-1897 span and a list was duly sent. One of our favorites in this oval category is R-75 INTERCOLONIAL RAILWAY / VALLEY, Type 3A. Illustrated

is the earliest reported strike, February 9, 1876, on a cover from our own collection. It is too bad that George does not cover oval R.P.O.s in the Pence period; then he could include R-55B PAID / G.W.R., as illustrated by the lovely cover, dated May 4, 1857 from Ross Gray. If any of our readers have data on George Olson's area, R.P.O.s or otherwise, I am sure he would be glad to hear from you.



Ross Gray

MORE NEW TRACK



Bob Soper

Bob Soper does not just dabble in Newfoundland T.P.O.s. He recently submitted a newly discovered ticket stamp, Canadian Northern Ry. / WARMAN, SASK., Type 1L., November 21, 1905. Although the top portion of the strike is faint, sufficient identification can be made to list this attractive and unusual strike, which will appear in the ticket stamp section of the new catalogue. Bill Robinson advises that there was no R.P.O. west of Humboldt in 1905, and surmises that this cover went from the Warman Station Agent in the O.C.S. (On Company Service) bag to Montreal, where it was received on November 25, 1905.

A THING OF BEAUTY



L.M. Ludlow

I have long had a fascination for clerk strikes on stamp. While such strikes on the reverse of covers, struck as transit marks, "en passant", are certainly nice and worthy of collection, those cancelling a stamp, strictly unauthorized, are the "piece de resistance". Ross Gray and I join together to present such a lovely item in Q 52C, LEVIS & SHERBROOKE / JOS. TRUDEL / QUEBEC, Type 21E. Illustrated are Ross' strike, on a post card to Chicago,



Ross Gray

dated July 3, 1912, and our own post card strike—a valentine, no less!—sent July 19, 1912, to New Hampshire. TRUDEL, for Q-52C, is quite well known; much more rare for the same listing are J.G. Dumont (Edward Issue) and, also illustrated, J. ANT HUARD (Admiral Period). All of these clerk strikes, though rare, are still available and keep showing up. We hope that each of our readers can place such a prize in their collections.



L.M. Ludlow

NEW R. P. O. CATALOGUE

It has been a long time since we commented on the status of the new R.P.O. Catalogue. As explained to the Study Group in Ottawa, in 1981 numerous business and personal situations combined to derail our efforts. Since the BNAPEX - 81 convention, however, we have been able to get back in the philatelic saddle and continue our activity. Previously, we had

completed the manuscript on the listing sections of Quebec, Ontario, Westerns, Routes, Steamers, Registered, Emergency and Depots. The Depot Section will have to be reworked due to considerable additional input from Graham Noble, but this is short and not a serious problem. We have now also completed the sections on Newfoundland, the Maritimes and Ticket Stamps. The Newfoundland Section has benefited enormously from the year-long hammer analysis carried out in the R.P.O. Study Group Newsletter, which produced a vast amount of previously unknown information. The new Newfoundland Section will represent a far more complete presentation that we have ever had before.

Still to be completed, probably by the time this column appears, are the Ornament Section; the preliminary listing of Royal Train cancellations, in support of the major work planned for later publication by Graham Noble and Ron McGuire; the sequential list of train numbers; the alphabetical list of clerk's names; a rewritten section for the illustration of types used for identification; plus the qualitative commentary need to support all of the detailed sections, as well as to explain the utili-

zation of the catalogue. Accordingly, those reading this column who in the past have been so helpful in submitting new information, should all consider the data bank for the new catalogue to be locked and fixed. You will understand that if we are ever to get this publication into print we must have a cut-off point, and that has now been established. New listings, dates, and other supporting information are still wanted, of course, but will have to go in the next edition.

One of the great aspects of collecting R.P.O.s is the continual discovery of new material; it is a speciality only yet partially explored, despite all efforts over the last fifty years. There is a vast area still to be covered, and many items waiting to be discovered. So, although this new catalogue is yet to be published, we are assured that there will have to be another edition within 3 - 5 years, and probably several more after that. This, then gives you the present status of the new R.P.O. catalogue. We feel assured that it will be published in 1982; however, since we had the same feeling in 1981, we make no promises. As can be noted above, progress is now being made in significant strides, and we are in a count down type of position.

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FROM THE BOOKSHELF

by Harry Machum
BNAPS Librarian

As I stated in my annual report, one of the major problems with the library is the lack of an up to date library list. Since this problem cannot be corrected in the near future, beginning with this report, I will try and give members an idea of how the library works, and what is in it. To start out, I will explain the library rules.

Library Rules:

1. Only members in good standing with the Society may use the library.
2. A member, on written application to the Librarian, may borrow not more than two volumes and/or 10 loose articles at a time, for not more than 30 days. After 30 days or sooner, the material must be returned in good condition by the method specified by the Librarian. Until returned, the member is liable for the full value of all material borrowed.
3. Members shall be responsible for all pos-

tage and insurance charges. No money should accompany the request for material as the cost will be advised at time of shipping. Payment can be made by cheque, money order or mint Canadian stamps.

Normally, requests are sent by 3rd class insured mail. However, certain books such as Jarrett's 1929, would have to be sent registered insured, 1st class. Members should keep this in mind when requesting out of print books.

The library is divided into the following sections: Historical, Philatelic General, Postal History, Handbooks, Canada Postage Stamps, Cancellations and Cacheted Covers, BNA General, Great Britain and United States, Maritime Provinces and British Columbia. Each section is further broken down according to books or articles on file.

In future reports I will break down several sections at a time to give fellow members a better idea of what is in each section.

COLLECTIONS

Disposing of collections to the best advantage can sometimes become a complex problem. I have the experience and ready access to the best markets for any type of collection. This includes the International British market as Canadian Agent for Robson Lowe Limited of London, England.

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PATRIOTIC POSTCARD SERIES

by W. L. Gutzman (1300)



TERCENTENARY OF QUEBEC 1608-1908

Perhaps the best-known and most colourful of the Quebec Tercentenary cards is this gold-bordered series, which is similar in format to the Habitant Life Studies.

The cards, published by Valentine and Sons, show a coat-of-arms with draped flags in red, white and blue. The scenes from in and around the City of Quebec are all in colour. The title 1608—Tercentenary of Quebec—1908 is on a greenish background.

Backs are undivided, but three horizontal lines are printed for the address. The words "Souvenir Post Card" and the publisher's name (at left) are in gray.

Only some of the cards have the Valentine number.

a) Coloured Scenes:

- 100,460 Sous le Cap Street Looking East Quebec. (Vert.)
 100,469 Chateau from Laval University.
 100,474 Where Wolfe Died, Plains of Abraham, Quebec.

- 100,475 Chateau Frontenac & Citadel, Quebec
 101,290 Church of Notre Dame des Victoires, Quebec (Vert.).
 103,096 Kent Gate, Quebec.
 103,598 Little Champlain Street, Quebec.
 103,601 Champlain (Vert.)
 Champlain Monument Dufferin Terrace, Quebec.
 Champlain Monument, Quebec (Vert.)
 Champlain Memorial, Quebec (Vert.)
 Dufferin Terrace, Quebec
 Parliament Buildings, Quebec
 Quebec.
 St. Louis Gate.
 Wolfe and Montcalm's Monument, Quebec (Vert.)

b) Black and White Historical Depictions:

- | | |
|---------------------|--|
| Champlain | Plan of Operations before Quebec in 1759 |
| Death of Montcalm | Prince of Wales |
| Death of Wolfe | Quebec |
| De Levis | St. Louis Gate, Quebec |
| Jacques Cartier | Wolfe |
| Montcalm | Wolfe's Cove, Quebec |
| Palace Gate, Quebec | |



**SOUVENIR OFFICIEL DES FÊTES DU III^e
CENTENAIRE DE QUÉBEC 1608-1908**

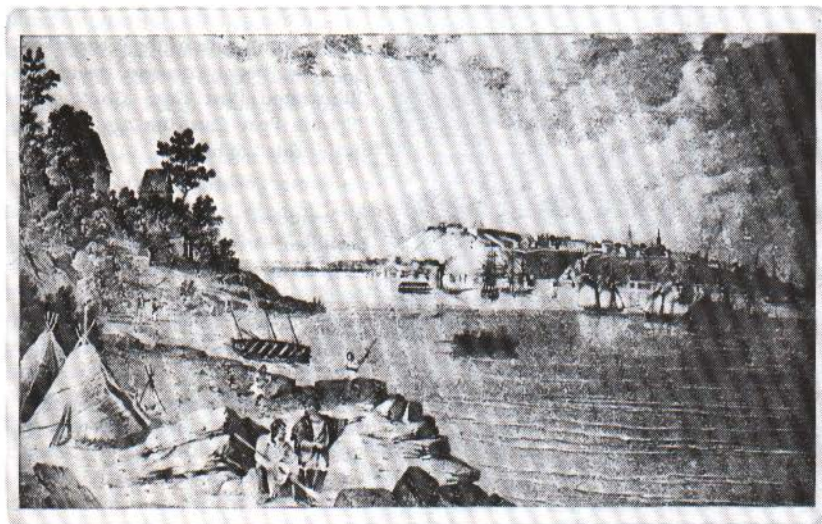
Also in bright colours, this is the most common of the Tercentenary series of cards.

Again with a wide gold border and topped by two flags, red, white and blue at left, and white with gold fleur-de-lys at right, the views are all multicoloured, producing an overall beautiful appearance.

The backs are all divided, and show the

English title printed, Official Souvenir Post Card/Quebec Tercentenary Celebration/1608-1908. Publisher's name is not given.

Monument Champlain (Vert)
Monument des Braves (Vert)
Monument Jacques Cartier (Vert)
Monument Laval (Vert)
Monument Wolfe Plains d'Abraham
Ville de Quebec



CHAMPLAIN/TER-CENTENARY/1608

1908 (Black and White--reverse sepia)

The face of these cards is a series of black and white sketches representing a variety of incidents and statues associated with the Tercentenary.

The printing on the backs is in sepia. A portrait of Champlain in a circular frame, at the upper left, is above the words Champlain/Ter-Centenary/1608-1908. The title of the subject on the face of the card is given at lower left in both English and French. All backs were divided. The words "Private Post Card/The Address to be Written on This Side" appear, in sepia.

Publishers were the Illustrated Post Card Co., Montreal.

British Fleet Attacks Quebec, 1759
Champlain's Ships arriving at Quebec, 1608
DeLevis at the Battle of St. Foye, 1760
Drilling Troops on the Esplanade, Quebec

French Settlers in the days of Champlain
French Warship fights for three hours against five British ships

Frontenac answers Admiral Phipps
General Hospital founded 1693
Heroic defence of a palisaded fort by Dollard and his Companions May, 1660

Landing of Champlain at Quebec, 1608
One of the British Cruisers taking part in the Celebrations

One of the First Class British Battleships taking part in the Celebrations

Quebec in 1759 from Point Levis
Quebec in 1759, from St. Charles River
Statue of General Wolfe at Quebec
Statue of the Marquis de Montcalm at Quebec
Trading with the Indians in the early days of the Settlement

Wolfe landing Troops, September 13, 1759
H.M.S. Indomitable on which H.R.H. the Prince of Wales came to Quebec
Monument a Mgr. de Laval, Quebec

CHAMPLAIN/TER-CENTENARY/1608-

1908 (Red under Champlain Portrait)



This series can be recognized by the cream colouring of the cards, the black and white sketches and the red circular background to the Champlain portrait and the wording, on the face.

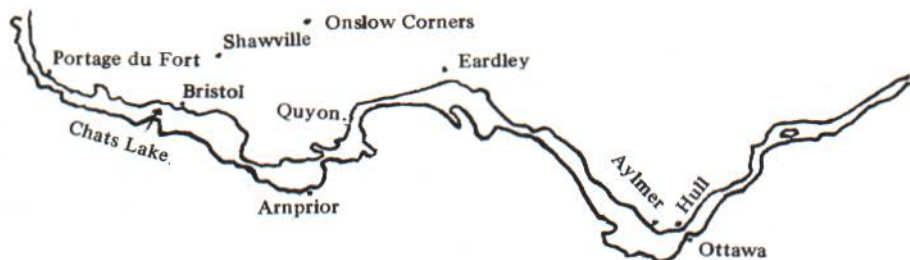
In this case the subjects of the sketches are named on the face of the cards as well, in black.

The backs, divided, give the publisher "Illustrated Post Card Co." and the words "Private Post Card/the Address to be Written on this side" in black.

A Canadian Trappeur (Vert)
Canadian Volunteer on Snow-shoes (Vert) signed by G.A. Barbant
Defeat of the Iroquois by Champlain
Indian Camp in Champlain's Time
Indian Scalping an Enemy (Vert) signed by Gauthard
The ancient Indian game of Lacrosse
Ursuline Convent, founded 1639 by Madame de la Peltrie

EARLY POST OFFICES NORTHWEST FROM HULL

by Max Rosenthal



The 1821 edition of the Quebec Almanac listed a new mail route, from Montreal to Hull, which had been established two years earlier after a post office had been opened at Hull. The mail left Montreal each Monday, returning later in the week. Ruggles Wright, the postmaster at Hull, was the son of Philemon Wright, of Woburn, Massachusetts, who in 1800 had led a party of settlers to the Chaudiere Falls. The site of Hull was on the portage around the falls.

Then, on 25 June 1830, Deputy Postmaster-General Stayner notified local postmasters, "Hull, L.C. This Office not being necessary so near to By Town, will be abolished." The latter village, which was to become the city of Ottawa in 1854, had come into being with the building of the Rideau Canal, and a post office had opened in 1829. Hull post office was reopened in 1833.

Philemon Wright had gone back to Woburn, Mass. to recruit men for his growing settlement around the Chaudiere Falls. He urged his relative Joseph Wyman to join him and shortly after the latter settled near Aylmer. In 1823 his son, Joseph Wyman Jr., took up several hundred acres west of Aylmer in the 2nd to 4th ranges of Onslow Township, Lower Canada (Quebec), with headquarters in lots 3 and 4, 3rd range. At that time the property was in Ottawa County. Later it was included in Pontiac County.

Two projects vital to the development of that part of the Ottawa Valley were roads and postal services. Philemon Wright, while still a Member at Quebec for that riding, had been instrumental in getting a good road, begun in

1830 and completed two years later, built from Hull to Aylmer. Lumber merchant Charles Symmes had laid out Aylmer, eight miles up stream from By Town, in 1830, naming it after the then Governor-General of Canada. He opened its post office two years later.

In 1850 an Ottawa newspaper complained, "The present mail route (Grenville to Hull) on the north side of the river is of the most inferior description; besides the inconvenience incurred of crossing fences and other obstructions, passing through fields and over gullies and swimming rivers."

If the roads east of Hull were bad, going West from Aylmer they were nearly nonexistent. No help was promised for road-building, but a promise was extracted that mail service for this area would be provided if someone could be found to carry it. With the junior Wyman's farm settlement growing, his lumbering operation increasing and sawmill getting busier, he said he would do so.

Onslow Township, surveyed in 1805, had gotten its first post office, Onslow, on lot 10 of the 4th range, at the confluence of the Quio River with the Ottawa, in 1839. First settled about four years earlier, the village there — though not the post office — was called Quio. Lumber merchant Walton Smith kept the Onslow post office in his general store. In the 1870's the spelling of the village's name changed, for reasons unknown, to Quyon. In 1886 the postal designation, Onslow, was also altered to Quyon. In the early 1840's John Christian Mohr, born in Sweden of German

descent, procured a large tract nearby. In 1846 he build a large stone house overlooking the Ottawa River, and attracted other settlers. In cooperation with Wyman, he now brought mail twice a week from Aylmer on horseback.

In 1848 the editor of the Kingston newspaper, the *British Whig*, toured the Ottawa northwest from Hull,⁽¹⁾ sending back reports for publication. On August 8 he exclaimed, 'I cannot give a better idea of the real civilization of this far away country, than to here mention that at Portage du Fort there is not only a Post Office, but that the Office is a distributing one. No less than four Mails arrive at and depart from this small village, three of which are tri-weekly, and the other bi-weekly.' Portage du Fort, "75 miles above By Town" as he located it, had been established the previous year at the upper end of the 20 mile long Chats Lake. Here Joseph Wyman reached the end of his route from Aylmer. The distance was about 50 miles, with Wyman's homestead roughly about halfway. His descendant S. Wyman Mackechnie wrote, "Only a man with vision and stamina would have attempted the job, let alone continued it for over 40 years."⁽²⁾ Mail service at first was only by horseback, so there was but one trip a week.

By the early 1850's railways were beginning to replace stage coaches in many areas, and good vehicles were becoming available. Soon after the first mail run, Wyman drove into his homestead with a team of horses hitched to a six passenger coach which would serve the route from Aylmer to Portage du Fort until the coming of the railway, 30 years later.

The mail carriers took no holidays except Sundays. The schedule followed, unless storms interfered, was Aylmer to Portage du Fort one day and return the next, changing horses at the Wyman farm at noon. There were three trips up, and the same down, each week. During the winter a large sleigh would be used every second day, a smaller one on other days. Later the service was extended to one trip up, and one down, each day.

In the 1880's, Wyman's route looked like this. Between Aylmer and the Wyman home, the main stop was Eardley, where the post office had been opened in 1848. Westward, the first stop was Woburn. Then it was on to Elm-

side (opened 1882), Bristol Corners (opened 1842 as Bristol) and Heath's. At all these stops mail was exchanged for places off the main road such as Bristol Ridge, Clarendon Centre (opened as Clarendon, 1838), Shawville and Radford (opened 1884). From Heath's it was on to Portage du Fort.

Early in 1885 Joseph Wyman received a letter from the Post Office Department with the news that the name Woburn would have to be changed, as it had been found that there was another Woburn in Quebec, in the Lake Megantic area not far from Maine. It said the matter was urgent, as the name duplication was beginning to cause confusion. The Department asked him to suggest another name at once.

This upset Wyman, who had pleasant memories of his native Woburn in the United States. When they first came to Canada, his parents had named the settlement after their birthplace, although many had urged them to give it their own name. Wyman recalled that several others had migrated from Woburn, Mass. to the Lake Megantic area about the same time he came up to Hull. He chose the name Billerica, after a place close to the American Woburn. He had heard that one of his ancestors had called the place after a sweetheart, "Bille Rica". Somehow the first "i" got changed to an "e" and in April 1885 Woburn post office became Bellerica. Two years later the error was corrected to Billerica.

"On the morning of Jan. 13, 1886 Joseph Wyman drove up to Billerica. He was going to see the first train come into the station there. Jim Pritchard, the storekeeper and postmaster at Billerica, welcomed the Wymans. James Mordy had built the store many years before, and Joseph Wyman had been bringing mail there on a regular basis since 1853. Egerton Mohr had taken over the store and post office from Mordy in 1881, but soon discovered that inside work was not for him and sold the place to James Pritchard less than two years later. (It was to remain in the Pritchard family for 62 years.) Although only a few yards from the post office the station was not called Billerica, but Wyman - so named by the railway company. It was a practice the company followed in order to honour pioneers."⁽³⁾

- REFERENCES: 1. *'Upstream From Hull'*, Canadian Philatelist, Nov.-Dec. 1970
2. *What They Were!*, S. Wyman Mackechnie, 1975, Mason Enterprises
3. *Ibid*

CALENDAR

This feature of TOPICS will list Exhibitions and Bourses, including FIP sponsored (International) exhibitions, which will have a significant BNA content, as well as BNAPS Regional Group Functions. Information/prospectus should be sent to the Editor as soon as available and at least 3 months before the event.

1982

JULY 2 - 4 - STAMPEX '82, Annual National exhibition and bourse. Sheraton Centre, Toronto.
Information: STAMPEX '82, 565 Alness St., Downsview, Ont. M3J 2T8

JULY 3 - POSTAL HISTORY SOCIETY OF CANADA, Tenth Annual Meeting, at 1 p.m., during STAMPEX '82, the Sheraton Centre, Toronto, Ontario. Dr. Fred Stulberg will speak on the "Postal History of Toronto". The annual Meeting of the PHSC will follow.

SEPTEMBER 1 - 5: SAN MARINO '82, International Exhibition of Postal Stationery. Republic of San Marino. Information: Dr. G. A. Vanderburgh, P.O. Box 204, Shelburne, Ont. L0N 1S0

BNAPEX '82: OCTOBER 7 - 9: BNAPS own annual convention exhibition and bourse. Cavalier Resort, Virginia Beach, Virginia. Information: Marva Paige, 1145 Shillelagh Road, Chesapeake, VA. 23323.

DECEMBER 11-19 - BELGIA '82, International exhibition of postal history, postal stationery and aerophilately. Brussels, Belgium. Sponsored by the FIP. Information: Canadian Commissioner, David Dixon, P. O. Box 1082, Oakville, Ontario L6J 5E9

1983

MAY 19 - 22 - OAKPEX '83, 10th annual exhibition of the Oakville Stamp Club, and 55th Annual Convention of the R.P.S.C. Information: D. Dixon, P.O. Box 1082, Oakville, Ont. L6J 5E9.

MAY 20 - 22 - PAN PACIFIC EXPO '83, spring meeting of the American Philatelic Society. A Western Canada section is planned. Information: Tom Current, P.O. Box 4056, Portland, OR 97208.

JUNE 9 - 12 - PIPEX '83, 43rd Pacific International Philatelic Exhibition of the Northwest Federation of Stamp Clubs, Edmonton Convention Centre. Hosted by the Edmonton Stamp Club. Information: Keith R. Spencer, P.O. Box 399, Edmonton, Alberta, T5J 2J6.

AUGUST 4 - 13 - BANGKOK '83, FIP sponsored international exhibition. Bangkok, Thailand.

BNAPEX '83: SEPTEMBER 1 - 3, Westin Hotel, Winnipeg, Manitoba. Information: Beverlie Clark, 924 North Dr., Winnipeg Manitoba R3T 0A8.

1984 - 7

BNAPEX '84 - San Francisco, California. Chairman: Garvin Lohman

BNAPEX '85 - Calgary, Alberta. Chairman: Sam Nickle

BNAPEX '86 - Open

BNAPEX '87 - Open

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Objections MUST be filed with the Secretary IMMEDIATELY upon publication

- 4147 WYNNS, John P., 6835 De Soto Ave., Apt. #9, Canoga Park, CA 91303
C Newfoundland, New Brunswick, Nova Scotia and their philatelic literature.
Proposed by E. J. Whiting L-61
- 4148 FRASER, Robert A., R.R.#1, Lot 9, Con. 5, Waterdown, Ont. L0R 2H0
C Canada mint singles; First Day covers; Covers in general.
Proposed by L. Woodward 3718, seconded by D. M. Verity 2312
- 4149 HASLER, A. H., 37 Holborn St., Brantford, Ont. N3R 2B7
C Canada general; Postal History.
Proposed by H. M. Street 3848, seconded by D. C. Dixon 3297
- 4150 BERKOVITS, Joseph, 3877 Bathurst St., Apt. 2, Downsview, Ont. M3H 3N4
C Philatelic Literature; Canada and provinces mint and used singles.
Proposed by T. W. McMahon 3564, seconded by R. H. Jamieson 2118
- 4151 FLYNN, W. Thomas, 711 - 5th Ave., Apt. 502, New Westminster, B.C. V3M 1X6
C Canada Postal Stationery; Newfoundland Postal Stationery; R.P.O. Cancels
Proposed by R. M. McGuinness 2835, seconded by W. G. Robinson 2982
- 4152 WOLD, Chester G. Jr., Box 208, Southfield, MI 48034
C Large and Small Queen covers; Canada general
Proposed by C. G. Firby 2664
- 4153 HILL, Geoff, 94 Birch Hill Lane, Oakville, Ont. L6K 2N9
C Duplex, ring & fancy cancellations; Postal History; Covers of Canada Cents, Large & Small Queen issues. Proposed by D. Dixon 3277, seconded by D. Clare 3924
- 4154 VON HAGEN, Elmore D., 268 Doran Bay, Winnipeg, Man. R2Y 1H5
C Tagged/Luminescent plate blocks; 1967 Centennial issue in general, Booklets & panes
Proposed by D. C. Irwin 3761, seconded by W. J. McCann 2977
- 4155 GARVEY, Les, c/o J. Garvey & Sons Ltd., 10156-101 St., Rm.108, Edmonton, Alta. T5J 0T5. D Canada.
Proposed by E. L. Covert 2698
- 4156 BAKKER, Mark O., 410 Agnes St., Apt. 106, New Westminster, B.C. V3L 1G1
C Canada-Provincial & Federal revenues, used, singles & blocks
Proposed by C. O. Emery 3468
- 4157 COX, William H., 83 Darras Court, Brampton, Ont. L6T 1W7
C Canada used singles; Canada precancels; Squared circle cancels
Proposed by R. E. Bradbury 3831, seconded by H. M. Street 3848

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3079	RUBIN, Mark, c/o Dura Plastics, 400 Dowd, Montreal, Que. H2Z 1B7
2269	DE VOSS, Col. James T., 9 Nittany View Circle, State College, PA 16801
4023	McLEAN, Andrew R., 2560 Larch St., Vancouver, B.C. V6K 3R1
3491	MILAVSKY, Barry, 390 Wellesley St. E., No. 6, Toronto, Ont. M4X 1H6
2782	SANDERSON, Dr. Dorothy, 4 Colt Close, Rownhams, Southampton S01 8JA, England
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1996	KEIM, Peter M., 614 Gloucester Lane, Foster City, CA 94404
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3125	DIONNE, Dr. Martin J., Fort Myers, FL
2123	FEURING, H. F., Regina, Sask.

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