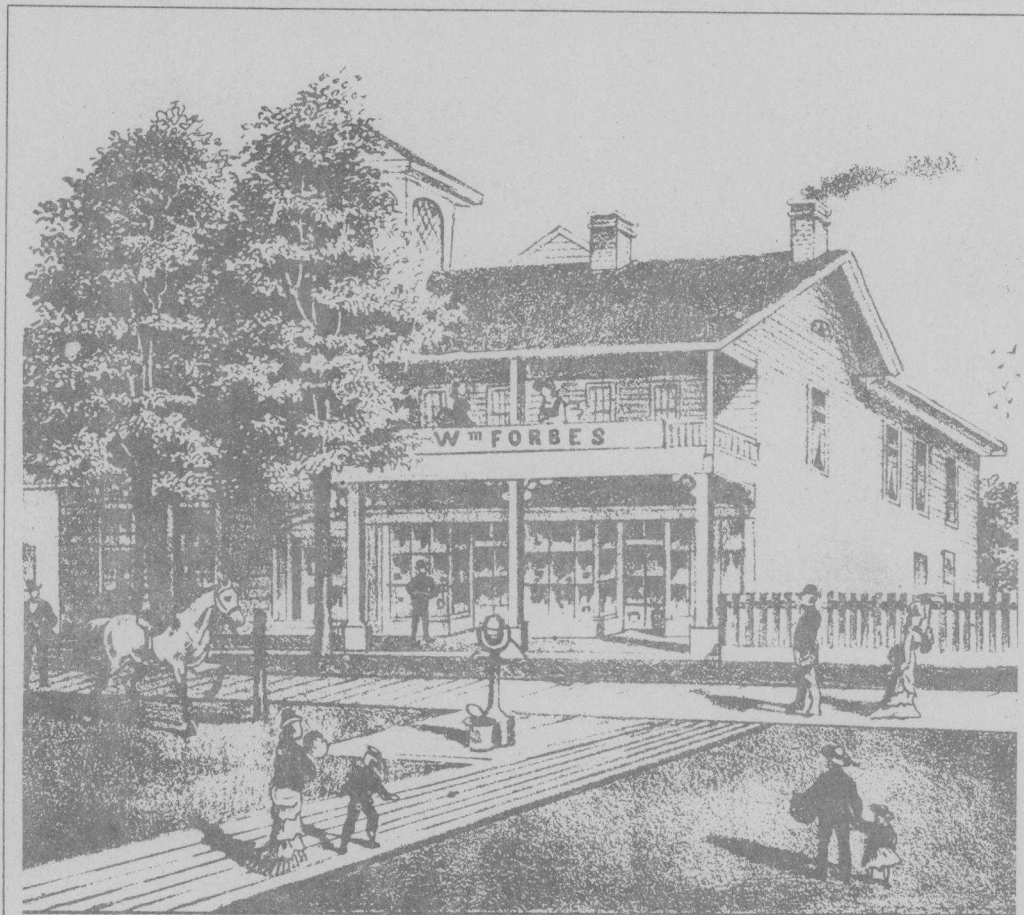




# PHSC Journal

Number 33

TWO DOLLARS



RES AND STORE OF W<sup>m</sup> FORBES.  
GRIMSBY. ONTARIO.

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# THE POSTAL HISTORY SOCIETY OF CANADA

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RPSC Chapter 134

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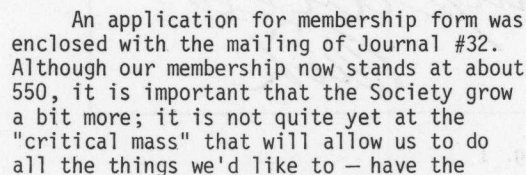
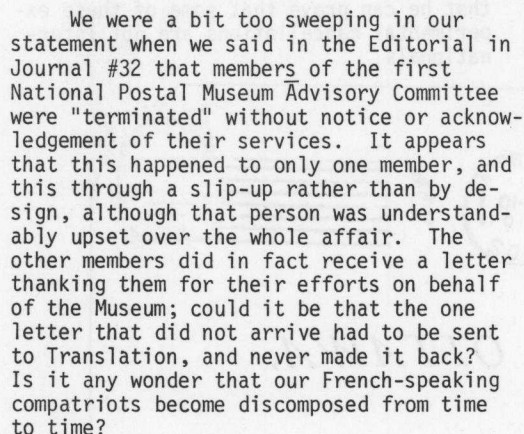
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Published: 31 March 1983

What we need are members who can decide that they are finally going to sit down and write that article on Birdtail, Man. or Foxtrap, Nfld. That's the only way you'll see an article on your part of the country. Gripping about the lack of such articles won't help - writing will. Rest assured that we don't willingly neglect any area of the country.



Our cover on this issue shows a drawing of the residence and store of William Forbes, of Grimsby, taken from H. R. Page's Historical Atlas of Lincoln & Welland, Ontario. The article by Eugene Labiak, which begins on page 34, notes that Forbes became postmaster of Grimsby in 1899 and held that office until 1915, using this building as his post office.



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# International Postal Supply Company Machine Cancellations

Comments and Speculation on their use  
During 1902 and 1903

By G. R. Newman

A new handbook by D. F. Sessions was published in the spring of 1982<sup>1</sup>. This excellent manual is the first one which provides a comprehensive listing and discussion of the International machine cancellations. It is hoped that this article will provide additional information and comments for those interested in this area of postal history.

## A Caution

Any discussion of early Internationals must begin with a caution. Between January 6 and August 16, 1902, a series of machine-made line-type cancellations were used. These are believed to have been experimental, and were probably made when machines of different manufacturers were tested.

Some of these experimental cancellations have hubs very similar to the International Hub "A" shown in Fig. 1. The killer or obliterator part of these, however,

were usually straight lines. The number of lines varied from five to nine, and were thin, thick or medium as in Fig. 1. It should thus be remembered that Montreal may or may not have had an International machine in operation as early as January 6, 1902.

In his recently published book<sup>2</sup>, R. Morris discusses these questionable International cancellations. He suggests two possibilities: first, that the markings were not made by the International electric machine; and second, that "the machine was supplied without killer plates and perhaps the machine was intended for a back stamping trial only?". It is possible that Montreal had a hand-operated machine for backstamping, and had the obliterations made locally. Since the publication of his book, Mr. Morris has come to believe that he can prove that some of these experimental cancellations are not Internationals.

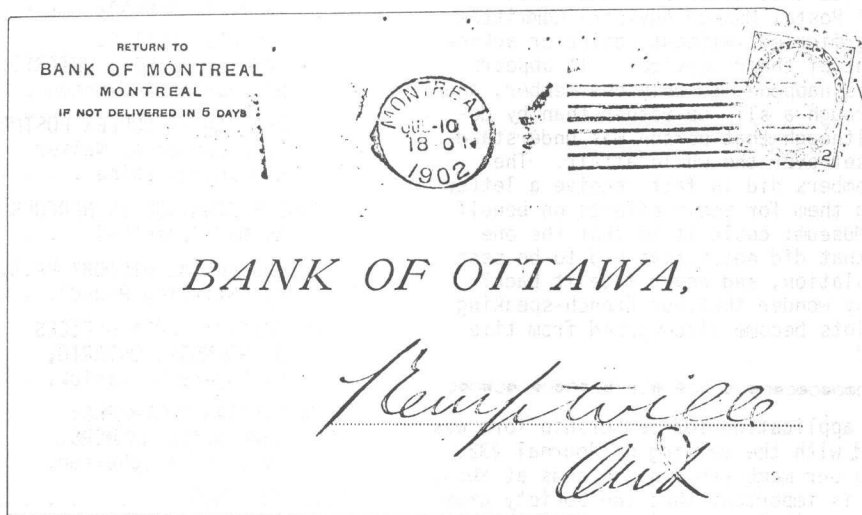


Fig. 1



## International Obliterators and Hubs Used in 1902

Type L8A



measures 1½" -  
used 1902 to 1907?

Type L8B



measures 2¼" -  
used 1902 to 1927

Hub A



city only - used in 1902 only

Hub B



city and CANADA

Hub C



city, province and CAN.

Hub D



city, province initials and CAN.

Hub Ea



city, CAN. and Rec'd

Hub Eb



city, CAN. and STA. B

The first recorded use of an undisputed Canadian International cancellation was at Toronto, at 4 PM on February 4, 1902. The reported cancellation is a combination of Hub A with obliterator L8A. This report represents the only known day of use of this combination.

### 1902 Usage in Toronto

Fig. 2 shows an International cancellation consisting of Hub A and obliterator L8B. Sessions' handbook lists the period of usage for this combination as February 4 to 10, 1902. The L8B-Hub B combination (Fig. 3) is listed as starting on February 13. The cover shown in Fig. 2 closes the gap in dates and establishes a



Fig. 2

new latest date of usage for the L8B-Hub A cancellation. This cover appears to have passed through the machine twice before the operator realized that it had to be put on its side in order to cancel the stamp. The sequence of cancellations was probably 1 PM die 1 "C"; then 2 PM die 1 "R" and finally, on edge, 2 PM die 1 "R".



Fig. 3

The next cancellation chronologically (Fig. 3) consisted of Hub B in combination with L8B. Sessions records a five-year period of use for this combination, from February 13, 1902 to February 27, 1907.

As shown in Figs. 4 and 5, both of these combinations were used for third-class mail in 1902. Because 1902 usages like Fig. 5 are readily available, while Fig. 4 shows the only example of an undated Hub A so far seen, it is suspected that the cancellation shown in Fig. 4 may have been used during the eight-day period from February 4 to 12 only.

Hub A continued in use as a receiving mark throughout the year 1902. Fig. 6 shows two strikes, probably as a result of



Fig. 4



Fig. 5

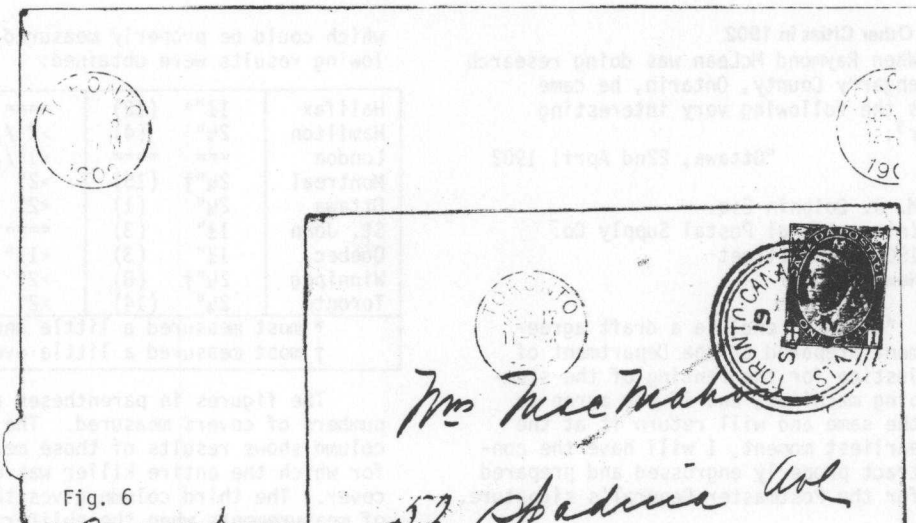


Fig. 6

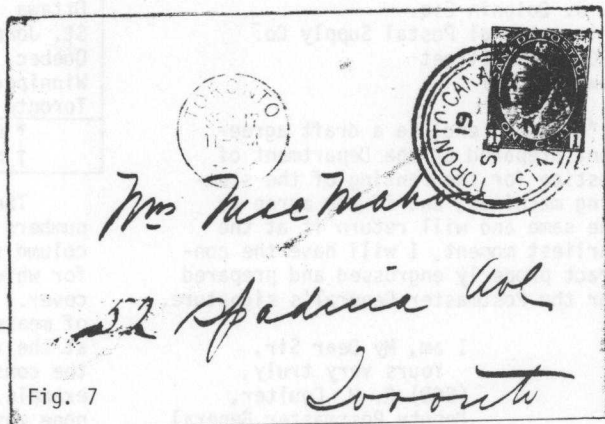


Fig. 7

the envelope still being in the process of passing through the machine as the cancelling device completed a full rotation. Fig. 7 appears to be a facing error, in that the front of the cover was presented to the machine's cancelling device instead of the back, as was usual when used as a receiver.

The machines, then as now, sometimes made a mess of cancelling. Note that about one-third of the hub can be seen at the

extreme left of the cover shown in Fig. 8, on the stamp. The back of the same cover suggests that the following envelope was overinked, and not properly cancelled in the normal top left position.

Twenty-six Toronto covers of 1902 were studied in the preparation of this article. Fourteen had die mark "C" and twelve had die mark "R"; there were no "D"s nor "T"s.

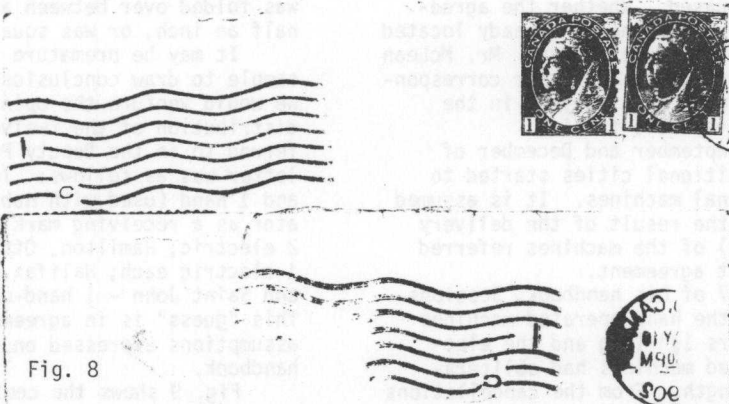


Fig. 8

### Use in Other Cities in 1902

When Raymond McLean was doing research on Glengarry County, Ontario, he came across the following very interesting letter<sup>3</sup>:

"Ottawa, 22nd April 1902

"M. J. Dolphin Esq.  
International Postal Supply Co.  
150 Nassau Street  
New York, NY

"I beg to enclose a draft agreement prepared at the Department of Justice for the renting of the stamping machines, and if you agree to the same and will return it at the earliest moment, I will have the contract properly engrossed and prepared for the Postmaster General's signature.

I am, My Dear Sir,  
Yours very truly,  
(SGD) R. M. Coulter,  
Deputy Postmaster General

"Draft agreement provides for rental of twelve stamping machines, seven of them to be large machines called "Flyers" and five hand machines. Annual rental to be \$500.00 for each of the "Flyers" and \$200.00 for each hand machine, price to be F.O.B. New York."

This is the first correspondence seen by the writer which gives details of the actual number on International machines rented or purchased. Whether the agreement covered the machine(s) already located in Toronto or not is not clear. Mr. McLean was unable to discover any other correspondence dealing with this subject in the limited time available to him.

Between September and December of 1902 eight additional cities started to use International machines. It is assumed that this was the result of the delivery (or acceptance) of the machines referred to in the draft agreement.

On page 87 of his handbook, Sessions suggests that the hand-operated machines had obliterators  $1\frac{1}{4}$ " long and the electrically-powered machines had obliterators  $2\frac{1}{4}$ " in length. From the cancellations at hand from the period from 1902 to 1906

which could be properly measured, the following results were obtained:

Halifax	$1\frac{1}{4}$ "* (12)	====	====
Hamilton	$2\frac{1}{4}$ " (4)	> $2\frac{1}{8}$ "	(3)
London	====	< $1\frac{5}{8}$ "	(2)
Montreal	$2\frac{1}{4}$ "† (15)	>2"	(10)
Ottawa	$2\frac{1}{4}$ " (1)	<2"	(3)
St. John	$1\frac{1}{4}$ " (3)	====	====
Quebec	$1\frac{1}{4}$ " (3)	< $1\frac{1}{8}$ "	(1)
Winnipeg	$2\frac{1}{4}$ "† (8)	>2"	(10)
Toronto	$2\frac{1}{4}$ " (14)	>2"	(18)
* most measured a little under $1\frac{1}{4}$ "			
† most measured a little over $2\frac{1}{4}$ "			

The figures in parentheses give the numbers of covers measured. The second column shows results of those measurements for which the entire killer was on the cover. The third column gives the results of measurements when the obliterator ended at the right-hand edge of the cover. Note the consistency of the measurements; for example, of eighteen Winnipeg cancels, none was less than 2 inches in length.

No results are shown for cancellations which were improperly placed or appeared questionable. Among the covers seen, there were some with extra-long and some with very short obliterator bars. The "long" ones appear to be the result of the envelope passing through the machine faster than the cancelling device turned; most examples had the "last wave" or the right side of the obliterator stretched out. The "short" ones appear to occur when the right-hand end of the envelope was folded over between a quarter and a half an inch, or was squashed in a bit.

It may be premature from this limited sample to draw conclusions, but if pressed we would venture the opinion that the distribution of the twelve machines referred to in the Deputy Postmaster General's letter was as follows: Toronto - 2 electric and 1 hand (used with Hub A and no obliterator as a receiving mark); Montreal - 2 electric; Hamilton, Ottawa and Winnipeg - 1 electric each; Halifax, London, Quebec and Saint John - 1 hand-operated each. This "guess" is in agreement with Sessions' assumptions expressed on page 87 of his handbook.

Fig. 9 shows the combination of Hub C with obliterator L8A, in this case used as





Fig. 9



Fig. 10

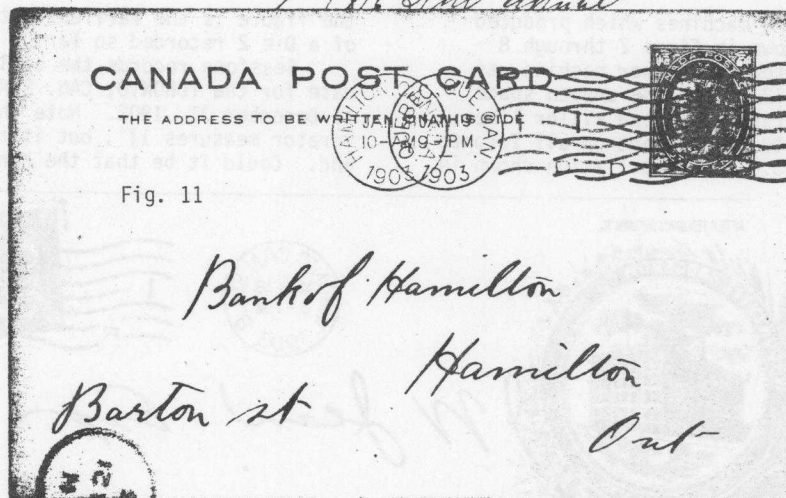


Fig. 11

a receiving mark. Fig. 10 illustrates the L8B-Hub B combination used in Hamilton. It is interesting to note that in 1902 and 1903, Hub B was always seen with L8B (with the exception of Toronto, where Hub A was used for the first eight days); and killer L8A is always accompanied by Hub C, D or Eb (again with the exception of Toronto on

February 4, 1902).

Fig. 11 shows both an L8A and L8B. The QUEBEC, QUE. CAN. hub is 10 mm closer to the right-hand edge of the card than is the HAMILTON, CANADA hub. Both obliterations go off the edge of the card and are therefore a little suspect; however, they do show the difference between the two

cancellations.

Meanwhile, Back in Toronto in 1903

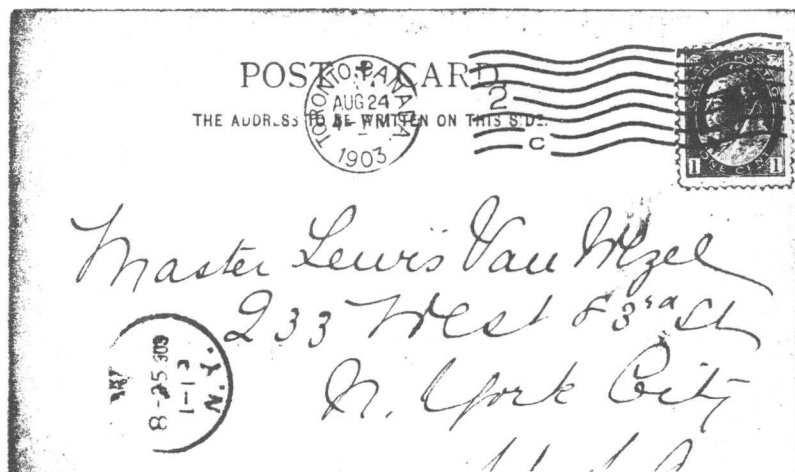


Fig. 12

In 1903 the machines which produced the cancels shown in Figs. 2 through 8 were supplemented by another machine, as shown in Fig. 12. Note the uneven space between the first and second killer lines which appears to be constant on all Toronto die 2's in 1903. The cancellation shown in

the figure is the earliest date for the use of a Die 2 recorded so far.

Sessions records the earliest reported date for the TORONTO, CAN. STA. B dater hub as December 31, 1902. Note that the obliterator measures  $1\frac{1}{2}$ ", but it runs off the end. Could it be that the hand-operated

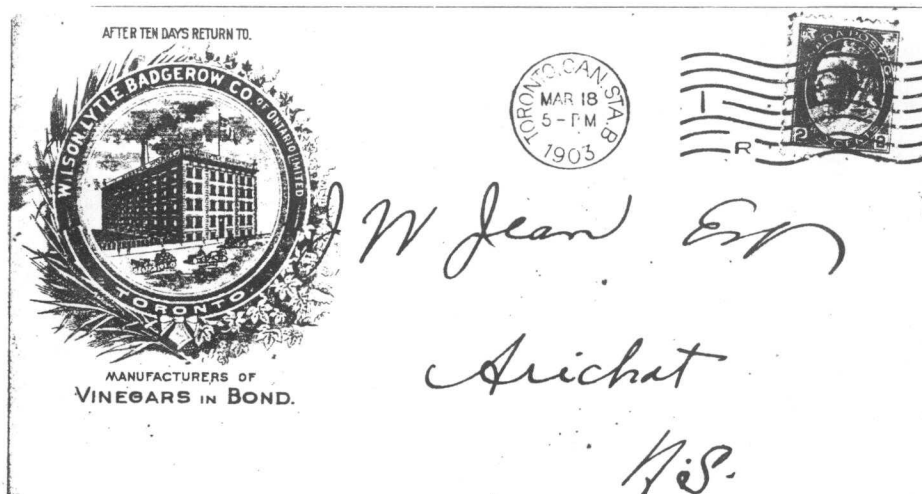


Fig. 13

machine was transferred to Station B in late December 1902?

Any comments or additional information from readers on the subject of this article would be most welcome; please communicate through the editor.

#### References

- <sup>1</sup> Sessions, D. F., The Early Rapid Canceling Machines of Canada, Unitrade Associates, Toronto, 1982
- <sup>2</sup> Morris, R., The history, machinery and postal markings of the International Postal Supply Company of New York 1882-1905, privately printed, 1982
- <sup>3</sup> Public Archives of Canada, RG3, Vol. 496, p. 697, File No. 1243



## Woodbury Post Office, Lambton County, Ontario

by Charles Addington

Recent discovery of documentary evidence suggests that an officially-listed Canadian post office may never have existed. For years, those who have studied the development of the post offices of Lambton County, Ontario have been puzzled by the history of Woodbury. This post office was listed as having opened, but had no reported revenue and no known date of closing. Furthermore, no one has apparently ever found a postmark from Woodbury. The Annual Report of the Postmaster General for 1854-55 and the record card for Woodbury both state that the post office opened on August 1, 1854 in Bosanquet Township, Lambton County with Thomas Woods as postmaster. The Postmaster General's Report for 1856-57, however, states that the accounts for Woodbury were "not received". There are no listings at all for Woodbury in the Reports for 1858 and 1859; the record card says, "Not shown after 1856", and Woodbury (Lambton) disappeared from further mention in these sources. Thus arises the puzzle of what happened to the Woodbury post office.

The answer to this puzzle may be provided by evidence recently found in the Postal Inspector's letter-book for the London Division, Canada West. Gilbert Elliott Griffin was Postal Inspector in London during the time Woodbury post office would have been in operation, and the letter-book shows that Griffin investigated the question of that office. In April 1856, Griffin was asked by the Postmaster General

to settle "deficient" accounts of several post offices in the London Division. According to the Postmaster General's letter to Griffin, Woodbury was one of these post offices with "deficient" accounts. By April 1856 Woodbury post office had been on the books of the Department for nearly two years, and its unsettled financial status had obviously become something of an anomaly. Within four days Griffin reported to the Postmaster General on the offices in question, including Woodbury; he noted:

"This office has not yet been opened. Mr. Woods informs me that in August 1854 he received notice that an office was to be opened at his place - but nothing further was done & no mail has ever been exchanged by him. He further considers an office there unnecessary and declines holding it."

In July 1856 the Postmaster General sent Griffin a list of post offices from which bonds were required, and this list included Woodbury. In his reply on July 24, 1856, Griffin reported that Woodbury "was never opened". The following month the Postmaster General sent another list of post offices from which bonds were required, demanding immediate action. Woodbury was again in the list and Griffin similarly remarked in his report that Woodbury "was never opened", and referred the Postmaster General to the fact that he (Griffin) had reported on the status of Woodbury in his previous reply of July 24

on the subject of unsecured bonds.

As if these reports from Griffin were not assurance enough, the Postmaster General again raised the question of Woodbury in submitting a list of post offices for which accounts were owing for the last quarter of 1856. On February 26, 1857 Griffin promised immediate action on the various deficient accounts, but noted with reference to Woodbury that it had "never been established ...".

The letter-book ends in May 1857, and while there could have been further discussions between Griffin and the Postmaster General concerning Woodbury, their communications in 1856 and 1857 give fairly conclusive evidence that Woodbury post office never did open. Indeed, the Postmaster General stated in his Annual Report that no accounts were received for Woodbury for the year ending September 30, 1857, and thereafter reported no closure of Woodbury, presumably because the office never actually opened.

Thomas Woods, the putative postmaster of Woodbury, in 1854 was the occupant of

lots 76 and 80, Lake Road East, Bosanquet Township (this location is about one mile northwest of Forest). Perhaps further complicating the question of Woodbury post office is the variable spelling of the name of its supposed postmaster, Thomas Woods. His name is spelled Woods in postal records and in early township tax records. This Thomas Woods is evidently the same person as the Thomas Wood who later lived in Forest village, where he was a merchant and sometime village clerk. Descriptions of him in such sources as census returns and the Lambton Historical Atlas match those of Thomas Woods, of Lake Road East, Bosanquet. Careful comparison of these sources shows that Thomas Woods of Woodbury was this Thomas Wood of Forest, a native of County Down, Ireland, who died at Forest, Ontario on January 28, 1910.

This evidence suggests that a "post office" for which there is no reported revenue may never have existed. One can conclude that Woodbury was never a post office, and for this reason should be

continued on page 51 . . .



## The Nova Scotia Duplex Postmarks

by Lawrence A. Walker & Jean-Guy Dalpé

The pattern used in the presentation of the Province of Nova Scotia duplex postmarks is the same as the one used for New Brunswick<sup>1</sup>. In all cases, the province is designated by N.S. at the base of the dater, and for this reason it has seemed unnecessary to repeat N.S. after each town name. There is however one exception, due to an error: Lawrence-town (Annapolis) appears in the proof impression books with P.Q. at the base of the



dater. This instrument seems to have been corrected, since a similar one with the same dimensions and with N.S. at the base has also been used.

Diameters in parentheses in the third column and the data in the last two columns

are taken from material in the authors' collections, all other information coming from the proof impression books. Information on types R and S after 1960 was extracted from a very poor microfilm, from which diameters could not be measured accurately.

We wish to acknowledge with sincere thanks the cooperation of Dr. L. B. Macpherson in allowing us to use his excellent study on the type A hammers<sup>2</sup>, and in providing timely comments on the present list.

Since Halifax has used a great number of duplex hammers with many variants, a separate study of the marks used in that city is justified, and will appear in an early issue of the PHSC Journal.

<sup>1</sup> PHSC Journal #31, pp. 42-46

<sup>2</sup> PHSC Journal #28, pp. 4-7



	type	# of bars	horizontal diameter	indicia	proof dates from impression books	period of use	indicia
ADVOCATE HARBOUR	B	11	23½	AM	1922 11 29		
AMHERST	A	9	(26½)			1900 1905	AM PM blank AM PM
	A	9	(23½)				
	B	11	23	AM	1911 01 26		
ANNAPOLIS	A	9	(22)			1900-01	AM PM
ANNAPOLIS ROYAL	A	9	(22)			1904 1907-10	AM PM blank
	A	9	23				
	B	11	23	PM	1917 02 26	1933-35 1938-40	AM AM
	B	11	23	AM	1927 01 02		
	B	9	23	AM	1929 03 08		
	O	7	23 3/4	PM	1938 02 19		
	Q	7	22 3/4	PM	1949 03 05		
	S	7	23½	PM	1952 09 29		
	R	7	23	PM	1959 01 20	1963-70	AM
	S	7	23	PM	1961 02 16		
ANTIGONISH	B	10	23½	AM	1927 03 23	1934-42	AM PM blank
	N	7	24½	PM	1932 06 18		
ANTIGONISHE	A	9	(23)			1901-04	AM PM
	A	9	24	AM	1908 05 28		
	B	11	23	AM	1916 04 03		
ARICHAT	B	11	22½	AM	1911 12 30	1961 1962-64	blank AM blank
	B	11	23	AM	1923 04 19		
	Q	7	23	PM	1949 10 29		
	R	7	23½	PM	1962 01 01		
ARMDALE	O	7	22½		1942 02 11		
AYLESFORD	B	11	24	PM	1915 07 03	1927 1938 1954-79	PM  AM blank
	B	9	23	AM	1929 07 26		
	O	7	23½	PM	1941 08 11		
BADDECK	A	9	(22½)			1907 1916	AM PM blank blank
	B	11	24	AM	1915 07 23		
	Q	7	23	PM	1946 05 31		
	P	7	23	PM	1950 03 15		
	Q	7	23	PM	1951 02 06		
BARRINGTON	B	11	25	PM	1919 11 20		
BARRINGTON PASSAGE	B	11	23	AM	1914 07 16	1944	blank
BARSS CORNER	B	11	24	PM	1919 12 26		

BASS RIVER	B	11	23	AM	1923 08 15		
BEAR RIVER	B	11	22½	AM	1910 08 19		
	B	11	25	AM	1920 05 12	1947	AM
	S	7	23½	PM	1954 01 22	1955	PM
	R	7	(23)	PM	1962 01 17	1963	AM
BERWICK	B	11	22½	AM	1911 01 25		
	B	11	22	PM	1919 02 09		
	B	11	23	AM	1923 07 06		
	O	7	23½	PM	1932 12 23	1941	AM
	O	7	22 3/4	PM	1944 10 21	1957-64	blank
BIBLE HILL	B	11	24	AM	1927 01 25		
BOYLSTON	Q	7	23	PM	1946 07 24		
BRIDGETOWN	A	9	(23½)			1907	blank
	B	11	23 3/4	AM	1910 07 23		
	B	11	23	PM	1922 01 20		
	O	7	24	PM	1935 04 30	1941-61	blank
	R	7	(24)	PM	1962 06 01	1963-64	PM
BRIDGEWATER	A	9	(22½)			1901	blank
	B	11	22	AM	1911 12 09		
	B	11	23 3/4	PM	1922 02 03		
	B	11	23½	AM	1924 05 06		
CALEDONIA(QUEEN'S COUNTY)	B	11	22	AM	1926 11 12	1940-61	blank
CANNING	B	11	22	AM	1911 12 02		
	B	11	24	PM	1921 08 06		
	O	7	23½	AM	1929 10 02		
	O	7	24	PM	1937 01 15		
	S	7	23 3/4	PM	1952 12 52	1961-63	PM
CANSO	B	11	23	AM	1913 08 06		
CHESTER	B	11	23½	AM	1923 12 03		
	O	7	24	PM	1939 09 08	1944-56	AM
	R	7	23½	PM	1957 03 27	1958-63	AM PM
CHESTER BASIN	R	7	24	PM	1957 03 12	1967-79	AM
CLARK'S HARBOUR	B	11	22	AM	1914 05 13		
COLDBROOK STATION	R	7	(23)	b1	1961 10 06	1962	blank
CONQUERALL BANK	Q	7	23	PM	1943 11 22		

CORNWALLIS	Q	7	23	PM	1946 02 18		
DARMOUTH	B	11	23 3/4	PM	1909 01 06	1909-10	AM PM
	B	11	22½	AM	1913 10 18		
	B	11	23 3/4	PM	1921 10 21		
	B	9	23	AM	1926 05 20		
DIGBY	A	9	(24)			1902	AM PM
	A	9	(24)			1908	blank
	B	11	23 3/4	AM	1911 02 02		
	B	11	23	AM	1916 06 20		
	B	9	23 3/4	AM	1929 03 23		
	O	7	24½	PM	1936 03 12	1952	AM
	S	7	23½	PM	1953 06 04	1954-55	PM
	S	7	23 3/4	PM	1958 10 14		
DOMINION	O	7	23	PM	1942 01 26		
EAST FERRY	Q	7	23	PM	1945 11 17		
EAST PICTOU	Q	7	23 3/4	PM	1945 08 25	1953	PM
EDWARDSVILLE	Q	7	23½	PM	1946 08 09		
ELDERBANK	Q	7	23	PM	1946 10 17	1967-069	blank
EUREKA	B	11	23	PM	1915 01 26		
	Q	7	23 3/4	PM	1951 04 24	1954	blank
	S	7	(23)	PM	1961 08 11	1962-63	blank
FRAMBOISE	Q	7	23	PM	1946 09 17	1949	AM
GLACE BAY	A	9	(23)			1901-05	AM PM
	A	9	23½	AM	1908 07 29	1908-09	AM PM
	B	11	21½	AM	1915 02 13		
	B	11	24	AM	1915 11 26		
GRAINVILLE FERRY	B	11	23 3/4	AM	1915 08 23		
GREAT VILLAGE	B	11	24	AM	1923 08 19	1954	PM
GUYSBOROUGH	B	11	23	AM	1916 06 05		
	B	11	23½	AM	1923 02 21		
HALFWAY BROOK	Q	7	23	PM	1945 11 22		
HALIFAX	to be treated separately						
HANTSPORT	B	11	23	AM	1911 02 17		
	B	11	24½	PM	1919 08 29	1930-63	blank

HATCHET LAKE	Q	7	23	PM	1946 02 12		
HAVRE-BOUCHER	Q	9	23	PM	1949 11 11	1957-63	AM PM
HEAD OF ST.MARGARET BAY	Q	7	23	PM	1946 03 06	1967-78	AM
HOPEWELL	Q	7	23½	PM	1947 02 22	1961	PM
HORTONVILLE	Q	7	23	PM	1946 08 02		
HUBBARDS	B Q	11 7	23 3/4 23	AM PM	1923 03 02 1951 01 11	1937	PM
INVERNESS	B B N	11 11 7	23 24 23	AM PM AM	1910 07 29 1921 04 23 1930 03 03	1935-64	blank
JOGGINS	O	7	25	PM	1936 12 16		
JOGGINS MINES	(2) B	11	23	AM	1916 09 02		
KENTVILLE	A B B B B O N O (2) O Q R	9 11 11 11 11 7 7 7 7 7 7	(22) 23 23½ 23½ 24 23½ 23½ 25 23 22 3/4 23½	 AM AM PM AM AM AM PM PM ? PM	 1910 10 22 1915 12 09 1921 01 02 1926 12 06 1929 10 12 1930 12 19 1936 02 18 1942 03 13 1950 10 18 1955 06 30	1901 1916-17 1921-26  1935 1936-38 1943	blank blank blank  blank blank blank
KENTVILLE SANATORIUM	O	7	24	PM	1938 09 02		
NOVA SCOTIA SANATORIUM	P	7	23	PM	1950 02 09		
KENTVILLE	R	7	23½	PM	1960 07 12	1963-67	blank
KINGSTON	R Q	7 7	23 23½	PM PM	1949 12 09 1951 09 14		
LAWRENCETOWN (ANNAPOLIS)	B	11	24	AM	1908 11 28		
LAWRENCETOWN (ANNAPOLIS) /P.Q.	B	11	23½	AM	1923 01 10	Error: 1924-31	should be N.S.
	B	11	(23)				
LAWRENCETOWN	O	7	23	PM	1933 02 14		
LITTLE GLACE BAY	A	9	(22½)			1901	AM PM
LIVERPOOL	B O P R	11 7 7 7	22 3/4 23 3/4 23 23½	AM PM PM PM	1914 11 02 1933 10 11 1950 02 03 1957 04 05	1935-41	AM PM



LOCKEPORT	B Q S	11 7 7	22 3/4 23 1/2 23	AM PM PM	1914 04 30 1947 02 22 1960 04 26	1945-46 1947-59 1962-77	AM AM PM AM PM
LONDONDERRY	B B Q S S	11 11 7 7 7	23 1/4 23 23 23 ?	AM PM PM PM PM	1912 09 19 1921 09 16 1946 03 18 1960 11 07 1963 01 17	1951	AM
LOUISBURG	B B O Q	11 11 7 7	23 23 23 1/2 23	AM AM PM PM	1912 09 19 1923 08 29 1934 08 25 1951 03 29		
LUNENBURG	A B O	9 11 7	(21 1/2) 23 24	AM PM PM	1909 12 13 1936 04 24	1901 1967	AM PM blank PM
MAHONE BAY	B N	11 7	22 1/2 23	AM AM	1911 02 02 1929 12 21		
MAITLAND (HANTS)	B	11	23	AM	1915 08 15	1917	PM
MAITLAND	O	7	23	PM	1935 07 05	1967-82	PM
MALAGASH	B B	11 11	23 24	AM AM	1924 07 29 1925 09 19		
MARCONI	Q	7	23	PM	1946 07 24		
MARGAREE FORKS	Q	7	23	PM	1945 12 12	1963-70	blank
MARGAREE HARBOUR	R	7	(23 1/4)	PM	1964 01 10	1967-79	AM
MARRIOTT'S COVE	R	7	23 1/2	PM	1957 03 12		
MEADOWVILLE STATION	Q	7	23	PM	1946 09 23		
METEGHAN	Q	7	23	PM	1946 08 29	1961-79	blank
MIDDLETON (ANNAPOLIS) MIDDLETON-ANNAPOLIS	A B	9 11	(22 1/2) 22 1/2	PM	1911 03 21	1909	blank
MIDDLETON	O P R	7 7 7	25 23 23	PM PM PM	1935 12 11 1950 01 20 1957 10 19	1938-49 1955 1963	AM PM PM AM

MILTON	B B	11 11	24 23 3/4	AM AM	1915 03 15 1923 03 02		
MULGRAVE	B B	11 11	22½ 23	AM AM	1910 11 23 1922 03 29		
NEW ABERDEEN	B	11	23½	PM	1921 02 09	1937	blank
NEW GERMANY	B	11	23 3/4	AM	1923 11 20		
NEW GLASGOW	A A B B O	9 9 11 12 7	(23) (22½) 23 23 23	  AM PM PM	  1909 04 20 1919 07 26 1944 09 12	1899-05 1906 1909-11	blank AM PM AM PM
NEWPORT	R	7	23	PM	1955 08 26		
NEW WATERFORD	B B Q	11 11 7	23 23½ 23	PM AM PM	1912 04 27 1912 06 03 1949 02 26		
NORTH SYDNEY	A A B B B B B Q P	9 9 11 11 11 11 11 7 7	(23) (24½) 23½ 22 3/4 23 22 3/4 24 23½ 23½ 23	  AM AM AM PM AM AM PM PM PM	  1911 12 12 1913 11 08 1921 11 19 1921 12 03 1926 10 26 1929 02 23 1951 02 06 1951 03 29	1899-00 1906  1936 1947  1934 1951	blank AM PM  PM PM  PM PM
NOVA SCOTIA SANATORIUM KENTVILLE see Kentville							
OLD BRIDGEPORT	B	11	23 3/4	PM	1920 06 16		
OXFORD	A  (2) B B Q	9  11 11 11 7	(23)  23½ 24 24½ 23	  AM AM AM PM	  1916 09 02 1924 11 29 1928 09 02 1950 09 12	1907-63  1947 1961	PM blank  AM PM
PARADISE	B	9	23 3/4	AM	1927 08 19		
PARRSBORO	A B B Q	9 11 11 11 7	(22½) 23½ 23 23½ 23	 AM PM AM PM	 1910 04 13 1916 06 02 1923 01 20 1948 04 28	1901 1911	AM PM AM

PICTOU	A	9	(22)			1901-06	AM PM
	B	11	23	AM	1910 03 16	1916	blank
	B	11	23 3/4	AM	1917 04 05		
	B	11	23½	AM	1923 05 26		
	B	11	23	AM	1924 02 09		
	B	9	23	AM	1926 06 12	1930	AM
	B	10	23½	AM	1928 02 16		
	N	7	23½	AM	1930 05 06		
	O	7	23½	PM	1935 12 20		
	R	7	23½	PM	1950 02 01	1967	18
PLEASANT POINT	Q	7	23	PM	1945 11 16		
PORT GREVILLE	B	11	23 3/4	PM	1919 02 02		
PORT HAWKESBURY	B	11	23	AM	1911 02 10		
PORT HOOD	B	11	23	PM	1912 02 02		
	B	11	23 3/4	AM	1913 01 09		
	B	11	23 3/4	PM	1917 08 25		
	O	7	23½	PM	1933 09 07		
	R	7	(22)	PM	1962 01 01	1967	PM
PORT LORNE	Q	7	23	PM	1945 10 11	1947	PM
PORT MORIEN	B	11	23 3/4	AM	1911 04 26		
PORT WILLIAM PORT WILLIAMS	B	11	25	PM	1919 12 06	not issued	
	B	11	24 3/4	PM	1919 12 06		
	O	7	25	PM	1936 02 07	1937-79	blank
PUGWASH	B	11	25	PM	1919 09 26	1937-46	AM
	Q	7	23	PM	1946 10 04	1948	blank
RIVER HEBERT	B	11	22½	AM	1917 07 30	1959-61	blank
	N	7	23½	AM	1929 10 29	1943	blank
RIVER HEBERT WEST SIDE	B	11	23	AM	1914 03 12		
RIVER JOHN	B	11	24	PM	1920 03 29		
ST.PETER'S	B	11	23	PM	1921 05 19		
SHEARWATER	R	7	(23½)	PM	1963 10 21	1966-80	AM
SHEET HARBOUR	O	7	24	PM	1938 08 05	1947-54	blank
	R	7	23½	PM	1956 04 10	1964-79	AM
SHELBURNE	B	11	24	PM	1921 05 12		
	B	11	22 3/4		1927 06 13		

SHERBROOKE	N	7	23½	AM	1930 05 27	1947-70	PM
SHUBENACADIE	N Q	7 7	23½ 23	PM PM	1937 03 11 1949 08 17	1945-49 1962	AM PM AM PM
SMELT BROOK SONORA SOUTH OHIO	Q Q P	7 7 7	22 (23) 23½	PM PM PM	1945 10 16 1950 05 22	1952 1961	PM PM
SOUTH WEST PORT MOUTON	Q	7	23 3/4	PM	1946 02 18		
SPRINGHILL	A B B O O	9 11 11 7 7	(23) 23 24 23 3/4 23	AM AM AM PM PM	1916 11 03 1922 05 12 1937 06 03 1941 12 20	1903-05 1941 1945-54	AM PM blank PM PM
STELLARTON	A B	9 11	(22½) 22 3/4	PM	1917 02 23	1906	blank
STEWIACKE	O	7	24	20	1941 01 23		
STRATHLORNE	Q	7	23	PM	1946 07 24		
SYDNEY	A A	9 9	(22) 22 3/4	24	1903 11 26	1899-03 1904-05	1-24 blank 1-24
SYDNEY MINES	A B B O Q R R S	9 11 11 7 7 7 7 7	(24) 23 24 3/4 23 23½ 23½ 23½	PM PM PM PM PM PM PM	1916 11 1919 07 18 1940 03 12 1949 11 25 1956 10 12 1958 04 11 1960 09 13	1907 1946 1951-55	AM PM PM
TATAMAGOUCHE	B B O Q R	11 11 7 7 7	23 23 23 23 23½	AM AM PM PM PM	1913 09 19 1922 08 06 1942 02 20 1949 04 23 1955 12 28	1961-82	AM PM blank
THORBURN	B	11	23	AM	1922 12 06		
TIVERTON	Q R	7 7	22 3/4 23	PM PM	1945 11 03 1956 07 27	1967	AM
TRACADIE	P	7	23	PM	1950 02 22	1963	PM



TRENTON	B	11	23	AM	1914 01 26		
	B	11	24	AM	1922 05 26		
	B	10	23	PM	1928 05 19	1954	PM
	Q	7	23	PM	1951 02 23	1961-67	AM PM
	R	7			1958 12 31		
TRURO	A	9	(22)			1899-05	6,19 AM PM
	A	9	(24)			1900	1-24
	B	11	23		1913 11	1920	AM PM
UPPER VAUGHAN	Q	7	22 3/4	PM	1946 04 08		
WALLACE	B	11	24	PM	1921 12 19		
WATERVILLE	B	11	23 3/4	PM	1920 05 02	1967	AM
WEST ARCHAT	B	11	24	PM	1921 05 19		
WESTFIELD	Q	7	23	PM	1946 03 26		
WESTPORT	B	11	23	AM	1915 11 29	1922	AM
	Q	7	23	OM	1947 06 30		
WESTVILLE	A	9	(23)			1909	blank
	B	11	23 1/2	AM	1909 10 06		
	B	11	24	PM	1921 08 19		
	O	7	23	PM	1933 01 06	1938-55	AM
WHITNEY PIER	B	11	22 1/2	AM	1912 04 22		
WHYCOCOMACH	N	7	23 3/4	PM	1937 02 17		
WINDSOR	A	11	(21 1/2)			1888	blank
	A	9	(24 1/2)			1899	AM PM
	A	9	(22)			1907-10	AM PM
	B	11	22 3/4	AM	1911 05 12		
	B	11	23	AM	1911 05 11	1916-21	13 PM
	B	11	23	PM	1922 02 19	1925	PM
	N	7	24	PM	1936 11 06	1936-40	AM
	O	7	23	PM	1944 10 28		
WOLFVILLE	A	9	(23 3/4)			1907-13	AM PM
	B	11	24	PM	1919 03 22	1925-36	AM
	O	7	25	PM	1937 04 27	1937-49	AM PM
	S	7	23	PM	1960 08 03	1979	17
WYVERN	Q	7	23	PM	1946 01 25		
YARMOUTH	A	9	(24)			1899-09	AM PM blank
	B	11	23	AM	1911 05 03	1911	AM
	Q	7	23	PM	1946 11 06	1947-51	16 17
	R	7	23	PM	1954 11 11	1955	15 16
	R	7	(23)	PM	1962 02 15	1962-63	18 19
YARMOUTH NORTH	B	11	23	AM	1917 10 06	1927	PM
	B	10	23	AM	1927 12 30		
YARMOUTH SOUTH	B	11	23 3/4	AM	1922 08 25		

# Postal Beginnings in Norfolk County

by Max Rosenthal

In 1758 Donald McCall, a private in the 42nd Highlanders, came to Canada with the British to fight the French. At one point he was in a detachment sent against the French and Indians near Turkey Point, on Lake Erie, in what was to become Norfolk County. They camped for the night in the future Charlotteville Township, a few hundred yards north of what would be the site of the residence of his grandson, Simpson McCall. This was just west of the site of the future Vittoria, of which the younger McCall was to be postmaster in the next century. In 1796, when Donald McCall returned to Upper Canada as a United Empire Loyalist emigrant from the United States, he settled on that identical spot.

The first white settlers had come to Norfolk County in 1789. 1795 saw Governor Simcoe make a visit to Turkey Point, and reserve it as a site for the town of Charlotteville and a military post to be called Fort Norfolk. Laid out in 1798, it became the capital of the newly-created London District. In 1815 the District headquarters were moved to Vittoria.

## Vittoria

It took another twenty years after Donald McCall's arrival for the first post office to be opened. In the autumn of 1816 the Montreal Gazette mentioned among new post offices just established: "Long Point (on Lake Erie), Mr. Ross". Daniel Ross had opened the post office in that vast stretch from Dundas to Amherstburgh. There were only nine post offices in all of Upper Canada, and it was one of the links in the postal route from Niagara to the Detroit River. According to Frank Campbell, Ross actually kept the post office on the point, and "in 1820 the postmaster, Daniel Ross, moved eight miles to a new site called Vittoria".



Campbell illustrates both oval and straight-line postmarks of Vittoria, but

## VITTORIA

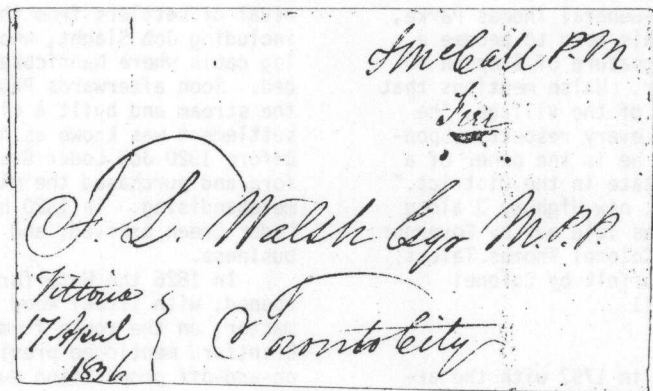
on a tax receipt letter in the Cartwright Papers in the Ontario Archives, written by John Harris, Treasurer of the London District, there is a three-line manuscript postmark in red, dated December 14, 1825. In the following year the capital of the London District moved to the Forks of the Thames, around which the city of London was to grow up. So ended Vittoria's days of glory.

The letterbook of the postmaster of York (Toronto), William Allan, has a copy of a letter he wrote to John Burwell, postmaster of Ancaster, on February 6, 1826:

"I am in receipt of your last letter of the 20th inst., some time ago, and pay due attention to its entirety. It is well you received the Post Bag I sent you. I now send you another in case it is refused anywhere along the Route now or hereafter. I do not recall if the Courier between Vittoria and your place is engaged at the former place or where. What does he get? He goes from Ancaster to the Grand River, Brantford and return. That way I believe there are frequent complaints of delay in receiving letters from Vittoria. It is said the Courier takes his own time between Brantford and that place, and much delay takes place at the latter. I have written long ago to Mr. Burton, the Post Master there [Brantford] but he has been ill a long time and as yet has given no explanation. Does this Courier come on to Ancaster or does he meet the Western Mail before that?"

In 1830 Daniel Ross was succeeded as postmaster at Vittoria by Francis L. Walsh. The latter was no longer postmaster when he wrote a letter (Ontario Archives) on April 22, 1837 to James G. Chewett, Surveyor-General's Office, Toronto, which reads in part:

"You would oblige me much by sen-

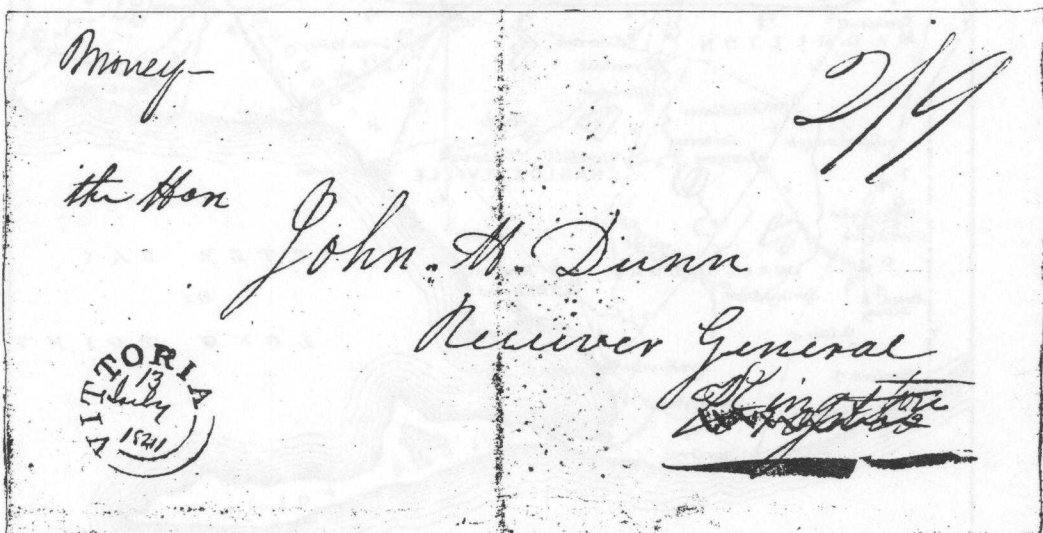


A Vittoria manuscript postmark of 17 April 1836 on a folded letter from postmaster Simpson McCall to Francis L. Walsh, M.P.P. in Toronto at that time, and formerly postmaster of Vittoria

ding to my address a plan or diagram of the Township of Houghton, which you was so kind as to say you would prepare for me. Should it be sketched on light paper it will answer as well, as it will be sent at a less expence of Postage and can be transferred to paper of a stronger texture afterwards."

Simpson McCall was appointed postmaster of Vittoria in 1834, a position he continued to hold until 1868, when he was succeeded by his son Duncan McCall. Simpson McCall had run a general store, and was also involved in buying wheat and other grain.

Another Ontario Archives letter, sent from Vittoria on April 16, 1842 by Thomas



VITTORIA double split circle (1829 hammer) of July 13, 1841 on a treble-rated money letter to the Receiver General in Kingston, 280 miles distant

H. Walsh to Surveyor-General Thomas Parke, Kingston, enclosing his bond to become a surveyor, had the signature of Simpson McCall as a guarantor. Walsh mentions that McCall is postmaster of the village, "he being a gentleman in every respect responsible as a surety as he is the owner of a considerable real estate in the District."

The Talbot Road, now Highway 3 along much of its route, was laid out by Governor Simcoe's secretary, Colonel Thomas Talbot. It was surveyed in Norfolk by Colonel Mahlon Burwell in 1811.

### Waterford

Waterford began in 1797 with the ar-

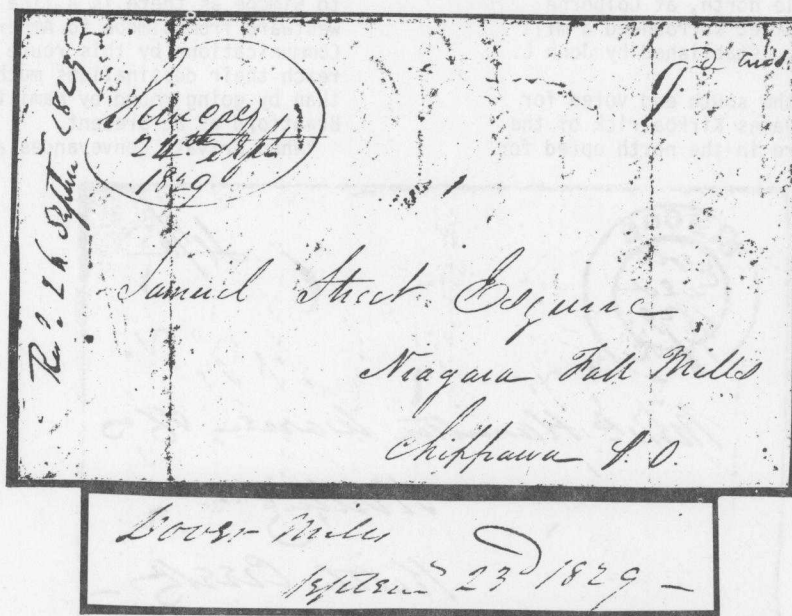
rival of settlers from the United States, including Job Slaght, who built the first log cabin where Nanticoke Creek can be forded. Soon afterwards Paul Averill dammed the stream and built a mill. In 1800 the settlement was known as Averill's Mills. Before 1820 Job Loder Green came to Waterford and purchased the mill and engaged in merchandising. In 1820 his nephew, James Loder Green arrived, and took over the business.

In 1826 the Waterford post office was opened, with Israel Wood Powell as postmaster, on the route from Vittoria to Brantford mentioned previously. It was an on-and-off proposition during its first





Cover showing the WATERFORD 1829 hammer dated 18 Nov 1829, and written by I. W. Powell, Waterford's postmaster, to Francis L. Walsh, Vittoria's postmaster. The letter refers to "... the establishment of the new offices on Talbot Street ..." (which would include Simcoe), and discusses the awarding of contracts to carry the mails on various routes in the district



Simcoe manuscript postmark of 24th Sept 1829 on a letter datelined Dover Mills the day before, and written by Colin McNeill, the first postmaster at Port Dover when Dover Mills was given that name in 1831



fifteen years: 1831 saw it closed, to reappear the next year with A. Murphy as its postmaster. In 1835 it closed again, but Murphy reopened it a year later. James Loder Green took it on in 1837; it closed again in 1838. Several post offices were closed after the Rebellion, when it was suspected that their postmasters were friendly to the rebels, and this may have been one of them. Nevertheless, Green reopened Waterford post office in 1841.

#### Simcoe

The first building in Simcoe was probably the saw and grist mill built by Aaron Culver, who arrived about 1800. In 1815 William Bird built a store, and the name Birdtown was given to the hamlet. Duncan Campbell came from Montreal in 1820 and took over the Bird store. By the time that the neighbourhood was deemed worthy of having a post office, in 1829, there were actually two villages. A small group of houses was clustered in the south section, with the Culver mill as its centre, while almost a mile north, at Colborne Street, another hamlet surrounded a mill on the Lynn River, established by John L. Davis.

Campbell at the south end voted for the name Simcoe; James Kirkpatrick of the large general store in the north opted for

Wellington, but there was already a village of that name near Picton which was soon to get a post office, and so Simcoe won. The new post office was opened in 1829 on the northeast corner of Argyle and Norfolk Streets. Campbell was postmaster in the small white cottage which he had built until the year 1848.

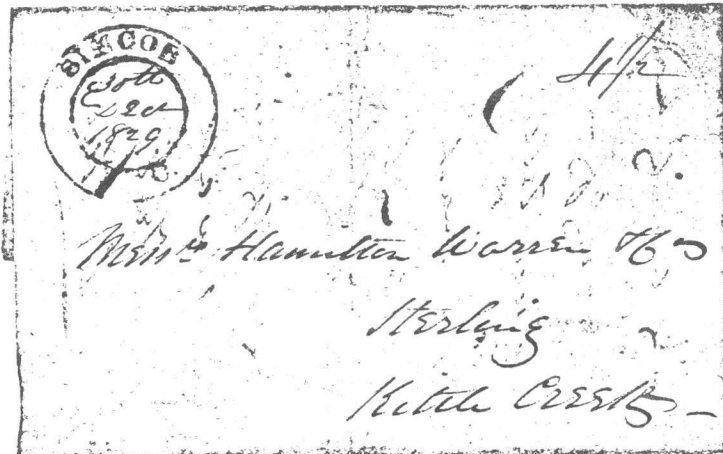
In reply to a Commission of the Legislature investigating the Post Office, W. M. Wilson of Simcoe replied on January 9, 1841:

"Much inconvenience arises from the arrival of the Mail in this place so late as scarcely to allow for answering a letter by return of Post, sometimes entirely to prevent it. The Mail arrives in the night, and the Letter Bag for the return is closed also in the night."

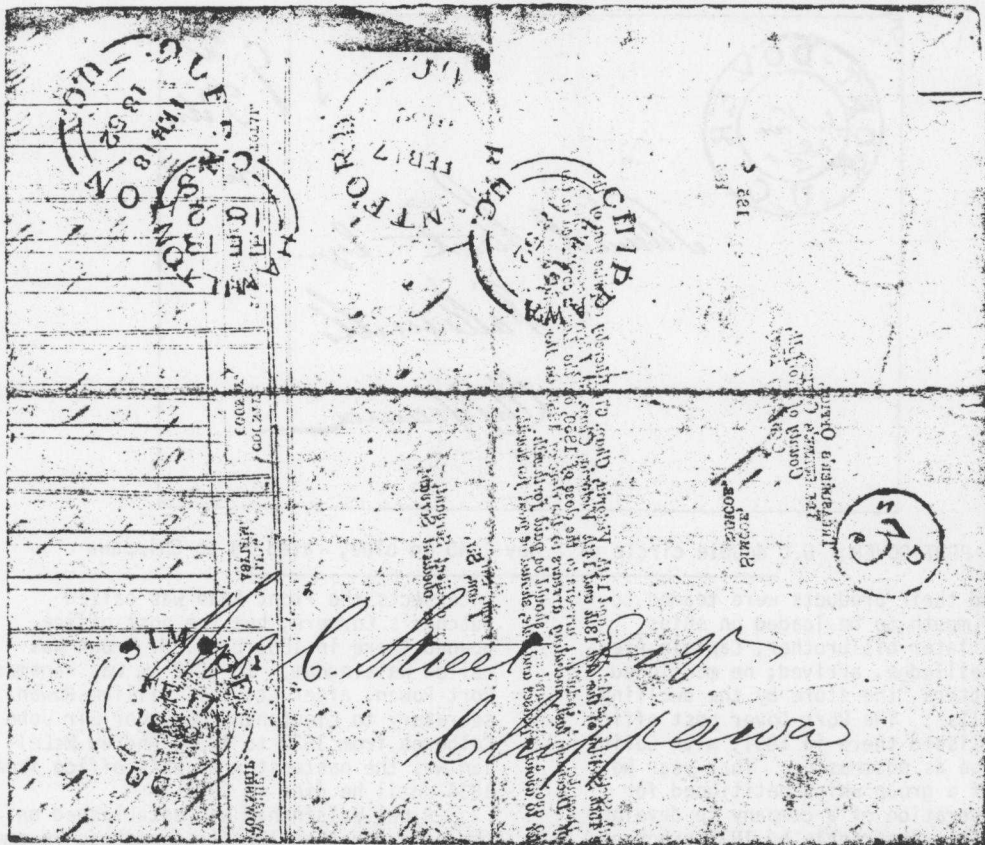
Duncan Campbell, the postmaster, wrote to the Commission on January 19, 1841:

"I would suggest that a line of Mails be established on the road leading from Queenston and Niagara Falls, westward to Simcoe as there is a line of Mails westward from Simcoe to Amherstburgh. Communications by this route would reach their destinations much quicker than by going round by Hamilton and Brantford as at present.

"When private conveyances are re-



SIMCOE / U.C double circle of 30th Dec<sup>r</sup> 1829, rated 4<sup>d</sup> to Sterling, Kettle Creek, the early name for the settlement at the west end of what is now called St. Thomas

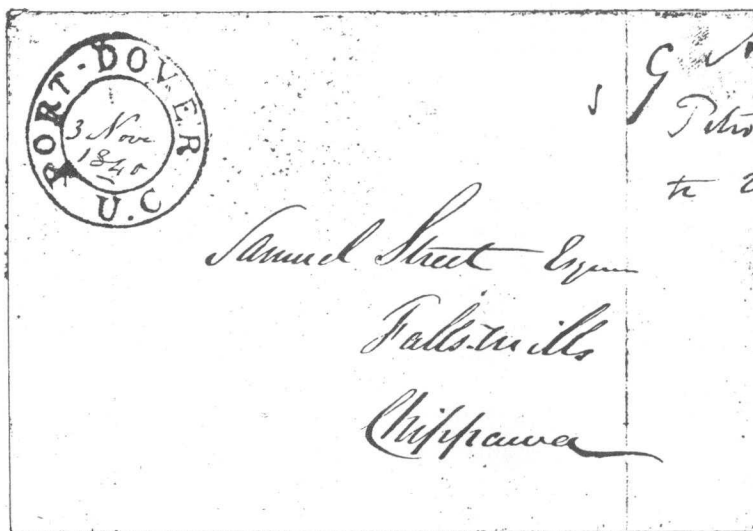


Folded document postmarked on FE 17 1852 with the SIMCOE / U.C. double split circle with typeset date. The backstamps clearly show that the route to Chippawa of which former postmaster Duncan Campbell had complained in 1841 was still in use: Simcoe to Brantford on February 17, on to Hamilton and Queenston on February 18, to arrive finally in Chippawa on February 19 — 108 miles to cover a straight-line distance of 67 miles!

sorted to, to communicate to places where the Mails run, it is to avoid paying Postage or to ensure early delivery by sending directly to the place of destination, rather than sending by Mail by which letters sometimes travel 100 miles to arrive at a place not more than 40 miles distant; for instance, a letter mailed here for Canboro' must travel 82 miles, whereas the distance by a pretty good road is only about 30 miles."

#### Port Dover

A mile above Lake Erie, close to a ford on the Lynn River, a grist mill was built in 1801. Dover was one of the first hamlets in Norfolk, on the high ground at the head of Main Street in the present Port Dover, where the road branches north-easterly. After the War of 1812 the inhabitants rebuilt nearer to the lakeshore at a good harbour at the mouth of the Lynn River. 1828 saw Colin McNeill edge rebuild the saw and grist mills at Dover, or Dover



PORT-DOVER / U.C double circle of 2 Nov 1840 in blue, rated 9d to Chippawa

Mills, and their products were teamed to the river mouth to be loaded on ships. Two years later his brother, Captain Alexander McNeilledge, arrived; he mentioned in his letters "the store by the dwelling at the mills". The Port Dover post office was established there in 1831, with Colin McNeilledge as postmaster. That year he was one of a group which petitioned for the incorporation of a company to develop the harbour. Apparently by 1835 progress had been made, for in that year a new village was laid out adjacent to the harbour.

Two other Norfolk post offices were established in 1831. Sovereign's Corners was the original name of what is now called Delhi, on the upper waters of Big Creek, down which logs were rafted. It was named after Frederick Sovereign, one of its leading pioneers; after he laid it out it was called Fredericksburgh. However, when it got a post office in 1831, there was already another one with that name elsewhere in Upper Canada, and so it was named after its township, Middleton, a common practice then. Robert Decow was postmaster. In 1853 it was renamed Delhi.

In 1819 John Dutcher bought part of lot 16 concession A in South Walsingham Township. It was only a little while until the place where the road on the east side

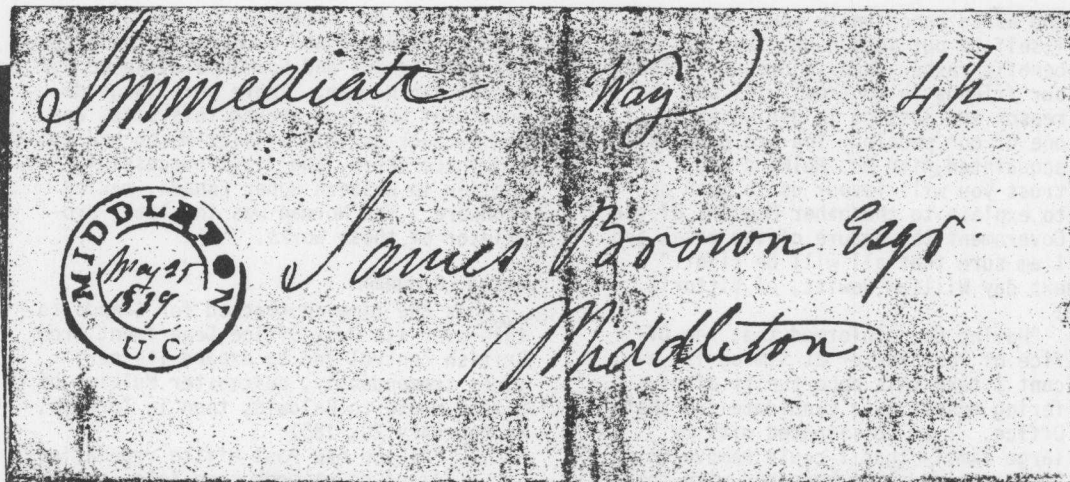
intersects the Front Road was called Dutcher's Corners, but the post office opened there in 1831 by B. M. Brown was called Walsingham. In 1842 it was renamed Port Rowan, after Lt. Col. William Rowan, secretary to Lieutenant Governor Sir John Colborne from 1832 to 1836; Andrew McLeilan was the postmaster of this office from 1834 until he died in 1871.

A new Walsingham was established on the same day that the first one was renamed, at the eastern boundary road and the 2nd concession road, by Edward Dickinson. The village had originally been called Cope's Landing after the Copes, who were among its first settlers. In 1869 the post office was renamed St. Williams, perhaps for William Gillaspay, who had owned land there as far back as 1810.

#### Campbell Ousted

When Duncan Campbell was ousted as postmaster of Simcoe in 1848, it is possible that the post office was temporarily closed, because two letters in the Baldwin Papers, Metro Toronto Library, written there at the time, were postmarked at nearby Waterford. John B. Crouse of Simcoe wrote to the Reform head of government, Robert Baldwin, at Montreal, on May 7:

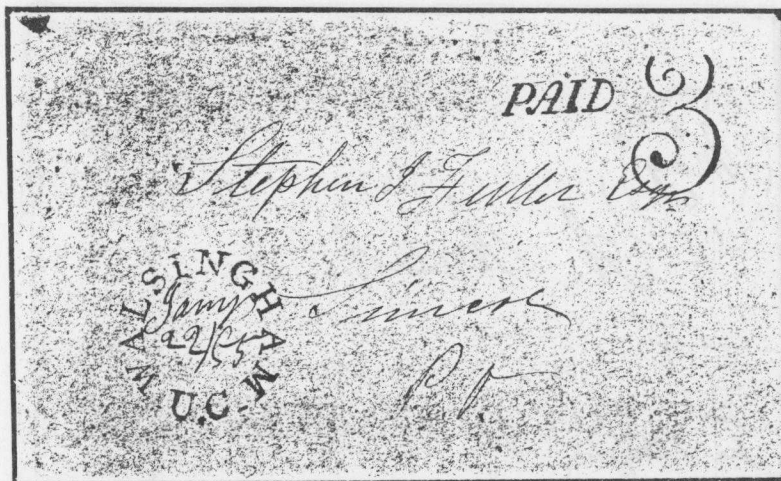
"You will before this reaches you



Cover showing the MIDDLETON / U.C double circle with manuscript date May 25 1839, rated 4½d. This letter was handed to a mail courier on his route toward Middletown, where postmaster Nelson Eagles marked it "Way", postmarked and rated it.

have seen an application from Henry Groff signed by a good many inhabitants of the neighbourhood. Mr. Groff is a Clerk in the Office of Duncan Campbell, the person just removed, and

the Office might just as well remain in the hand of Duncan Campbell as be given to his Clerk; the Office in a political point of view has been an incredible injury to us as a Party;



A WALSINGHAM / U.C open circle 1831 hammer with manuscript date Jany 22 / 55. This was used at the second location of Walsingham post office, at the site now named St. Williams

and as an opportunity now presents itself to put into hand, that will benefit rather than injure us, I feel our friends in Montreal will see the reason and justice in giving it to one of our people. You are personally acquainted with Mr. Mulkins and I trust you will favour us so much as to explain to the other Members of the Government the nature of the case, and I am sure that all will be right."

The next day William Hewitt, of Vittoria, wrote:

"Having been informed that the Office of Post Master at Simcoe is vacant I take this opportunity of offering myself as a candidate for that Office. I am so situated with my large family that I could remove to Simcoe should I be honoured with that Office."

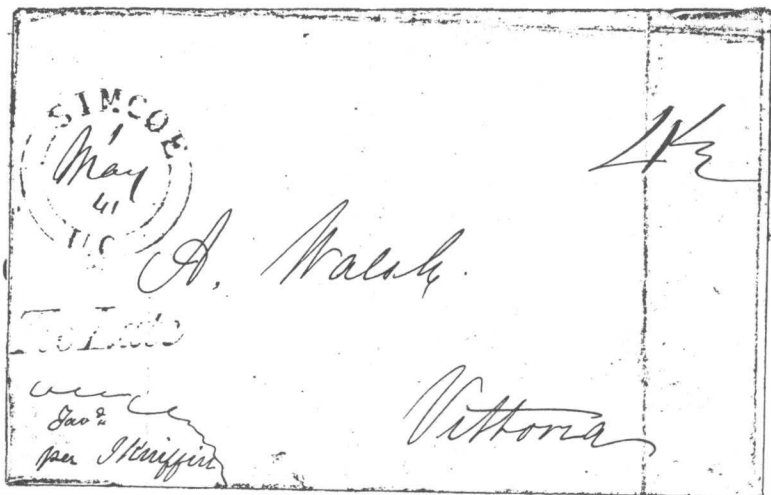
Thomas J. Mulkins, of Mulkins and Lawson, general merchants, became postmaster of Simcoe. He found the position to be no sinecure, for Simcoe became the distributing office for post offices in Norfolk and nearby counties. Two more post offices had opened in 1842: Houghton, in the township of the same name, on the shore

road at the 8th sideroad, opened by the same B. M. Brown who had opened the original Walsingham; and Normandale, named for Joseph Van Norman. There were large deposits of bog iron around this site, and as far back as 1819 William Mason had built a furnace there, the first successful smelter in western Upper Canada, making ironware. Van Norman was the later proprietor of these works.

#### Mulkins Complains

As the time approached for Canada to take over its Post Office Department from British control and to expand its services tremendously, postmaster Mulkins of Simcoe wrote to Baldwin, then in Toronto, on February 20, 1851:

"As the new Post Office regulations will no doubt soon come into operation it will not, I trust, be deemed improper for me to take the liberty of calling your attention to the duties which have to be discharged in this Office with a view of furnishing some information in order to come to a more equitable and satisfactory arrangement as to the amount of salary which should be paid to the person



Cover showing the SIMCOE / U.C. double split circle with manuscript date 1 May 41. It was written in Toronto and carried by favour to Simcoe by I. Kniffin, where the postmark and a Too Late handstamp were applied at the post office.



filling the Office, and in doing so may I remark that this is the Distributing Office for 16 other Offices, and requiring constant attention for 13 or 14 hours in the 24, besides the labour of making out returns, etc., and the duties under the operation of the new law will no doubt be considerably increased.

"The present emoluments of this Office are probably less than £87.10 per annum - a sum certainly far short of the amount which should be deemed a fair remuneration for the amount of labour performed.

"I may also remark that while other public officers holding situations in the County under the Government, worth from two to three hundred pounds per annum, are only required to keep their Offices open five or six hours in the 24, mine has to be kept open as above stated 13 or 14 hours and sometimes longer, and though I do not mention this circumstance as a reason why the remuneration of this Office should be equally as large, yet I trust that in adjusting the salary the Administration will take the particular circumstance of the great amount of labour into consideration and that a fair and equitable compensation will be awarded to its occupant."

In common with other areas of Canada, the number of post offices in Norfolk County increased rapidly after control of the system was turned over to the province. Thus, while only nine offices were open in the county before this time, another twenty-nine were opened before Confederation in 1867, five of them in that first year of 1851 alone. The number of offices continued to increase until just before the First World War, when the introduction of Rural Mail Delivery made many of the smaller offices unnecessary, and they were closed in wholesale lots in the years up to 1920. There remain only twenty post offices now operating within the borders of what was Norfolk County, now a part of the Regional Municipality of Haldimand-Norfolk.

The covers used to illustrate this article are taken from the collection of the editor.

HOUGHTON 1843



## A Unique Postal History Pair

by "Stirling Pound"

In the field of philately, the collector has the opportunity to collect stamps in a wide range of multiples, one of which is stamps in pairs. Within this category the collector has several types or variations to choose from, such as vertical, horizontal, se-tenant, tête-bêche, and unsevered imperforate pairs. A col-

lection in this area can be extremely interesting and possibly challenging when there exist, for example, pairs with and without a watermark.

Pairs for the philatelist comprise two stamps which are indisputably identical in all respects, since the stamp is a printed item with all copies supposedly com-

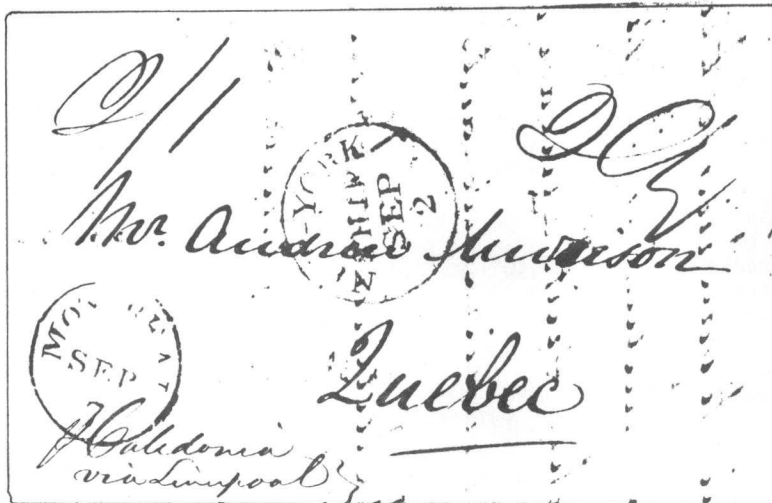


Fig. 1

pletely the same.

As stampless covers or folded letters are certainly not printed items as stamps are, can the collector of this line of postal history have anything which could reasonably be defined as a pair of covers in his collection? There is no question that it would be virtually impossible to have two stampless covers which are identical in all respects.

To enable the collector of postal history to have a little common-sense flexibility on what constitutes a pair of covers, the following may be taken as possible examples:

- a) Two covers bearing a postmark of the same post office and the same date;
- b) As above but with an identical postal rating;
- c) As above but with the addition of receiving marks of the same date;
- d) As above but with the addition of transit marks bearing the same date;
- e) Two covers (transatlantic, for example) bearing the name of the same ship they were carried on, coupled with the receiving mark at the port of entry on the same date.

All of these examples would be apparent to the eye of the postal history collector

from the postal markings on the covers.

But yet another type of pair would appear to be worthy of that designation, and to this end we should refer to Dr. J. C. Arnell's Atlantic Mails at page 4:

"The likelihood of a letter carried by a merchant vessel reaching its destination was not good, with the result that letters were often sent in duplicate and triplicate by different vessels to ensure that at least one reached its destination. The dangers threatening the mails were far more than the natural hazards of the oceans and the carelessness of some captains."

In view of this statement, it seems natural that when one locates the original and a duplicate of a letter carried on different ships as indicated by Dr. Arnell, such an item could, without question, be considered as a pair of stampless covers, notwithstanding the fact that this type of pair would not be apparent from the exterior of the letters.

Figure 1 shows an original letter which was written on July 14, 1831 and bears no British inland postal ratings. Mailed as a ship letter from Liverpool, England, it bears the NEW-YORK / SHIP strike of SEP 2, and a MONTREAL transit mark of SEP 7. Note that no year date was used in either of these hammers. The

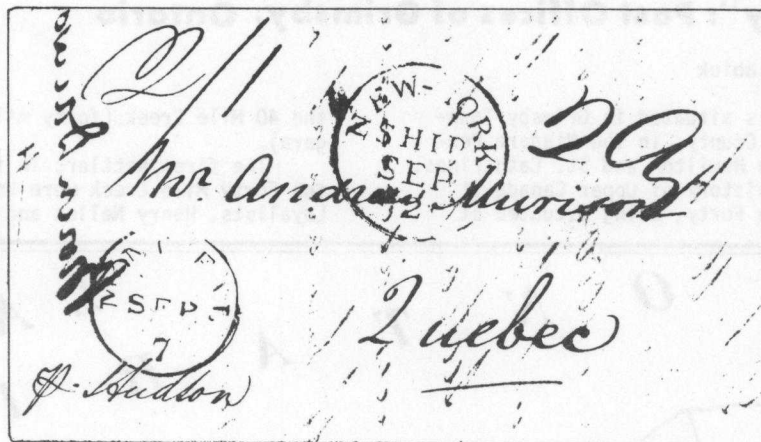


Fig. 2

letter was carried on the CALEDONIA, a ship of the Black Ball Line. The rating of 20-3/4 at the upper right is the U.S. rate from New York to the Canadian border, reflecting 18-3/4¢ U.S. inland postage plus the 2¢ Ship Letter fee. The 2/1 at the upper left is the Canadian conversion of the 20-3/4¢ U.S. rating, plus the Canadian inland postage from the border to Quebec.

Figure 2 shows a duplicate letter, annotated as such, and bears postal markings which are identical to those of Fig. 1, with matching dates. The only difference is that this letter was carried by the HUDSON, a ship of the Black X Line.

A unique pair no doubt — mailed from the same port of Liverpool and carried on different ships, both arrived at New York on the same date (September 2, 1831), and were transit marked at Montreal on September 7. Last but not least, both letters are signed personally by Samuel Cunard, founder of the line of ships bearing his name.

Although the writer has been told by a stamp dealer and auctioneer that neither the contents nor the writer of a stampless folded letter has any bearing whatsoever on its postal significance nor on its value, other views received have indicated that many collectors would favour a pair of

covers like those described above, rather than a pair signed by an unknown person.

How rare would such a pair of covers be? Heaven only knows. The writer knows of two other such pairs; one of them reposes in the National Postal Museum in Ottawa, and the other is in the hands of a private collector.

#### References

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# "The Forty": Post Offices of Grimsby, Ontario

by Eugene M. Labiuk

Grimsby is situated in Grimsby Township, Lincoln County, in the Niagara Peninsula between Hamilton and St. Catharines. Early in the history of Upper Canada it was called The Forty, being situated at

the 40 Mile Creek (forty miles from Niagara).

The first settlers in the area of the Forty Mile Creek were United Empire Loyalists, Henry Nelles and his two sons,



who arrived in 1780. Within a few years three mills were built and the settlement of The Forty began to take shape. The early mail would travel through the area in the hands of travellers or merchants on the Queenston Stone Road (now Regional Road 81).

The following account tells of one of Governor Simcoe's stops at The Forty, made in early 1793:

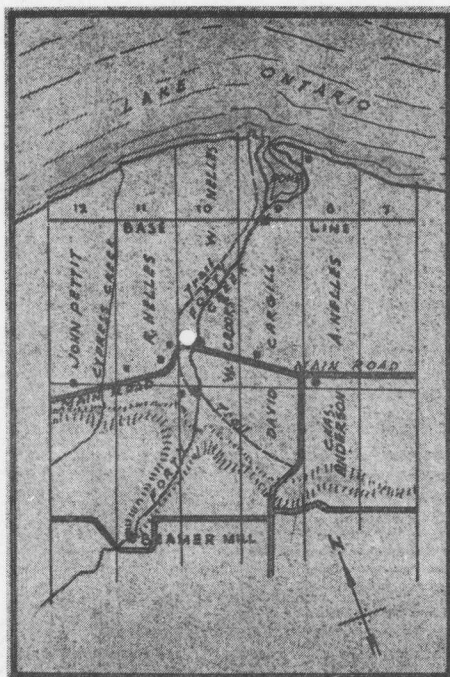
"On February 4, 1793, they commenced their journey from Niagara in sleighs. During the first day they crossed the Twelve Mile Creek (now Port Dalhousie) where they slept in one of Col. Butler's houses. The following day they reached the Forty Mile Creek, where the arrival of an Indian Express from Kingston detained the party for a day."<sup>1</sup>

The Indian Express was a means of delivering the mails in the winter months and consisted of white men with one or two Indian guides. The route followed the trail from Kingston around the head of Lake Ontario to Niagara.

In keeping with Governor Simcoe's policy of naming counties and townships after places in England, Grimsby Township was named in 1795 after the town of Grimsby in England. The settlement in which most of the township council meetings were held was called The Forty until after the War of 1812-14.

Among the many hardships which followed the Loyalists was war. Some thirty years after settling at The Forty, they were caught in the War of 1812. The volunteers who joined the forces became members of the Lincoln militia. On June 7, 1813 approximately 3700 Americans were camped at Forty Mile Creek. On the evening of June 7, British ships under the command of Sir James Yeo discovered the American camp. In the early morning of the 8th the ships opened fire and the Americans, refusing to surrender, began retreating to Fort George. On June 8, 1813 the Battle of The Forty took place, with the American forces on the run from Stoney Creek.

The Forty was renamed Grimsby in 1816, and a post office was established with William Crook the first postmaster. He was a miller and merchant, and the office was located in or near his home, which



Small map of Grimsby, 1825. Shows four mills on The Forty. First road up the escarpment, trails leading from lake to Nelles Mills and across David Cargill's lot to road up hill. (Sketch by Mr. F. Kitto.)

Fig. 2. Photograph of an early sketch of Grimsby. The white spot shows the approximate position of Crook's Hill, site of the post office under William Crooks.

stood on the west side of the Forty Mile Creek — then and for some twenty years thereafter known as "Crook's Hill" (Fig. 2).

Henry Nelles was appointed postmaster on July 6, 1829 and remained in that office until October 6, 1841 (Fig. 3). After his death, Clint Campbell became postmaster for the brief period from October 7, 1841 to October 6, 1842, when he resigned.

On October 7, 1842, Robert Nelles, son of Henry, was appointed postmaster and carried on with the merchant business. He stayed in office until he resigned on September 1, 1857. An incident involving Robert Nelles is recounted in an excerpt taken from Col. Charles McCullough's



Fig. 3. Page from the 1829 "letter-sent" book of postmaster Henry Nellies (courtesy of the Stone Shop Museum, Grimsby)

*Sent Letters*

DATE OF THE BILLS SENT.	TO WHAT OFFICE SENT.	UNPAID.		PAID.		FORWARDED.		REMARKS.
		No. of Letters & Packets.	AMOUNT. £ s. d.	No. of Letters & Packets.	AMOUNT. £ s. d.	POSTAGE. £ s. d.	No. of Free Letters.	
July - 1	Amherstburg	5	2 4	2	1 9	"	"	1 Many letters to James: 1
" 1	Victoria,	"	"	"	"	"	"	
" 1	Dundas	5	1 10	"	"	"	"	
" 1	Paris	"	"	1	"	"	"	
" 1	Delaware	2	1 6	"	"	"	"	
" 1	New Market	1	"	"	"	"	"	
" 1	York	"	"	"	"	"	"	1 Many letters to Major Jones
" 1	Montreal	1	"	"	"	"	"	
" 1	Dublin	3	5	"	"	"	"	
July 2	Thos. St.	1	"	4 1/2	"	"	"	
" 2	Niagara	1	"	4 1/2	2 8 1/2	"	"	
" 2	Quebec	1	"	4 1/2	"	"	"	
" 2	St. Catharines	1	"	1	"	"	"	
July 9	Victoria	1	"	2	"	"	"	
" 9	Montreal	1	"	1	"	"	"	
" 9	Port	1	"	2	"	"	"	
" 9	York	2	"	2	"	"	"	
July 10	Niagara	1	"	4 1/2	"	"	"	
" 10	Delaware	1	"	"	"	"	"	
" 10	St. Catharines	1	"	9	"	"	"	
" 10	Quebec	1	"	2 1/2	"	"	"	
" 10	St. Catharines	1	"	10	8 5	"	"	
		£ 1 2 1/2		£ 10 8 5				



LETTER OF APPOINTMENT TO POSTMASTERSHIP.

POST OFFICE DEPARTMENT,

Ottawa, 28 October 1867.

Sir,

I have the honor to inform you that His Excellency the Governor General has been pleased to appoint you to be Postmaster of Grimsby in the Electoral County of Lincoln in the Province of Ontario and Dominion of Canada.

You are therefore hereby authorized to exercise all the functions and discharge all the duties appertaining to the said Office, according to Law.

I am, Sir,

Your very obedient servant,

Deputy Postmaster General.



Mr. H. E. Nelles,

Grimsby

County Lincoln.

1 rm. 7-67. Q.P.

Fig. 4. Letter of Appointment to the Postmastership of Henry E. Nelles, 1867 (courtesy the Stone Shop Museum, Grimsby).

column in the *Hamilton Spectator*:

"Early in the forties the Independent, a Hamilton paper, had as editor Hugh B. Wilson. He like other men of the time believed that Canada's true destiny was to join up with the United States. It took a good deal of courage to hold even private views of this sort in a community notable for its loyalty and splendid behaviour during the War of 1812. So hot grew the atmosphere in the district that Postmaster Nelles positively refused to pass the paper through the wicket. This led to his being charged by the publisher with interrupting the mails. In the end Postmaster Nelles won."<sup>1</sup>

With the coming of the Great Western Railway in the late 1840's a much faster means of moving the mails was at hand. The mail and light express train stopped at Grimsby five times each day both ways. Later the Great Western became part of the C.N.R., and Grimsby was on the Niagara Falls-to-London route as well as on the Niagara Falls-to-Toronto route. Another railway to serve the area was the Hamilton, Grimsby and Beamsville Electric Railway, which operated between Hamilton and Beamsville from the 1890's right up to 1930.

John A. Nelles took over the postmastership on January 1, 1858 and remained until September 9, 1867.

Henry E. Nelles was appointed postmaster on October 1, 1867 with an office in a long frame building on the south side of Main Street, the site of the present post office. He held the position until June 11, 1892. Mrs. Maria L. Nelles carried on the work of her husband and was Grimsby's only postmistress, taking over on July 1, 1892. With the help of her sons she remained in office until her death in December 1898.

Mr. William Forbes became the postmaster of Grimsby on April 1, 1899, and had his office in his store, located on the north side of Main Street (see cover picture). He was postmaster until February 2, 1915.

This narrow little office, just slightly larger than a hallway, served the community until the government decided to construct a better-equipped building in 1912. The old frame building which had

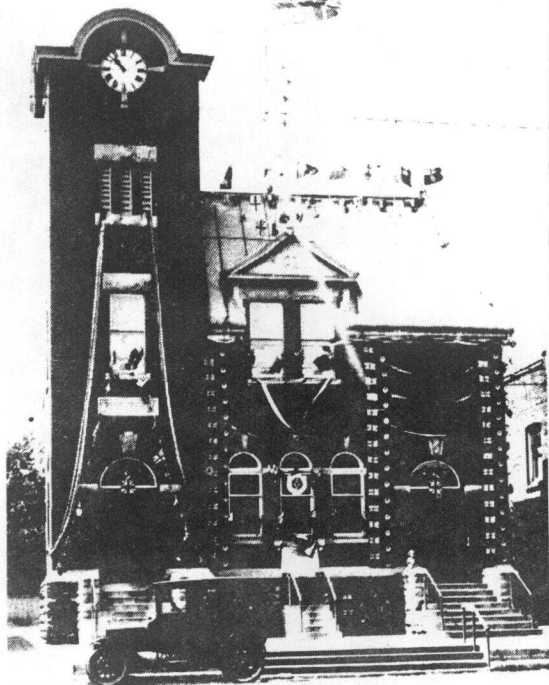


Fig. 5. Post office building opened in March 1915.

served as post office for Mr. and Mrs. Henry Nelles was torn down, and one with a clock tower was built; the new building was opened in March 1915 (Fig. 5). David Allen was the new postmaster — he held that position until September 9, 1937. Mr. Allen took time off during World War I, when he served overseas in the Canadian Army.

William Lothian was acting postmaster until the appointment of Leonard A. Bromley on October 21, 1937. Under his supervision the post office was moved to a rented premises next door, the clock tower was torn down and the building which now stands was erected at Main and Ontario Streets and opened in October 1958. Mr. Bromley re-

tired on September 22, 1960.

G. J. Shoemaker and Edward J. Greenar were later postmasters at Grimsby, with Mr. Greenar taking over in January 1960.

Grimsby also had one Sub Office which was opened and closed throughout the short period from February 1, 1961 to October 10, 1968. Grimsby Sub #1 was first located at 24 Olive Street, where Donald Denick was postmaster from February 1, 1961 to July 28, 1966. It was later moved to 75 Paton Street, where Alcide H. Gaudet served from January 23 to May 6, 1967; Miss Irene Barron followed on April 22, 1968. This office was permanently closed on October 16, 1976.

As the town of Grimsby began to grow, letter carrier delivery became necessary; this was initiated in September of 1960.

#### Grimsby Centre

The only postmaster to serve Grimsby Centre was Joseph M. Book. The post office opened on August 1, 1889 and closed on June 30, 1914. This office was probably opened to serve the farming community atop the mountain, so that they would not have to make the journey down the escarpment to Grimsby for their mail. The approximate location of Grimsby Centre in terms of today's thoroughfares would be the corner of Mud Road and Mountain Street.

#### Grimsby Camp—Grimsby Park

Grimsby had a large recreational facility with a campground and beach area. Grimsby Camp was located just to the east of Grimsby on the shore of Lake Ontario. The camp and beach were very popular recreational places in the last half of the nineteenth century. The first postmaster of the Grimsby Camp post office was James Noble in 1877. The office was classified as a Sub Office in 1877, and was only open during the month of August. The second postmaster, Noah Phelps, took office the following year on August 1, and remained until his death in January 1900. Again the office was opened during the month of August or the years 1879 and 1880. On April 1, 1886 the name of the Grimsby Camp post office was changed to Grimsby Park.

Grimsby Park belonged to the Methodists, who used it for services and parkland. J. H. B. Andrews became postmaster

on June 6, 1900 and resigned on January 13, 1901. For some unknown reason the next postmaster was not appointed until the Rev. E. A. Chown took the job on June 6, 1902; he remained until April 14, 1908, when he resigned. C. M. Gripton took over on June 15, 1908. As this was a recreational area, pretty well all mail was outgoing, with only a few year-round residents receiving mail.

#### Grimsby East—Grimsby Beach

Grimsby East was located on the Park Road just east of Grimsby Park. On March 3, 1912 the post office of Grimsby East was established, with Beverly Book being in charge until February 23, 1923. Robert Clyde followed on July 15, 1923 and resigned on July 13, 1928. During his period as postmaster, the name of the office was changed to Grimsby Beach. Franklin B. Russ became postmaster on October 19, 1928 and retired on August 17, 1940.

Mr. Allan Smith was the new postmaster on October 17, 1940 and retired in 1956. He was followed by his wife, whom he met and married while she worked for him. She remained until the office was closed on October 1, 1960, the day that letter carrier service began.

#### Handstamps

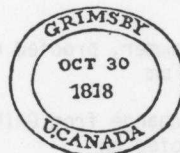


Fig. 6

Oval used during the period of 1818-1819



Fig. 7

Double broken circle, manuscript dated; used during the period from 1829 to the 1840's.



Fig. 8

Squared circle used from 1893 to 1899;  
proofed on May 18, 1893.

#### Broken Circles

GRIMSBY-CAMP: two hammers, proofed on  
1877 09 17 - 21½ mm, 5 mm arcs  
1878 09 20 - 21½ mm, 4-4½ mm arcs  
(left-right)

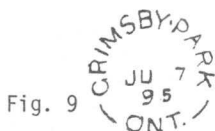


Fig. 9

GRIMSBY PARK (name change for GRIMSBY-CAMP):  
three hammers, proofed on  
1886 05 12 - 21 mm  
1893 06 24 - 20½ mm  
1908 07 06 - 19½ mm



Fig. 10

GRIMSBY EAST: one hammer, proofed on  
1912 03 15 - 19 mm

GRIMSBY BEACH (name change from GRIMSBY EAST):  
one hammer, proofed on  
1926 07 20 - 22 mm

GRIMSBY-CENTRE: one hammer, proofed on  
1889 08 26 - 20½ mm

GRIMSBY: two hammers, proofed on  
1915 04 02 - 19½ mm  
1927 04 25 - 21 mm

#### Duplex Hammers

Type A circular obliterator - used in the  
early 1900's

Type B oval obliterator: two types  
GRIMSBY with narrow lettering (Fig. 11)  
GRIMSBY with wide lettering (Fig. 12)  
used from 1911 into the 1930's



Fig. 11

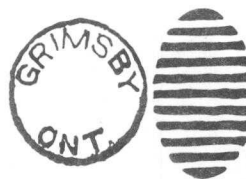


Fig. 12

#### References

- <sup>1</sup> Annals of the Forty, compiled by R. Janet Powell, Grimsby Historical Society
- <sup>2</sup> Historical Atlas of Lincoln & Welland, H. R. Page, 1876
- <sup>3</sup> Once Upon a Little Town...Grimsby: 1876 to 1976, Grimsby Historical Society

#### Acknowledgements

I would like to thank the staff of the Stone Shop Museum in Grimsby for their wonderful cooperation and assistance in allowing me to view their early postal material, as well as Gray Scrimgeour and Bruce Graham for their information on the broken circles.





# Nova Scotian Postmarks: Unreported Hammers

by L. B. Macpherson

Among the pre-Confederation postmarks of Nova Scotia the large double broken circles (with serified lettering) are well known. Thirty-two provincial post offices received one of these hammers in either of 1842 or 1843; proof impressions from the General Post Office, London, exist for all. Many are considered to have had a rather long life, as for example Bridgetown until 1906, Guysborough until 1899, and so on.

In fact, however, strikes subsequent to about 1864 for BRIDGETOWN, DIGBY, GUYSBOROUGH, NEW GLASGOW, PICTOU, SHELBURNE, TRURO and probably KENTVILLE do not appear to have been made by the original hammers. Shown below are simultaneously photocopied pairs of marks from three of these offices. They seem to the author to give visually convincing evidence that the later impression, in each case, represents a different hammer.



A table of measurements (in millimetres) of the originals of these strikes follows, showing their diameter and the distance between the arcs, with the older first and the measurements of the later strikes in parentheses.

Bridgetown	29.6 (28.6); 3.5 (3.2)
Guysborough	29.5 (28.5); 3.5 (2.8)
Truro	29.5 (28.8); 3.6 (3.0)

The material available to the author for Digby, New Glasgow, Pictou and Shelburne is less satisfactory for photocopying but the measurements are just as convincing that strikes after about 1864 are different. Shortage of material prevented firm opinions about Kentville and a few other offices. Enough early and late examples were available to be reasonably certain that late strikes of LIVERPOOL, NEWPORT, PUGWASH, and WOLFVILLE were identical with earlier strikes.

The earliest uses of the purported "second hammers" seen by the writer are Pictou, 1863 10 19 and Digby, 1864 10 16.

The above observations are based on examination of 92 strikes from 26 of the offices that originally had this type of instrument.

It has been suggested that the differences noted might be due to shrinkage, wear and other unknown causes. The examples chosen for illustration are all of sharp, clear strikes, inconsistent with wear. Nor, so far, has the author been able to devise a situation that would shrink the distance between the arcs by almost 20% while reducing the diameter of the circles by only 3%. None the less, it is strange and quite unexpected that these hammers have not been reported in the past 115 years. Perhaps, until now, no one has looked at pre- and post-Confederation postmark usage as a continuum.

It is hoped that others who have any quantity of related material will examine it carefully and let the Editor have their findings for publication.



## Odds 'n' Ends

### The Halifax Explosion

We recently came across a letter written on December 9, 1917, three days after the Halifax explosion, which provides an interesting sidelight to the article "Neither Rain, nor Snow, nor ... Explosion", by John Irwin (PHSC Journal #29, p.9). This letter was sent to his mother in West Quaco, N.B. by Sapper Douglas M. Brown, a soldier on the Orderly Room staff at the Engineers Training Depot, St-Jean, Quebec, and reads in part:

"We had our first blizzard of the season last night. The snow is piled up all over the place to-day and still blowing about. Guess winter is here for keeps this time.

"We have had a very busy week in the office getting out all sorts of information for the men higher up. Then that Halifax disaster — wasn't it a terrible thing? — gave us more work too. Got word here at five o'clock that carpenters were needed and sent a hundred and fifty down there with all their necessary papers on the 7.55 train. Some speed by the Orderly Room staff. Sent some bakers down last night and guess some other tradesmen will go this week. A man gets pretty short notice in the army. Those carpenters had about two hours in which to pack."

### Burma Star Reunion

On September 10 to 12, 1982, a reunion of the 435/436 Burma Star Squadrons Association took place at C.F.B. Trenton, Ont. These squadrons were formed in early 1944 to supply the Allied 14th Army in Burma with an air transportation service, and are now stationed at C.F.B. Edmonton and C.F.B. Trenton respectively.

An attractive cover was produced to commemorate the 1982 reunion; the cachet shows two Dakota aircraft and a Burma Star. The covers, each bearing a Terry Fox stamp cancelled by a specially-designed postmark, were flown in Dakota aircraft KN456 at Trenton. These covers are available for \$1.50 each (plus postage if five or fewer

are ordered); a special set of five signed by former war-time members of 436 Sqn. is \$9.00. Order from Capt. C. Maroney, 436 Squadron, C.F.B. Trenton, Astra, Ont., K0K 1B0.

### Canada's Registry System

We have received a letter from Horace W. Harrison, author of the 1970 handbook with the above title, stating that he has decided to devote 1983 to expanding, updating and rewriting this work. He is interested in anything at all related to the registry system, and is seeking the cooperation of all collectors of this sort of material in order to make the book as definitive as possible. The 1907 "Circular to Postmasters" illustrated here is an example of one type of material, in addition of course to pieces of registered mail, in which he is interested in receiving information.

The original publication by the American Philatelic Society of this handbook was greeted with enthusiasm by collectors of Canadian money letters and registered covers. It was a thorough piece of work, and provided information which was current up to the date of publication. Mr. Harrison's decision to undertake a revision of it is welcome news indeed. The PHSC strongly supports this effort, and urges its members who have information concerning the registry system not incorporated in the first edition of Canada's Registry System to communicate with him at P.O. Box 157, Stevenson, MD 21153, U.S.A.

Incidentally, in connection with the hypothetical piece of registered mail illustrated on the "Circular to Postmasters", Mr. Harrison comments, "Those who are interested in county cancellation collections may have a difficult time in determining which county the town of Eramosa, Ontario is found". Not indeed, Sir! It was in Eramosa Township, Wellington County, about five miles northeast of Guelph. Its post office was established on October 6, 1839, and was not closed until January 30, 1943.

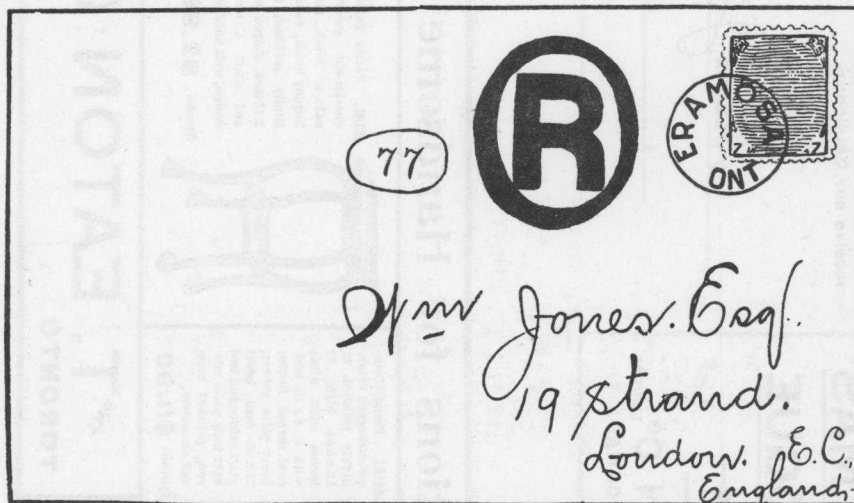
# Post Office Department, Canada,

*Ottawa, 18th September, 1907.*

## CIRCULAR TO POSTMASTERS.

### NUMBERING OF REGISTERED ARTICLES AT OFFICE OF ORIGIN.

The Postmaster is informed that under the International Postal Regulations, as recently amended, special importance is attached to the original number given a registered article at the office of posting. He is instructed, therefore, to inscribe the original number on the top left hand corner of the address and to encircle it with an "O" or ring to distinguish it from numbers that may be subsequently added, thus:



The Postmaster will at once comply with this regulation.

**R. M. COULTER,**

*Deputy Postmaster General.*

# TO THE POSTMASTER:

If this Catalogue is not delivered or called for within 15 days and you do not know the party to whom it is addressed, kindly hand same to the head of some family receiving mail at your office who does not now receive our Catalogue.

## SPECIAL CHRISTMAS CATALOGUE

-1904-

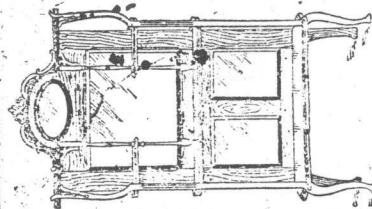
THE T. EATON CO. LIMITED  
TORONTO CANADA



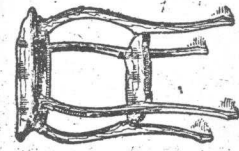
THE T. EATON CO. LIMITED  
TORONTO - CANADA

Miss Jane E. Nesbitt  
Carleton Place  
Ont

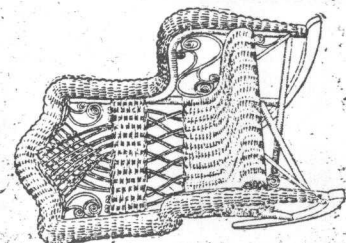
## Suggestions for Handsome Christmas Gifts



4141. Parlor Cabinet, net mahogany finish, highly polished, 68 inches high, 32 inches wide, fitted with a 6 x 10 inch oval shaped British level plate mirror, 10 x 20 inch bevel plate mirror and two 9x12 inch plate mirrors, polished brass rail on shelves.  
Special. \$11.90



4119. Dining Table, quarter-cut golden oak or birch, mahogany finish, beautifully polished, 17 x 17 inch shaped top and shelf, a neat design, well finished.  
Special \$2.95



2258. Bateau Arm Rocking Chair, large size, full roll edge and shaped roll seat, very comfortable, strong and durable.  
Special \$6.50

THE T. EATON CO. LIMITED  
TORONTO CANADA



## Yesteryear's Junk Mail

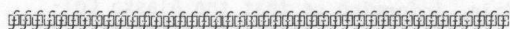
by C. R. McGuire

The envelopes and wrappers from yesteryear's equivalents of today's junk mail and catalogues have one thing in common — they were usually thrown away. It is a real pity because, like their contents, these outer mailing wraps were often illustrated, disseminated interesting and contemporary information, and were sometimes even multi-coloured. Over the years I have seen many fascinating examples, and in future issues of the Journal I shall share them with you.

We begin with the wrapper used by Eaton's mail order branch, Toronto, to mail their Christmas catalogue in 1904. The wrapper is franked with a precancelled 1¢ Edward with inverted overprint (Walburn no. 5-74a), and advertises three pieces of furniture for which any antique dealer today would probably happily pay twenty times the Eaton asking price. From the message "TO THE POSTMASTER" it is apparent that Eaton's was not about to waste their penny if the catalogue could not be delivered to the addressee.

The story of how I acquired this piece may be worth relating. I was home in Ottawa for a period of leave in 1966. I made my usual visits to my Ottawa Valley sources, something I had not had an opportunity to do since leaving two years earlier. An old lad operating out of the family stone house just out of Carleton Place was asked my usual question, "Any old envelopes or picture postcards?". He thought for a moment and in the Valley drawl responded, "Sorta do". When I prodded for more details he told me "they are about half what you are looking for". By then I was really curious, and became quite excited when he added that they "were from a local merchant's correspondence over a thirty-year period". You can imagine my disappointment upon finding he was right, except that there were no envelopes, only letters, and no picture postcards, only illustrated letterheads. It seems that a general-store merchant cum notary public (and more simply, a "real operator" and character), who had lived all his life in Douglas, Ontario had retained a single example of each different

letterhead he had received from 1879 to 1909. If the firm or person concerned changed address there would be an example of the new letterhead. It was somewhat like an address reference system, with each letter folded in four with the firm name written at one end, and filed alphabetically. I perused a dozen pieces and decided to take the lot, which was going at \$50, or about 5¢ an item. There were many nondescript letters, but about 65% of them had lovely illustrated letterheads, some in multi-colours, from all over Ontario. It was a thrill unfolding each letter to see if I would find one of the nice ones. Needless to say, I could not help regretting the fact that the matching illustrated envelopes had not survived, but I did find four postcards and the wrapper illustrated here, saved because they had addresses and were required for reference. Today I think the wrapper alone was well worth the price of the whole lot. Oh yes, I think the dealer described that lot very well.



### Reprinted Postal Treaties

The following paragraphs are taken directly from a letter written by R. F. Winter to Steven A. Pla, Editorial Director of the Philatelic Literature Review:

When you finally get "hooked on" postal history, you eventually want to learn about the provisions of various postal treaties, not by reading Hargest but by reading the treaties themselves. Hargest footnotes a number of different sources he used to study treaties. It is somewhat difficult to chase these reference books down. In the process, I came across a new series of reference books that is a dream come true for this sort of endeavor. The series is called The Consolidated Treaty Series, edited and annotated by Clive Parry, LL.D. The series was published by Oceana Publications Inc., Dobbs Ferry, NY in 1969 with a Library of Congress Catalog No. 70-76750. The series runs well over 100 volumes and probably can only be found in larger law libraries or very large public libraries.

Here is the wonderful aspect of the series. It reprints all the treaties between various governments from the Peace



of Westphalia of 1648 to modern times. The treaty transcripts are usually in the languages of the two parties. Included are all the different postal treaties. And best of all, they are all in one publication, this series, as opposed to a number of different sources such as Professor Hargest had to use. The postal historian who wishes to read of the "detailed regulations" that usually were produced in conjunction with the basic treaty, will usually be disappointed, however, as most of these are missing. But, the basic treaties give all the details agreed to including rates, exchange offices, accounting requirements, etc. All in all a marvellous series of reference books and a great find.

R. F. Winter

#### Alaska Collectors Club

We have just received a note from Bob McKain, informing us that the Alaska Collectors Club was recently reactivated, and has again started publishing its philatelic organ, The Alaskan Philatelist. The club is involved in the collection and dissemination of all phases of Alaska postal history and that of the "northland" from its territorial period up to the present.

For a copy of The Alaskan Philatelist and membership information, contact the ACC, Box 135, Lake Oswego, OR 97034, U.S.A.

#### An Unusual Railway Cancel

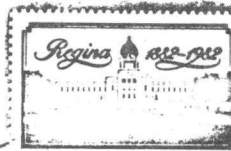
In a note under this title in Journal #32 (p. 18), Hans Reiche described a 1915 Admiral cover with a cancellation reading MONTREAL / CANADA between two circles, and No. 357 / JAN / 22 in the centre. Father Larry Walker has written to say that he has found a C.P.R. timetable of 1917 which shows a Train No. 357 from Quebec to Montreal; it left Quebec at 11:55 PM and arrived in Montreal at 8:40 AM. This would fit in well with Mr. Reiche's conjecture that the writer of the letter, returning to Montreal from a visit with the son of the addressee, was on a west-bound train from a military camp somewhere between the two cities mentioned above.

Father Walker also states that, although he has seen high clerk numbers used in the 1960's, he is not aware of any in the Admiral era. It could well be that this is a true R.P.O. cancellation, of a type not recognized in Ludlow's book.

Flash! A last-minute letter has just arrived from Lewis Ludlow, confirming that Train No. 357 has been recorded in 1915 in connection with R.P.O. postmarks with Ludlow handbook numbers Q-217, Q-218 and Q-219. Mr. Ludlow also notes that the MONTREAL / CANADA postmark of Mr. Reiche's article is recorded in the handbook in the Ticket Stamp section as TS-330.

#### "Wrong Postal Code" Handstamps

We have recently received two letters with incorrect postal codes on them, and handstamped with two varieties of a marking we had not seen before. The first, struck in red, is in a 34.5 mm wide x 33 mm high rectangular box, and reads MAIL DELAYED / WRONG POSTAL CODE / Please notify your / correspondents, repeated in French below a horizontal bar. The other, in black, is in a 47.5 mm wide x 50 mm high



box, and starts out with exactly the same wording as above (with A-4 to the left of the last two lines in English). In addition, however, it reads THE CORRECT POSTAL CODE IS, followed by a 41 mm x 8 mm rectangular box in which is handwritten K1G 3V1, followed by EST LE CODE POSTAL EXACT.

Note to our correspondents: please check the inside front cover for our postal code, and make sure you've got the correct one, not the one from the line above or below ours.

~~~~~

### Notes on Early Handstamps

by Frank W. Campbell

Rubber stamps are very widely used now, but it took three years of research to find out when they started. The Marking Devices Association bulletin said that they were first made in Toronto and Baltimore in 1865.



The sixteen early postmarks with POST OFFICE interested me, and I illustrated fifteen of them in my book. I saw the sixteenth lately, POST OFFICE HORTON, smaller than the others; it was priced at \$500 in an auction.

The only POST OFFICE / WINDSOR I ever saw was sent to me in an auction in Ireland, by mistake - cost me \$15. These devices were apparently not all made at the same time, because they vary both in size and in the arrangement of their wording.



The inch-wide double broken circle with Gothic type, of which thousands were made, started in 1845 with EAST-OXFORD and BEAUHARNOIS, both dated May 7, 1845 in the proof books of the British Post Office.

END-OF-TRACK / B.C., which is in my book, is scarce; I know of five, of which three were in auction photos. One sold for \$800 on cover in a recent B.C. auction. The C.P.R. construction gangs met in Sep-

tember of 1885, about 50 miles east of Revelstoke, B.C. on level ground.

A steal - old post office records from Queenston sold at 17¢ a sack at St. Catharines, according to the late Percy Band. The oval VITTORIA illustrated in my book came from there.

~~~~~

### When Did Canada Begin?

The February 1983 issue of La Philatélie au Québec has just come to hand, and the editorial in it gave us pause for thought. It began by taking note of the new editions of the Lyman's and Canada Specialized catalogues, and went on to discuss the new numbering system in the latter. The following is your editor's translation of part of it:

"If Canada's Centennial was in 1967, then surely Canada has existed as a territorial entity comprising a geographical reality and populated by a collectivity only since 1867.

"Darnell [another catalogue] was therefore right. The first Canadian stamp issued by our country is the ½¢ black Large Queen of 1868. The earlier stamps belong to a "dead country" in the same sense as do those of the other provinces, and their place is with the stamps of the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, and so on.

"It would be quite unjust to the Fathers of Confederation and their ancestors to recognize only Upper and Lower Canada as the founding provinces. If it is not too astonishing that Americans (Scott's catalogues) have written our history in this fashion, it is surprising that Canadian companies carry on with this type of historical error."

It seems to us that this argument has merit. The only discernible reason the present situation arose is that the name of our country was taken from that of the Province of Canada (consisting of Upper and Lower Canada). What do you think? The editor of La Philatélie au Québec, Denis Cottin has invited correspondence on this subject (particularly as it affects a possible French-language specialized catalogue of Canada's stamps). It is a question which the publishers of Lyman's and the Canada Specialized should address as well.

# Secretary's Report

by Andy Palochik

## New Applicants

The following applications for membership in the Society have been approved by the Membership Committee, and unless valid objections are received in writing by the Secretary within sixty (60) days of the publication date of this issue, membership will be granted to those listed below in accordance with the constitution, a copy of which is available from the Secretary. All applications are listed alphabetically.

Listings include name and address, postal history interests, and PHSC sponsor. If an address is not listed, and correspondence with the applicant is desired, sealed correspondence may be sent under cover to the Secretary, who will forward it provided the applicable Canadian postage is included.

Members are invited to send changes in, additions to or deletions from postal history interests to the Secretary, who will have them printed in the following issue of the Journal.

- 729 CAMPBELL, J. Colin; 1450 Ross Rd., Kelowna, B.C., V1Z 1L6.  
Military postmarks and Canadian military postal history; barrel postmarks; R.P.O. cancels; squared circles; postal stationery (postcards).  
(B. C. Plain)
- 730 COATES, William H.; Box 8351, Dundas, Ont., L9H 6M1.  
19th Century Ontario postmarks and rates; all foreign postal history, especially Scandinavia and Europe.  
(A. Chung)
- 731 COOL, Marcel; 145 rue Saint Mary's, Châteauguay, P.Q., J6K 2J3.  
Postmarks and cancellations of the Province of Quebec; postage meters on cover; postally-used postcards depicting Quebec towns. (G. R. Newman)
- 732 COTTENDEN, David G.; Box 639, Bridgetown, N.S., BOS 1C0.  
Shortpaid and unpaid mail; Dead Letter

Office; postage due stamps and markings on cover; rate study of 19th and 20th Century BNA. (C. A. Jones)

- 733 EADE, Kenneth E.; 182 Sandford Ave., Ottawa, Ont., K2C 0E9.  
Northern Canada (Arctic); 1939-45 military postal history; Portugal and colonies.
- 734 HAMILTON, Rev. George; 185 Main St., Box 578, Glencoe, Ont., NOL 1M0.  
Postal history of the Yukon, Mackenzie River and Southwestern Ontario.  
(I. F. Thomas)
- 735 MURDUCK, Bruce; 705 Willis St., Kingston, Ont., K7M 6J5.  
Most areas of Canadian and BNA postal history, postmarks and stamps.
- 736 PELLERIN, Paul L.; 36 Jameswell Rd., Wethersfield, CT 06109, U.S.A.  
Most areas of Canadian postal history.
- 737 SZEKRENYES, Ginette; Alberta.  
Anything to do with early Canadian history.
- 738 WARREN, Lewis E.; 82 Cleveland Rd., Worthing, Sussex, BN13 2HE, England.  
Postal history of the Queen Victoria, Edward and George V periods; cancellations and covers. (R. A. Lee)
- 739 WOODS, J. P.; 543 Rowanwood Ave., Ottawa, Ont., K2A 3C9.  
Ottawa Valley; Renfrew County (especially McNab Township). (R. C. Smith)

## New Members

Applicants listed in Journal #31 as 695 to 712 have all been admitted to full membership status, having met all admission requirements.

## New Life Members

L221 ALLEN, Dr. H. D.  
L312 HARRISON, H. W.

#### Deceased

60 WILDING, Harold

#### Official Resignations

567 BRASSARD, C.

90 YOUNG, J. H. M.

#### Changes of Address

608 BORAU, Erwin; Box 1762,

Summerland, B.C., V0H 1Z0

487 DAVIS, Francine; 2250 Pharmacy Ave.,  
Suite #315, Agincourt, Ont., M1W 1H9.

307 ELLERTON, N. V.; 16012 Falls Rd.,  
Sparks, MD 21152, U.S.A.

366 HENRY, C. L.; Box 392,  
Charlestown, IN 47111, U.S.A.

597 NAVARY, J. T.; GSMC, Stuttgart,  
Area CPO, APO NY 09154, U.S.A.

638 POWELL, Verna; Kennetcook,  
Hants County, N.S., BON 1P0

#### COMING EVENTS

Coming Events is a free service for your stamp club. Please send details of your show at least four months in advance to the Secretary. The PHSC also provides a Certificate of Merit and show ribbon for your show's best exhibit of BNA postal history. Contact Dave Dixon for more details at Box 1082, Oakville, Ont., L6J 5E9.

APRIL 8-9: Fifth Annual Exhibition and Bourse of the Sudbury Philatelic Society, celebrating Sudbury's centennial. PHSC meeting and seminar. Contact Harry Machum, Box 1062, Lively, Ont., POM 2E0.

APRIL 8-10: 20th Annual Exhibition of the Lakeshore Stamp Club, to be held in the Fairview Shopping Centre Auditorium, Pointe-Claire, Quebec.

APRIL 23: SPRINGPEX '83, the 2nd Annual Exhibition and Bourse of the Hamilton Philatelic Society; 9 AM to 5 PM in the lobby of Hamilton's Main Post Office, 10 John St. South.

APRIL 23-24: Fourteenth Annual Exhibition and Bourse of the West Suburban Stamp Club, at the Central Middle School in Plymouth, Michigan. Saturday 10 AM to 7 PM and Sunday 10 AM to 5 PM. Free

parking and admission. For more details write Box 643, Plymouth, MI 48170, U.S.A.

MAY 19-22: OAKPEX '83; 10th annual exhibition of the Oakville Stamp Club, and the 55th Annual Convention of the Royal Philatelic Society of Canada. General Chairman: D. C. Dixon, Box 1082, Oakville, Ont., L6J 5E9.

MAY 21: PHSC Annual Meeting at OAKPEX '83, 2 PM. Speaker Robert C. Smith will present a slide show entitled "Canada's Barrel Postmarks"; business meeting will follow the presentation. For more details see advertisement elsewhere in this issue.

MAY 20-22: PAN PACIFIC PHILATELIC EXPOSITION '83, at the Red Lion Inn, Lloyd Center, Portland, Oregon. Featuring an exhibit of postal artifacts. Tom Current, Show Chairman, PAN PACIFIC EXPO '83, P.O. Box 4056, Portland, OR 97208, U.S.A.

JUNE 3-5: STAMPEX '83, exhibition and bourse at the Sheraton Centre, Toronto, Ont. For more information write to STAMPEX CANADA, 565 Alness Ave., Downsview, Ont. M3J 2T8.

June 4: PHSC Regional Meeting at STAMPEX '83 at 2 PM. President Gray Scrimgeour will present a talk on the Red River Settlement.

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

JUNE: PHSC Regional Meeting at PIPEX '83. Date and time to be announced.

AUGUST 31- SEPTEMBER 3: STAMPEX '83; New Zealand National Youth Philatelic Exhibition, Auckland Town Hall. For collectors between the ages of 7 and 23. Information from STAMPEX '83, P.O. Box 34-253, Birkenhead, Auckland 10, New Zealand.

SEPTEMBER 1-3: BNAPEX '83; annual Convention and Exhibition of the British North America Philatelic Society, in the Westin Hotel, Winnipeg, Manitoba. Information from Beverlie Clark, 924 North Dr., Winnipeg, Man., R3T 0A8.

## Society News

### Harold W. S. Wilding

With great sadness we report the passing of Harold W. S. Wilding on Tuesday, October 19, 1982 at the age of 79.

Harold was born in Bristol, England and came to Canada in 1912. He was employed by the Canadian National Railway, and retired from that company after fifty years of service.

It may not be generally known how Harold resurrected the old records of the Manitoba and Territorial post offices and gave us a real start on the postal history of the West. In a letter to a philatelic friend in 1971, he wrote:

"The lists of Alta, Sask, Assa & Man PO's I prepared were copied from the Wpg. P.O. records and should be as accurate as it is possible to get them. About 9 years ago a new P.O. was built in Wpg. & a friend of mine, working in the P.O., was in charge of deciding what records should be transferred from the old building to the new one. In the basement of the old building 2 large ledgers were discovered. One ledger recorded the names of P.O.'s opened in Alta, Sask, & Assa from 1871-1907 & the other one recorded the P.O.'s opened in Man, from 1871-1921. In addition to showing the name of the P.O.'s, the dates of opening, locations, name of postmasters, closing dates & P.O. name changes were recorded. Knowing I was interested in collecting postmarks of the Prairie Provinces my friend phoned me telling me of the find. To make a long story short, I persuaded him to loan me the ledgers & I made a copy in longhand. It took me 3 months to complete, working from 6:30 P.M. to 11:00 P.M. each day & all day Saturdays & Sundays. Some of the entries in the ledgers were badly faded, due to poor ink, & the lower right bottom corner, on each sheet were soiled & worn from the constant turning

of the pages, but with a good glass I was able to make out most of the writing."

Harold is survived by his wife Charlotte, son Richard, daughter-in-law Louise and two grandchildren.

His quiet, gentlemanly manner will be greatly missed by many.

Don Fraser



### Awards

The Board of Directors of the PHSC has recently approved the initiation of two Society awards; the Frank W. Campbell Award and the Stan Shantz Award.

Frank Campbell is of course a widely-known writer and researcher on Canadian postal history, and a frequent contributor to our Journal. His book on the post offices of Canada to 1895 is so widely used that his name is mentioned daily by a large number of postal historians of Canada and British North America. Apart from this monumental work, he has published widely on a great diversity of topics in many different publications. In short, his name is almost synonymous with Canadian postal history.

The late Stan Shantz was the driving force behind the founding of our Society, and was its Honorary President. He was responsible almost single-handedly in arousing the interest of Southwestern Ontario collectors in postal history, in an era when it was not at all popular. In this respect, he was fond of encouraging novices of all ages, and many of our present members hold his memory in affection, and recall with pleasure his interest in their beginning efforts in postal history.

Although plans have not yet been finalized, it is envisaged that the Frank W. Campbell Award will be presented annually to the PHSC member who is the author of the article on Canadian or BNA postal history, in any publication, judged to be most worthy. The Stan Shantz Award may well be given to the author of the best article published in the PHSC Journal in a given year. The winners of both awards will be selected by a panel consisting of two distinguished members of the Society plus the President and the Journal Editor.



## PHSC Auction

Steve Thorning, our Auction Coordinator, has written to say that the Second Annual PHSC Auction is planned for the fall of 1983. The terms will change very little from the last time around. An official notice will appear in issue #34 of the Journal (June 30), calling for material to be received by mid-August, in time for the description of the lots to be included in the mailing of issue #35 of the Journal (due out on September 30).

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## Our "Official" PHSC Photographer

We neglected to mention that the photograph on page 30 of issue #32 ("Mutt 'n' Jeff", Cimon Morin called it) was taken by Ron Kitchen, who has so often in the past helped us out by taking pictures at our meetings. We extend our apologies to Ron for this oversight, and our thanks for his help.

~~~~~  
 . . . continued from page 12  
 deleted from the lists of Canadian post offices.

## Selected Sources

Griffin letter-book, 1854-1857

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## PHSC REPRESENTATIVES

ATLANTIC CANADA: G. Douglas Murray, Box 693, Charlottetown, P.E.I. C1A 7L3  
 NORTHERN ALBERTA: Floyd McNey, Box 177, Stoney Plain, Alta. T0E 2G0  
 SOUTHERN ALBERTA: Edmund Harris, Box 1478, Calgary, Alta. T2P 2L6  
 B.C. INTERIOR: Dr. Brian C. Plain, 230 Robson Rd. W., Kelowna, B.C. V1X 3C8  
 WESTERN B.C.: W. G. Robinson, 5830 Cartier St., Vancouver, B.C. V6M 3A7  
 U.S.A.: Howard Rosenberg, Box 951, Chicago, IL 60690, U.S.A.  
 APS & PHS Inc.: Dr. F. G. Stulberg  
 RPSC: A. M. Palochik

## CLASSIFIED ADS

This Classified Ads column is open to all members who wish to buy, trade or sell something. Type or print your ad and send it to the Advertising Manager (address on inside front cover).

~~~~~

WANTED TO BUY: "R-100" and flag covers, (especially WWI). Send clean photocopy and asking price to Yves Baillargeon, 2525 Nas-sau Apt. 2, Brossard, Quebec, J4Y 1R6 (33-36).

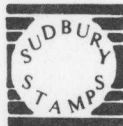
~~~~~

SHAWBRIDGE, Lac Guindon, Lac Marois, Belle-feuille, Lesage, Piedmont, St. Sauveur, Morin Heights and other Laurentian foot-hills, Quebec postmarks much interest me. On cover, piece or stamp, any period. Offers invited. Prof. H. D. Allen, P.O. Box 810, Truro, N.S., B2N 5G5. (33)

Annual Reports of the Postmaster General  
 Belden Historical Atlas of the County of  
Lambton  
 Census of Canada, 1861 and 1881  
 Forest Standard, February 3, 1910 and  
 November 7, 1907

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31-34

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PHSC #100

31-34

# THE POSTAL HISTORY SOCIETY OF CANADA

## PRESENTS

### OUR ELEVENTH ANNUAL MEETING

SATURDAY MAY 21, 1983

at OAKPEX '83, in the Galaxy Club,  
475 North Service Road East,  
Oakville, Ont.

2 PM "Canada's Barrel Postmarks"  
a slide presentation by  
Journal Editor and PHSC  
Vice-President Bob Smith

3 PM PHSC Annual Meeting

Locations to be announced at the show.

### REGIONAL MEETING

SATURDAY JUNE 4, 1983

at STAMPEX '83, in the Sheraton Centre,  
Toronto, Ont.

2 PM "The Red River Settlement",  
a seminar by PHSC President  
Gray Scrimgeour

followed by a short business meeting.  
Locations to be announced at the show.

## AN INVITATION

To Members of the  
Postal History Society of Canada



If you are not already a member of the Royal Philatelic Society of Canada and would be interested in joining the "Royal", please write to The Secretary, Department D, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station "F", Ottawa, Ont., Canada, K2C 3J1, for membership application forms or information.

Members receive The Canadian Philatelist, published bi-monthly, and are entitled to use the sales circuit.

Annual Dues: \$10.00  
Admission fee: \$2.00

**GROW WITH THE ROYAL**

# PHILATELIC REFERENCE BOOKS

## JUST RELEASED

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