VOLUME XIX. NUMBER 3
MAY-JUNE, 1968
WHOLE NUMBER 106

The CANADIAN PHILATELIST

CANADA'S FIRST AIR MAIL



A CURTISS JN-4 IN FLIGHT

Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

CONGRATULATIONS TO FRED JARRETT

May 1, 1968

Dear Friends:—

At the invitation of Mr. John Young and Mr. Vincent Greene, I attended a cocktail party on March 26th at Keegunoo, the Young estate in Thornhill. The special occasion was to celebrate the 80th birthday of Fred Jarrett, Dean of Canadian Philately. Yes, that is right, "eighty" and no one believes it, and least of all, Fred. Over 40 stamp collectors and dealers were on hand to join in the festivities. Some came from quite a distance to attend. There was Sam Nickel from Calgary, Charlie DeVolpi - Montreal, Al Cook - Utica New York and Dr. Henry Hicks from Halifax. We had quite a time and for once the stamp stories took second place to the conversation around the guest of honour Fred Jarrett. Messages of congratulations were received and read. These were from around the world and included some pretty important names.

The buffett table was loaded with gourmet food, and the guests were too, one way or another. A wonderful party for a wonderful man. Is the word "wonderful" correct in describing Fred Jarrett? The dictionary describes wonderful as "astonishing, amazing, extraordinary, prodigious, marvelous". Yes, I think that's the right word for Mr. Jarrett.

Some months ago I received a telephone call from a customer friend in Toronto, telling me about a large collection of stamps that was for sale. My informant did not know any names, or where the stamps were held other than that they were in Ottawa, and if I had any nose for stamps I should find them. Well I didn't find them, but they found me. On February 4th. I received a letter asking if I would be interested in buying a large collection and accumulation. Two weeks later I was in Ottawa going through 51 cartons of the most unusual mixture of stamps that I had ever seen. This was the J. Davidson Estate and apparently Mr. Davidson had not been a collector, but rather an accumulator for over 30 years. He bought collections, new issues, wholesale lots, anything as long as it was stamps, but buying was as far as he went. Nothing was ever sorted, marked, separated or catalogued, but just put in a trunk or box and forgotten. In sorting through, you had no idea of what came next. But the best part is that he had money and bought good stamps, particularly B.N.A. Somewhere in the 51 boxes are 6 mint sets of the Jubilees to the $5.00, many good 3d. 6d. and 10d, along with all the later issues in quite good quantities. Some specialized collections, over 1000 Canadian registered stamps, United States Columbians to the $5.00 mint, Zepp sets, etc. and etc.

I made my bid and returned to Toronto. The highest bid wins, and that was Empire. Now the boxes are stored here at 1150 Yonge Street, and I'm killing myself to find time to get at them. Really it is the best mixture for sale anywhere in the world. Perhaps I'll keep it for my retirement, or sell it to Fred 20 years from now, at which time he should be caught up with all his current projects.

How about the customer of last evening who told me his wife cannot understand why he wants to fool around with little pieces of coloured paper that some one else has spit on. However, when these wives come to sell the husband's collection, the dirty little pieces become works of art.

Philatelically yours,



HARRY B. MARTIN, Jr.

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The CANADIAN PHILATELIST

KENNETH ROWE
EDITOR
Apt. 403, 90 Warren Road,
Toronto 7, Ontario.

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Official Journal of the
ROYAL PHILATELIC SOCIETY
OF CANADA

President:
H. SUTHERLAND
F.R.P.S.L.
155 Forest Hill Rd.
Toronto, Canada

Secretary:
WALTER ANDERSON
Box 3144, Station "C"
Ottawa, Canada

Treasurer:
A. G. McKANNA, F.R.P.S.C.
54 Silverthorne Bush
Etobicoke, Canada

Director of Sales:
G. F. W. FROST
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Deadline for advertising & editorial copy: FIRST OF MONTH preceding publication date.

Opinions expressed in the various articles in this journal are those of the writers, and not necessarily endorsed by the Society.

The Editor Speaks Out . . . .

"A man must love a thing very much if he not only practices it without any hope of fame or money, but even practices it without any hope of doing it well."

G. K. Chesterton.

☆ ☆ ☆

STANLEY GIBBONS LTD. have recently announced that in future they will list stamp issues, which **they** judge to be unnecessary or speculative, only in an appendix to their catalogues. Apparently this decision was prompted by the questionable stamp issuing practices of the Arabian Sheikdoms.

While I can understand the motives behind the decision I cannot agree that it is a good one. If these stamps are recognized by the government of the country as legitimate issues and if they will pay postage on a letter then they should be listed no matter how questionable their status. Collectors should be warned by means of a footnote. Perhaps Gibbons could finally be persuaded to record those issues which are banned from exhibition by the F.I.P. This would act as both a guide and a warning. In addition I am sure that collectors would prefer the judgement of a collectors organization to that of a commercial group no matter how altruistic!

The mere fact that Gibbons does not list them will not remove them from the market and they will continue to be peddled to the unsuspecting junior collector. When such a collector has invested his pocket money in some of these issues and then fails to find them in the catalogue he may be driven away from philately before he has a chance to learn better. I can well remember the thrill of finding those gaudy Mozambique and French Colonial issues in the catalogue after one of my schoolboy exchange transactions and how disgusted I was when I failed to find an uncatalogued fiscal.

While it may save Messrs Gibbons some money in that they will not have to stock the offending issues I am afraid it will do more harm than good to the hobby.

☆ ☆ ☆

R.P.S.C. YEAR BOOK

The Society will be publishing a new edition of the Year Book in time for our Annual Convention. It will be compiled from our current membership list and will include the collecting interests recorded on the original application. If members interests have changed or if they do not want their address to appear in the Year Book they are requested to inform the Secretary before July 1st 1968 otherwise it will be assumed that all current information is correct.

☆ ☆ ☆

When going through some of the back issues of "Popular Stamps" I came across a report that a large collection of postal stationery had been donated to the Post Office by Professor R. de L. French in 1945. This was news to me and because of rising interest in this neglected field I thought it might be interesting to have a portion on display at our convention. My enquiry brought the following answer from the Postmaster General's office.

"In 1945 Prof. R. de L. French of Montreal turned his collection of postal stationery over to the Canada Post Office. The collection is comprised of a vast assortment of stationery items in mint and used condition most of which are inadequately documented for display purposes.

The infrequent requests which have been received for displays of postal stationery did not appear to justify the time and effort which would have to be expended to properly catalogue this particular collection for public exhibition and we do not have the facilities for its display in any event. However, your enquiry has prompted

Important Announcement

Effective June 1st, 1968
the Editorial Office of The Canadian Philatelist
will be as follows

Apt. 403, 90 Warren Road,

Toronto 7, Ontario

Chapter secretaries and other interested persons are reminded that material for publication must reach the Editor one month prior to date of publication.

Kenneth Rowe
Editor.

Advertisers Notice

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us to make some study of the possibilities of having this material retained by the Dominion Archivist and at least some of it displayed at the National Library and possibly sent out to Philatelic Exhibitions across Canada."

It is obvious that the P.O. Department is not very interested in its own history and is not even willing to spend any effort in this regard. What the Dominion Archivist has to do with postal history escapes me but then I'm not a civil servant!! I am sure that Professor French would not have donated his collection if he had known that the P.O. Department would bury it for 22 years and then pass the buck to another department.

The moral of this story is obvious— Do **NOT** donate your collection to **ANY** government agency, provincial or federal, unless you wish to remove it from the sight of man forever.

☆ ☆ ☆

THE GELDERT MEDAL

We are pleased to announce that the first recipient of the Geldert Medal for the best article in the Canadian Philatelist will be Ed Richardson for his continuing feature "The Hollow Tree". Although not an article in the true sense of the word it was the unanimous agreement of the board that over the years the feature has contributed so much to Canadian philately that no other choice for the first award was possible.

Presentation will be made at the Annual Convention in September.

☆ ☆ ☆

The following editorial appeared in a recent issue of the North Toronto Stamp Club Bulletin and we thought our members might be amused if we reprinted it:—

A LICK WITH A KICK

In an article in the Toronto Star of January 22/68 I was startled to find that Harrison & Sons, Ltd., manufacturers of some of Britains postage stamps would shortly be using gum containing alcohol. This was a great lift to me (no doubt also to the people of austere England) because here is tangible reward for the many hours devoted to philately.

No doubt other countries (especially Arab Shiekdoms) will follow suit because such an idea has tremendous potential even beyond the stamp market. We could have Saki-gum from Japan, Vodka-gum from Russia, Bourbon-gum from the U.S.A., Rum-gum from Jamaica and even Mogen Davidgum from Israel. Just think, the time might not be far off when we have blank stamps with gum on both sides. Then, of course, the search for mint, unhinged, undisturbed original gum would have some validity.

On the other hand, this situation is not without its problems. Articles would no doubt appear in magazines condemning stamp collecting, pulpits will expound the evils of philately stamps would be heavily taxed and "Temperence" Leagues would picket stamp club meetings. One's wife would be able to tell whether you were actually at a stamp club meeting, "Let me smell your breath!!!". Even staid companies such as Gibbons and Scotts would be required to list "proof rating" along with perforations, watermarks, papers, etc. Who knows, The Royal Philatelic Society of Canada may even publish an editorial condemning those who collect stamps that dare to be known by good taste alone.

However, we must not sell the idea short. The classical stamps of the future might well be FRANCE, 1969— that was a good year.

Note to Dr. Stulberg — We would of course condemn those who exhibited their vintages at the wrong temperature!

HRH
NEW YORK



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At a party held in honour of Mr. Fred Jarrett, on his 80th birthday, President Harry Sutherland presented Mr. Jarrett with a special R.P.S.C. medal for his many contributions to Canadian philately. The party, which was given by J. H. M. Young and V. G. Greene, was attended by many philatelists. In the background of the photograph are George Wegg, Dr. Henry Hicks and Dr. F. Hicks.

The foregoing extract from one of our chapter's bulletins is an indication of the excellent job that is being done on the local level by some clubs. Other bulletins which deserve praise are those of the Edmonton Stamp Club and the Canadian Association for Israel Philately. These bulletins provide their members with informative articles and reports in addition to routine announcements.

☆ ☆ ☆

A MESSAGE FROM THE PRESIDENT

While at INTERPEX in New York I had the pleasure of meeting Mr. Edward L. Willard, President of the American Philatelic Society, and Colonel DeVoss, the Secretary. We spent some time discussing affairs of mutual interest and I am pleased to inform our members that the A.P.S. Convention this year is to be held in Rochester on the weekend of September 21. This will give many of our members an opportunity of spending a philatelic week—first at our own Convention in the Thousand Islands and secondly at the A.P.S. Convention in Rochester where I plan to be myself. I hope that we will have the pleasure of seeing Mr. Willard and Colonel DeVoss at our own Convention in the Thousand Islands. I look forward to a continuation of our policy of mutual cooperation in our respective spheres.

Harry Sutherland

R. P. S. C.
CONVENTION
SEPT. 13 TO 15

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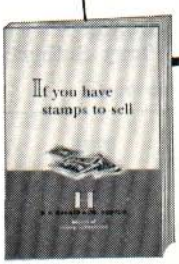
Dear Mr. Harris,

As you know, I have been liquidating my philatelic holdings over the past several years, and I now want to acknowledge your payment of $26,980.00 covering the last and final portion of my large collection and accumulation of stamps.

I want you to know that I have been more than pleased with every transaction I have ever had with you. Having been a collector for more than 50 years, and a dealer for part of that time, perhaps it may have special meaning when I say that NO dealer could have given me more nor paid me so promptly as you have always done.

In appreciation, I cannot say more than to thank you from the bottom of my heart. Should you ever wish to use my name as a reference, please feel free to do so.

Most sincerely,



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CONVENTION '68

Since the last issue of the Canadian Philatelist it has been decided to alter the dates of our Convention to the **13TH to 15TH SEPTEMBER,** Friday to Sunday. There are two reasons for this, firstly we feel it will be easier for more of our members to attend the full show and secondly since the American Philatelic Society holds its 1968 Convention in Rochester the following weekend it will make it possible for more of our members to attend both conventions since the interval between shows will be reduced.

When attending INTERPEX in New York in March, the President and the writer made the acquaintanceship of the President and top officials of the APS and cooperation between the societies is assured.

Unfortunately the brochure furnished to us by the Thousand Islands Club for circulation with the March C.P. did not include any information about rates and again unfortunately this brochure was sent directly to the printers for enclosure so that this was not caught before publication.

The special rates for the Convention are $19.00 per day per person double occupancy full American plan (i.e. inclusive of all meals). Single occupancy is $24.00 a day ,again full American plan. An extra bed in a room is $12 and for those contemplating taking the family, children under ten are $10 per day.

If desired the hotel can arrange to add 15% to room and meal charges to cover gratuities.

All guest rooms command a view either of the St. Lawrence River or the golf course.

Four cottages are available with three or four bedrooms, bath and living room accommodation which would be suitable for groups attending the Convention together.

The writer would be pleased to furnish information to those planning to attend and a letter to Box 360, Niagara-on-the-Lake, Ontario is all that is necessary.

ANDREW H. HINRICHS.

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John Farthing

At a recent Executive meeting President Harry Sutherland presented a specially engraved medal to Mr. Henri Gauthier for his valuable services to the society during his period as Director of Sales. Mr. Colin Bayley was similarly honoured for his work in connection with BYPEX 67.

☆ ☆ ☆

One of the world's leading philatelic experts, Herbert J. Bloch of New York City, was the unanimous choice of the Board of Governors of the Collectors Club for the 1968 **Alfred F. Lichtenstein Memorial Award** "for distinguished services to philately". He will receive a medal symbolic of the award at the annual Collectors Club dinner to be held May 8th.

☆ ☆ ☆

Outstanding Canadian philatelist, Dr. C. M. Jephcott of Toronto passed away at the age of 68 on April 2, 1968. A former President of the British North America Philatelic Society, he was a fellow of the Royal Philatelic Societies of London and Canada.

Dr. Jephcott wrote numerous articles for the philatelic press and was the co-author of the Postal History of Nova Scotia and New Brunswick which won the top award for literature at Vienna in 1965.

FORTHCOMING NEW ISSUES

May 8 — International Hydrological Decade 5c. commem.

June 5 — 300th anniversary, Voyage of the Nonsuch 5c. commem.

July 3 — Lacrosse 5c.

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Oct. 9 — Christmas, two values.

Nov. 6 — 50th anniversary of 1918 Armistice.

Nov. 6 — John McCrae 50th death anniversary.

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In addition, there is also a human investment. This is an item that cannot be measured in dollars and cents, but every strong organization, whatever kind of business they conduct, must have this asset. The human investment is something that never shows on a balance sheet or profit and loss statement, but it is what makes a truly successful operation.

We have done a little research and we find our personnel to be the most valuable asset we have. At this writing our staff numbers 43. Of this total, 27 actually work with stamps, either cataloging, describing, appraising, pricing, or selling The balance of our people handle the secretarial work, bookkeeping, filing and shipping.

Of our philatelic staff, we find that these 27 people have a total of 278 years of experience in philatelic work. This averages out to a little over ten years per person, truly an asset that our organization can be proud of. The total includes three individuals with over thirty years of experience each, three more with over twenty years and seven trainees with under two years.

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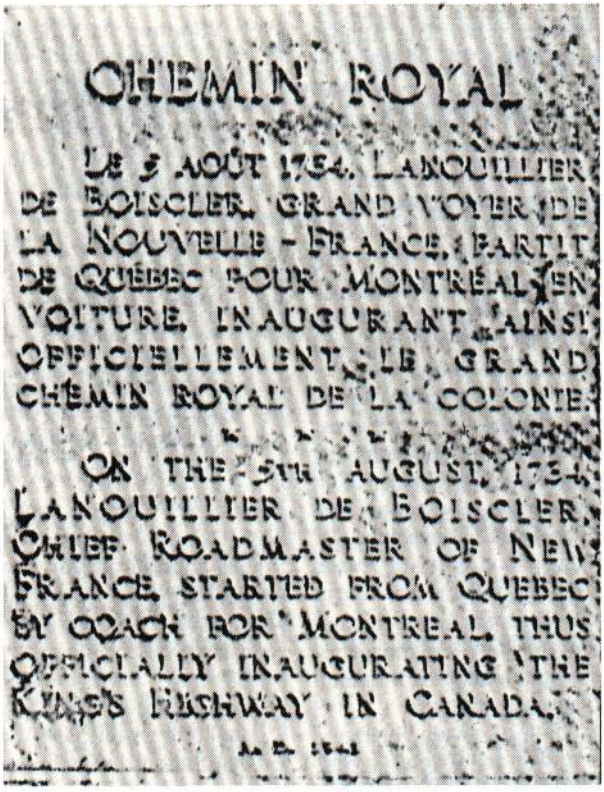
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(Figure 4)

Postal History Of Canada Under The French Regime, 1608-1760

By J. J. CHARRON, RPSC 6741

(conclusion)

The French found no horses in the St. Lawrence Valley, and both horses and wheeled vehicles were imported. (15) On June 25th, 1647 arrived in Québec the first horse, a beast unknown to the Indians in the valley. It had been sent from France by the Director of the "Compagnie des Habitants" as a gift to the Governor, Charles Huault de Montmagny, the third Governor of New France (1636-48), after Champlain and Châteaufort. In 1665, twelve horses picked from the King's stables were sent to Canada at the request of Pierre Boucher, who was Governor of Trois-Rivières (1662-67) and Lieutenant General of the High Seneschal of New France. Another shipment of horses arrived in 1670 from France and were distributed as rewards to those seigneurs who had favoured the clearing and cultivation of the land. (16)

With the rapid increase of the equine population, major construction projects as roads, bridges and the like could be undertaken. Roads were needed, and were gradually built. As the roads expanded, so did the communications and

the correspondence. There were great difficulties in the way: (A) The almost continuous forests called for the heavy preliminary work of cutting trees and removing stumps: (B) Many streams made bridges or ferries necessary, and though the snow of the winter was more of a help than a hindrance, the spring brought a period of deep mud. Added to these natural difficulties were the small number of scattered settlements of the population. In spite of these obstacles, a system of road-making was gradually evolved in Canada.

Between Québec and Montréal, there were no roads practicable for carriages, except for long lengths of roadways in the more populated seigneuries. For travel and transportation, the canoe and ferry were used on the St. Lawrence. In winter, one could use to a great or lesser degree of route on the river's ice. Forcibly, all the mails used the same means of communications, except for the official dispatches that were sent throughout the country by special couriers.

The administration of roads, bridges, and ferries was under an official styled the "Grand Voyer" or Roadmaster, the name being taken from the Superintendent of roads and bridges in France during the period 1599-1626. It is somewhat odd that this title was used in Canada for the first time twenty five years later. The construction of the road from Québec to Montréal began only ten years after Nicholas Lanouillier was given the privilege of the Post in 1721. With the previous "Grand Voyers", René Robineau. Baron de Bécancour (1626-1699), appointed in 1651, and his son Pierre in 1689, the task remained a sinecure, of which the two titulars abstained from any initiative. Upon the death of Pierre Bécancour, the King named to this post, Jean Eustache Lanouiller de Boiscler, on March 26th, 1730. (17) Boiscler, the younger brother of Nicholas Lanouiller, was born in Paris in 1681. In 1719, he was Comptroller of Fortifications in Canada. (18) He must have been a good engineer and an excellent administrator. Under the drive of Intendant Hocquart construction work began on the north

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72-77 all B4s	£3
81 slightly rubbed	£38/10
98	£12
112 U	75/-
113	£8
113 U	145/-
130-43 (18)	115/-
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141a	75/-
143	£3
143 U	75/-
144-57	67/6

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89	48/6
90-103 (14)	£9
101	£6/15
109-11	22/6

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9-14a	105/-
13	30/-
17	30/-
37	45/-
71	30/-
91	32/6
100	£2
105	45/-
118	25/-
123a U	50/-
130-41	72/6
144	£8/10
114 U	£9/10
145 U	£12/10
146-9	30/-
163-8	82/6
010a U	45/-

Pitcairn

1-8 (8) no a's	62/6
1-8 (8) no a's U	95/-
8	35/-
8 U	52/6
13-16	32/6
13-16 U	45/-

Rhodesia

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5	35/-
6	45/-
7	45/-

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shore of the St. Lawrence. The road progressed rapidly due principally to the know-how and energy of Boiscler. His job was made somewhat easier since he was able to recruit manpower by "Corvée". Most of the work on roads and bridges was done by what was known as the "Corvée du Roy" to distinguish it from the ordinary farm work due to the seigneurs. Between 1707 and 1760, there were 849 Ordinances issued on behalf of the "Grand Voyers". (19) Although the French in Canada were more concerned with road-making than has usually been represented, they always depended largely on water transport.

Following up Jean Moran's complaints and Boiscler's recommendations, the Governor, Charles de la Boische Beauharnois (1726-47) and Intendant Hocquart decreed on April 30th, 1734, that owners of ferries on the rivers Batiscan, Trois-Rivières, Sainte-Anne, des Prairies, Grand Yamachiche, Grand Rivière, du Loup, Maskinongé (large and small) and others were officially appointed and fees established in order to prevent any difficulties that may arise between the conductors of the ferries and the travellers and that the latter must be transported at any hour of the day or night. (20)

On August 5th, 1734, Boiscler travelled from Québec to Montréal by "caléche" and inaugurated the "chemin royal de la colonie".

In 1735, Boiscler wrote that he had driven in a carriage during the summer in four and a half days. In 1737, the route, Québec-Montréal, offered such facilities that the trip could be done with a single horse. The new route opened the land around Lake St. Peter to colonization. Intendant Hocquart, in 1739, made the trip in comfort. As Boiscler opened the new roads from Montréal to La Prairie, to Fort Chambly, the volume of correspondence increased accordingly. (21) It is known definitely that the post-road opened in 1734, post-houses were established and postmasters were app-

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At times it will not be possible to send out the parcels promptly.

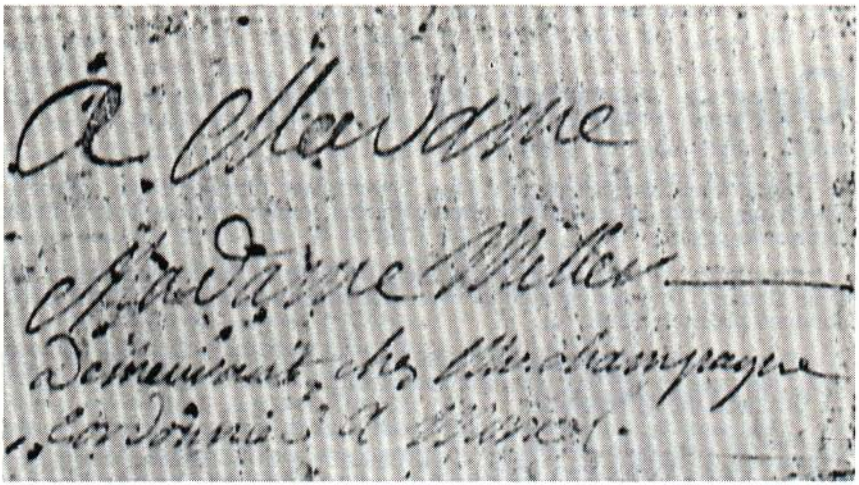
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(Figure 5)

ointed. The services of this organization were also extended to those who wished to ride or travel post. Post-houses were located about every "3 lieux" (9 miles) and ferries were in operation.

There exists still today a post-house, some 260 years old, located 45 miles west of Québec City, more precisely 4 miles east of Deschambault on route No. 2, linking Québec and Montréal on the north shore. The house belongs to Louis Hamelin, a direct descendant of Louis M. Hamelin who, in April 1690, purchased the land from the Seigneur de Lachevrotiére on which the post-house was built.

With the completion of the Québec-Montréal road in 1734, many new roads were laid. In 1738, a new "chemin royal" was opened between Kamouraska and Riviére Ouelle, on the south shore, down river from Québec. During the last years of the French Régime, the area around Québec has a good road network and Boiscler wrote that the Governor's and Intendant's letters from Québec to the lower St. Lawrence arrived in good time. (22)

During the last few years of his service, Boiscler failed to maintain the energy that had been an earlier characteristic. The hard working engineer died in Québec in 1750 at the age of 69.

The population of Canada in 1760 was between 65,000 and 70,000. Under the circumstances, the achievement of New France in road-making was no mean one, and the organization that was worked out served as a model in later years. After Boiscler's death, the country was in a constant state of war, so that even if there had been a efficient "Grand Voyer" to succeed him, the general neglect into which the domestic affairs fell would have affected the condition of the roads. (24)

The latest known cover (Fig. 5) under the French Régime is one dated "21 Juin 1759", written by "Miller" at "Camp de la Marine" at Beauport (near Québec) to his wife "Madame demeurant chez M. Champagne, cordonnier a Montréal". It is interesting to note that "Miller" instructs his wife to buy a house in Montréal or in the "Faubourg St-Laurant ou des Récollets", after stating that he had sighted fourteen enemy ships and had taken twenty eight "prisonniers Anglais". The permission to buy a house in Montréal is certified by a notary.

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Letters under the French Régime are recognizable only by the superscription and contents, there being no known postmarks yet discovered. The latter would have served little purpose since overseas mail was free of charge from the port of embarkation to Québec and the time element of conveyance was not regulated as we understand it today. Letters from Metropolitan France to Canada with French postal markings for the conveyance from a given place in France to the port of embarkation to Canada must certainly exist since the French postal system in France in the eighteenth century, though farmed out, was highly organized. It is superfluous to mention that such letters are very rare and those available are in museums.

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21. L'Abbé Ivanhoé Caron, Historique de la voirie dans la Province de Québec.
22. Ibid.
23. See (5)
24. See (2)

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The pilot and passenger of this historic air mail flight are depicted above in the Air Force Uniform of the period — Corporal Mathers, the passenger (left) and Captain Brian A. Peck, the pilot (center). (The third person is not connected with the flight). In the background is a Curtiss JN-4 Biplane.

50th Anniversary of the First Airmail Flight in Canada

By MAJOR R. K. MALOTT #5358

About 4:50 p.m. on Tuesday, 24 June, 1918, the drone of an aircraft approaching Camp Leaside, Ontario, heralded the successful completion of an event that celebrates its 50th Anniversary on Monday, 24 June, 1968. The aircraft was Number C203, a Curtiss JN-4 Biplane, piloted by Captain Brian A. Peck of the Royal Flying Corps (RFC). Also aboard the aircraft was a passenger, Cpl. C. W. Mathers, who carefully supervised a case of Old Mull whiskey and a bag of mail. This mail, of approximately 124 envelopes, destined for Toronto from Montreal, was the first airmail flown in Canada.

Although accounts of this historic flight have been written several times, the observance of the 50th Anniversary of this flight merits a complete retelling of the whole story.

SPECIFIC DETAILS OF THE EVENT

Purpose: To fly aircraft selected pieces of mail from Montreal to Toronto.

Route: Montreal to Toronto via Kingston, Deseronto and Camp Leaside on the outskirts of Toronto.

Post Offices: Mail from the Montreal General Post Office to the Toronto General Post Office.

Date: 1st attempt—Mon., 23 June, 1918. 2nd attempt—Tues., 24 June, 1918.

Pilot: Captain Brian A. Peck, a Canadian in the Royal Flying Corps.

Passenger: Cpl. C. W. Mathers

Aircraft: A Curtiss JN-4 Biplane, Serial Number C203, from the RAF Detachment at Camp Leaside Aero-

drome. The aircraft's engine was a 90 H.P. Curtiss OX-5 engine.

Time: Actual elapsed time 6 hours and 43 minutes. Departed 10:12 a.m. Montreal, arrived 4:55 p.m. Camp Leaside. Stopped at Kingston and Deseronto for gasolene.

Mileage: Approximately 340 miles.

Airmail flown: Approximately 124 envelopes.

Description of Cachet: Triangular cachet in red ink.

Sponsored by: The Montreal Branch of the Aerial League of the British Empire.

Authorized by: The Canadian Post Office Department.

THE AERIAL LEAGUE OF THE BRITISH EMPIRE

The sponsor of this flight was the Montreal Branch of the Aerial League of the British Empire, a group similar to the Aero Club of Canada. The formation of such an organization was suggested in 1915 by Col. C. J. Burke, DSO, RFC. In July 1915, Col. William Hamilton Merritt obtained the support of the Canadian government to help secure trained pilots for the war. An Aviation Fund was formed and in December 1916 it was incorporated as the Aero Club of Canada with all flying officers to be honourary members. On 15 March 1918, the first annual meeting occurred at which its main aim was stressed — to help with the recruiting for the Royal Flying Corps. Thirty local organizations of the Aero Club of Canada were formed in Ontario. The organization was affiliated with the Royal Aero Club of London, England. The membership of 3,000 active military flying personnel, the desire to draw in new recruits for the RFC, the desire to provide a new public service and to create good-will, and the knowledge of successful experimental airmail activities in England created an environment in which a first Canadian Airmail Flight should soon occur. Mr. E. Greenwood, Treasurer of the Montreal Branch of the Aerial League of the British Empire, provided the impetus to have this event occur. Captain Peck's fortuitous flight to Montreal from Toronto on Friday, 21 June, provided the opportunity for this event to occur.

The Aerial League of the British Empire sponsored this first Canadian Airmail Flight, and the Aero Club of Canada sponsored the series of experimental flights conducted by the RFC between Toronto and Ottawa from 15 August to 4 September 1918. The RFC pilots for these flights were Lt. T. Longman on 15 and 17 August, Lt. A. Dunstan on 26 and 27 August, and Lt. H. Burton on 4 September 1918.

DESCRIPTION OF THE AIRCRAFT

Captain Peck's aircraft was one of the famous Canadian JN-4 Curtiss "Canucks" manufactured in Toronto by Canadian Aeroplanes Ltd. The Canuck was number C203 based at the RFC Detachment at Camp Leaside.

The Canadian JN-4 was a modified version for the RFC of the American JN-3, manufactured by Glenn Curtiss. The basic differences between the JN-3 and the Canadian JN-4 were that the latter had a different rudder shape, upper and lower ailerons with interconnecting struts, and a stick form of control instead of a wheel.

The pilot and passenger in the Canuck JN-4 were exposed to the elements. The range of the aircraft necessitated a refuelling stop for a flight btween Montreal and Toronto, a distance of approximately 340 miles. There were no radio or navigational aids available in the aircraft for the pilot and thus visual flight was a necessity.

DESCRIPTION OF THE FLIGHT

Captain Peck departed Camp Leaside on Friday, 20 June, for Montreal to be ready to carry out his special flying presentation to help promote recruiting for the RFC in Montreal. His flight necissitated a stop at Deseronto for refuelling. One passenger, Cpl. C. W. Mathers, was carried. Low cloud and a strong wind were encountered but the flight was terminated safety around noon at the Bois Franc Polo Grounds in Montreal.

Rain prevented both the flying exhibition planned for Saturday, 21 June, and the departure back to Toronto on Sunday. Because of the delay due to weather, arrangements were able to be completed for the transmission of a special bag of mail by aircraft. An attempt on Monday, 23 June, was thwarted by zero visibility. Captain Peck managed to take off on Tuesday, 24 June, although adverse weather conditions still prevailed. The heavily laden aircraft took over 5 miles to reach a forty-foot altitude. Only the resourcefulness and ability of the pilot kept the airmail aircraft from crashing into telagraph wires, trees and bridges. Strong winds and rain squalls forced a landing at Kingston for refuelling. Since only automobile gasolene was available, it had to be used until Deseronto was reached. After refuelling with aviation gasolene at Deseronto, the remainder of the flight to Camp Leaside was uneventful. The aircraft landed at 4:55 p.m. and Captain Peck delivered the mail by automobile to the Postmaster, Mr. William E. Lemon, in Toronto. Captain Peck received the mail bag as a momento of the occasion. Today the mail bag is on display, with other Peck momentos, at the Canadian War Museum in Ottawa. Rumour indicates the case of "Old Mull" reached its destination safely too.

MAIL CARRIED

Mr. George Lighthall, President, and Mr. Edmund Greenwood, Treasurer, of the Montreal Branch of the Aerial League of the British Empire, conceived the idea of carrying airmail on the return flight to Toronto. Permission was obtained from Mr. R. F. Coulter, Deputy Postmaster General at Ottawa, to do this. Mr. Greenwood was appointed the acting aerial postmaster and authorized to cancel the envelopes to be flown, with a special rubber stamp.

Newspaper accounts and philatelic catalogues differ in the number of envelopes cacheted with the special rubber stamp and flown on the flight. Quantities range from 120 to 300. The con-

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12	1.25	40	.08
13	1.10	41	.40
14	1.30	42	1.30
15	1.10	43	.35
17	18.50	43a	1.90
18	1.35	44	.07
19	1.85	45	.11
20	1.15	51	.45
21	2.60	52	1.80
22	5.25	53	1.55
23	25.00	55	3.20
24	2.50	60	3.20
25	22.50	61	.32
30	4.10	62	.40
32	4.00	63	1.05
33	5.00	64	1.00
35	4.40	66	1.10
36	.10	69	1.35
36a	1.75	70	2.50

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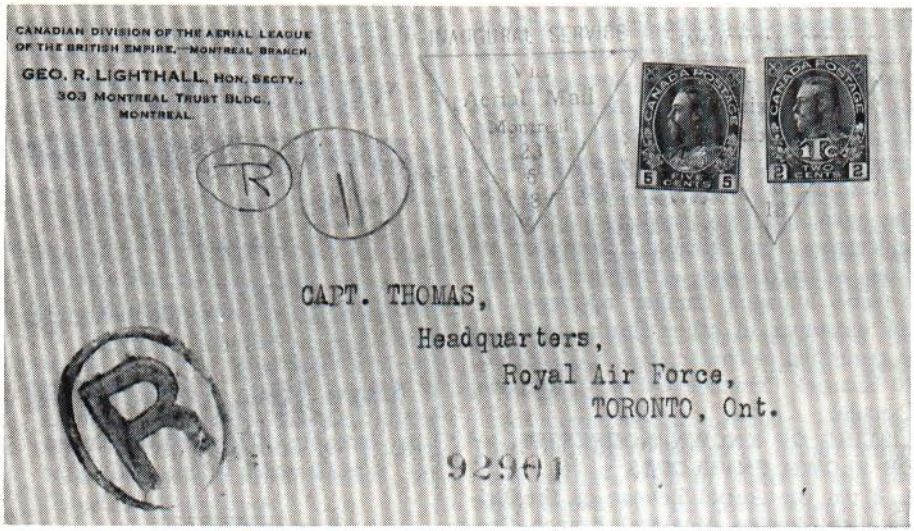
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One of the 124 envelopes flown on the first Canadian Air Mail flight, Montreal to Toronto, on 24 June, 1918. The registered envelope bearing the red triangular cachet dated 23-6-18, Montreal, is from the sponsors of the flight, the Canadian Division of the Aerial League of the British Empire, Montreal Branch.

sensus appears to be 124. Mail was supposted to have been selected at random from the ordinary Montreal mail. In addition official correspondence and civic greetings were sent from the Mayor and Postmaster of Montreal to the Mayor and Postmaster of Toronto, from the military headquarters and from the Bank of Montreal in Montreal to their counterparts in Toronto. The postage rate was 02c. plus 01c. War Tax. The registration fee for registered letters was 05c.

There was no Montreal cancellation, only the special rubber stamp cachet and the large black "R" encircled for registered envelopes. The arrival postmark at Toronto reads, "Toronto, Canada, June 24, 1918". The postmark on mail returned to Montreal on 25 June reads, "Montreal, Canada, 9 a.m. 25 June, 18". Official letters to Toronto were delivered the evening of 24 June, and ordinary letters were delivered the next day, 25 June.

The quantity of mail flown according to various sources is as follows:

a) ea 125. Airmail Catalogue. Canadian & Newfoundland. By Smith, Crouch & Jarrett, 1929.
b) ea 125 (about). The Specialized Catalogue of Canadian Airmails. By Ian C. Morgan, 1931.
c) ea 124. American Air Mail Society Volume II, Section 17, Canada. By W. R. Patton and A. W. R. Smith. Originally published in 1950.
d) ea 124. Specialized Philatelic Catalogue of Canada and British North America. Holmes & Associates, 9th Edition, 1960 & Reprints.
e) ea 120. Canada's Flying Heritage. Frank H. Ellis, University of Toronto Press 1954, pp 136-137.
f) Newspaper reports from the period and later rewrites state quantities from 120 to 300 envelopes.

It would be interesting to know how many envelopes were actually cacheted and flown, how many were autographed by Captain Peck, to whom the envelopes were addressed, and how many are still in existence today. Mrs. Peck wrote on

14 August 1960, "Be very careful if you are offered one of the letters, as there are some fakes. A friend of ours paid two hundred dollars for one in New York, and when he asked Brian to autograph it, he had to tell him it was not genuine." Has anyone seen such fakes?

To assist in obtaining further data on the envelopes flown, a list of indicated addressees from released information, or from actually seen envelopes follows. Anyone knowing further addresses or the existence of other flown envelopes is requested to contact S/L R. K. Malott, 16 Harwick Crescent, Ottawa 6, Ontario, Canada.

LISTING OF KNOWN ADDRESSES OF FLOWN ENVELOPES

1. From the Aerial League of the British Empire, Montreal Branch Geo. R. Lighthall, Hon. Secretary, to Mr. E. Greenwood, 203 The Boulevard, Westmount, Que. Registered #50 (shown in Ian Morgan's Catalogue).
2. From the Grand Trunk Railway System, Montreal, P.Q. to Mr. Eustace G. Bird, Corner King and Yonge Streets, Toronto, Ontario. (shown in B.N. A.P.S. Magazine by N. Pelletier).
3. From Captain B. Peck to Mrs. James H. Peck, c/o Brian Peck, Leaside Camp, Toronto, Ont. Registered #27 (#5452). (In the Canadian War Museum and belonging to the Peck family).
4. From Can. Division of the Aerial League of British Empire, Montreal Branch, Reg. #11 (Owned by R. Malott) to Captain Thomas, HQ, RAF, Toronto.
5. To Miss M. Upton, 45 Windsor Ave., Montreal, P.Q. Registered #62 (Owned by R. Malott).
6. From Chief P.O. Supt, Eastern Division, Montreal, to Mr. E. Greenwood, Esq., Treasurer of the Montreal Branch of the Aerial League, c/o Lighthall & Lighthall, 303 Montreal Trust Building, Montreal. (In Smith, Crouch & Jarrett Airmail Catalogue, Canada & Nfld). The envelope has free franking, Registration #67 (#500).

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9. From Sir Frederick Williams Taylor, General Manager of the Bank of Montreal, to Mr. Strathy, General Manager of the Toronto Branch, Bank of Montreal.
10. From Sir Vincent Meredith to Chief Justice Sir William Meredith.
11. and 12. From the executive officers of the Canadian Northern Railway to Sir William Mackenzie and Sir Donald Mann.
13. From W. R. Miller, Chairman of the Red Cross, Montreal, to Colonel Noel Marshall, President of the Canadian Red Cross.
14. From G. R. Lighthall, Secretary of Montreal Branch, Aerial League of the British Empire, to Colonel Hamilton Merritt, President of the Aero Club of Canada.
15. From General E. W. Wilson, C.O. Montreal, to the General Officer Commanding Toronto District.
16. From L. J. Gaboury, Chief Inspector of the Post Offices Eastern Division to Chief Inspector Ross of Toronto.
17. From the Chairman of the Montreal Stock Exchange to the Chairman of the Toronto Stock Exchange.
18. From Mr. E. Greenwood, Treasurer Aerial League of the British Empire, to Lt. Col. R. Hoare, RAF in Canada.
19. Also included were letters to the editors of several Toronto newspapers.

Although postal officials explained that the flight was only experimental, civic officials, both in Montreal and Toronto, hoped for the development of intercity airmail delivery. Not until 1927 did a resumption of experimental airmail service commence between Montreal and Toronto.

The flight of Captain Peck on 24 June 1918, between Montreal and Toronto,

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1964 — a priced catalogue. J. N. Sissons

CANADIAN POST OFFICE GUIDE — 1863 REPRINT $1.50
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The above books are obtainable, postpaid, at the prices noted from

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CHAPTER MEETINGS

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(CHAPTER No. 40)



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was the first airmail delivery in Canada. The obvious increased speed of delivery of the mail, given that the aircraft could fly, was made aware to the general public, to government officials and to the business world. During the past 50 years the delivery of correspondence and parcels by airmail has become an accepted part of most Canadians' daily living. Captain Peck's daring exploit showed that delivery by air was feasible. Procedures had to be worked out to effect a smooth operating system. Over the last 50 years this has been done. Today hundreds of millions of pieces of mail are flown each year within, to and from Canada.

On 5 September 1958, the Canadian Post Office Department and the Ontario Archaeological and Historical Sites Board erected a bronze plaque on the lawn in front of the Diplomat Apartments on Eglington Avenue East, Toronto, where the Leaside Aerodrome had been situated in 1918.

The plaque, commemorating Canada's First Official Airmail Flight, reads, "On June 1918 the Montreal Branch of the Aerial League of the British Empire persuaded postal authorities to sanction an air mail delivery to Toronto. A JN-4 Curtiss aircraft from the Royal Air Force Detachment at Leaside Aerodrome was selected for the attempt. Piloted by Captain B. A. Peck with Corporal W. C. Mathers as passenger. It took of at 10:30 a.m. June 24th from Montreal's Bois Franc Polo Grounds. After refueling at Kingston, Peck landed here with his cargo of 120 letters at 4:55 p.m. thus completing Canada's first airmail flight . . . . Erected by the Ontario Archaeological and Historical Sites Board". For this occasion officials were so engrossed with the event that they forgot to invite Mrs. Peck and her family to the unveiling.

The Borough of East York Centennial Committee commemorated the 49th Anniversary of this flight as a Centennial

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activity when, on Saturday, June 24th, 1967, a helicopter, carrying 250 pieces of special commemorative mail, landed in Thorncliffe Park, west of the Charles H. Hiscott Bridge, south of Overlea Boulevard, Toronto.

On 1 June 1968 two special postal cancellation dies, one in Montreal and one in Toronto, will be used to commemorate the 50th Anniversary of this historic airmail flight. The dies will be used from 24 May to 24 June inclusive at one Post Office in Montreal and at one in Toronto. The die in Montreal will read:

50e ANNIVERSAIRE
1er VOL POSTAL
MONTREAL - TORONTO
24 JUIN 1918

The die in Toronto will read:

50th ANNIVERSARY
1ST AIRMAIL FLT
MONTREAL - TORONTO
24 JUNE 1918

Subject to Postal authorization and concurrence of the Peck family, the original air mail bag will be used once again on 24 June 1968 to carry a token mail from Montreal to Toronto. In this way the memory of Captain Brian Peck and the first airmail flight in Canada will be commemorated.

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3. Data from the Curator, The National Museum of Science & Technology. Ottawa, Ontario.

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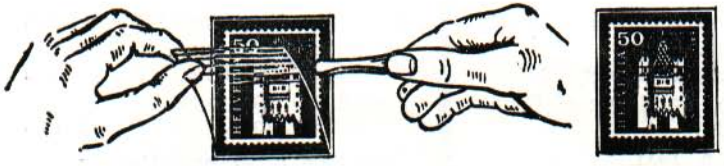
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By ROBSON LOWE RPSC 7400

While it is obvious to all who have been addicted to our hobby for thirty years or more, that there are many developments and a vast increase in the numbers of people who collect, the results of this growth in the commercial houses is only just coming to the attention of the collecting and general public.

The new issue services in England, through which the bulk of the British Empire collections formed between 1914 and 1934 were made, distributed between them something like six hundred complete sets of a new issue to £1, 300 sets to 10/-, 1000 sets to 5/- and 5000 sets to 1/-. This needed a total capital outlay shared between four firms of approximately £2500 an issue. Over ten years the capital outlay was approximately £12000 a year but ninety per cent of the capital was already in the hands of the suppliers in the form of subscribers deposits. The amount spent through the London market on the new issues of other countries was little more so the averages for this period when the pound equalled five dollars were approximately as follows.

Collector's expenditure on British Empire new issues to £1 (or the equivalent) .. £10 per annum

Collector's expenditure on other countries to £1 (or the equivalent) ..... £25 per annum

Annual capital expenditure on new issues in the London market £30,000.

Capital (at face value) spent in the London market on new issues over twenty years £600,000 ($3,000,000)

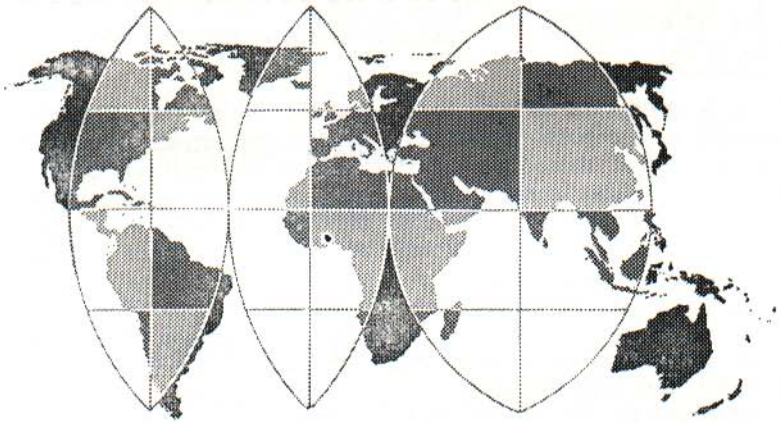
Several years ago, one of the largest London wholesalers in new issues had an average annual turnover of £1,500,000 ($4,500,000) and this sum has nearly doubled to-day (say $8,000,000). This firm cannot represent more than one-third of the national turnover which must now be in the neighbourhood of £10,000,000 ($26,000,000). The rest of the world must spend at least as much so there is the colossal sum of £200,000,000 (or over $500,000,000) being spent every ten years on new issues.

Therefore, commercial houses now need at least twenty times the capital to finance their new issue business as they did thirty-years ago.

Taking twenty years as the average period that a collection is held by one individual, it becomes obvious that the £2,000,000 ($50,000,000) spent last year will be back on the market to be resold in 1988.

Now consider the value of all those stamps issued prior to 1950 and which form the bulk of the turnover in the retail and auction houses, many of whom are working overtime to move a mass of stamps offered by willing sellers to a seemingly endless stream of willing buyers. In March, one general auction sold over 1000 lots in two days, total weight over 3000 lbs., for over £30,000 ($75,000) to over four hundred buyers. Nearly six hundred people competed. This one small firm can take no more collections worth over £5,000 for sale before October as they already have over £150,000 on hand for sale and every property has to be valued and described. Therefore, as long as the popularity of the hobby continues, one can see no slack times ahead for the auction houses.

Your guess is as good as mine regarding the future of the hobby. Stamp catalogues, stamp albums, books on collecting, periodicals, specialists handbooks and philatelic equipment are being produced in increasing numbers and selling. Philatelic societies and stamp



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clubs are thriving all over the world.

As far as the male of the species is concerned, the truth of the matter is that the collecting urge is as primal an instinct as the sexual urge, and it starts earlier and lasts longer.

These thoughts have been prompted by reading the announcement that Stanley Gibbons Ltd. is going public on 4th April. As there is no counterpart in the stock market, the flotation will be made by way of an offer for sale by tender.

We look forward to the day when a philatelist's estate comes up for sale under the hammer at 50 Pall Mall and the first lot is 10,000 shares in Stanley Gibbons Ltd.

"WHAT AM I BID?"

TRADE NOTES

TWELVE PENCE CANADA COVER BRINGS $15,500

Keen competition at Harmer sale of "Dr. G. M. Geldert" Pence issues of Canada, New Brunswick and Nova Scotia

One of the rarest of Canadian philatelic pieces, an example of the 1851 laid paper "Twelve Pence" black used on an entire to D. S. Kennedy of New York sold for $15,500 at an auction held by H. R. Harmer, Inc. at the Galleries at 6 West 48th Street on the evening of Monday, March 4th. It was purchased by E. Luder & Co. of Zurich, Switzerland with Mr. Jim Sissons of Toronto, Canada the underbidder. Dr. Geldert acquired the item in 1956 for $5250 at an auction of a portion of the Alfred F. Lichtenstein Collection, also held by Harmers.

The cover was one of some 180 lots comprising the "Pence" issues of Canada, New Brunswick and Nova Scotia from the collection formed by the late Dr. G. M. Geldert of Ottawa, former President of the Royal Philatelic Society of Canada, which was offered on instructions from the Executors of the Estate. The auction realized a total of $45,069 against the auctioneer's expectation of just under $40,000.

Quality pieces bring high prices

As was expected, quality items created the keenest competition and price levels were particularly high. An 1851 laid paper 6p slate violet on cover brought $360 and a brown purple shade on a cover with a "St. Lawrence & Atlantic Railroad" cancel went at $900.

In the 1851-55 wove paper issue a used strip of three of the 3p light red cost $280, a thick hard wove paper 3p went at $170, while a ribbed paper 3p on envelope sold at $270.

In the 6 pence value, used slate gray and greenish gray shades hit $270 each, another greenish gray on cover brought $850 and a copy of the reddish purple on thick soft wove paper went at $475. Of the 10 pence value, $1300 was paid for a copy on letter, a part o.g. copy cost a bidder $750 and another bidder was run to $450 before obtaining a large used copy off cover.

An unused 7½p pale yellow green sold at $750 and used copies brought $400 and $300. A cover sold at $675. In the deep yellow green shade of the stamp, a lovely copy on a piece hit $675 and other used copies made $425, $360, $340 and $330. An example on cover went at $1100.

In the 1858-59 perforated issue a 6p brown violet, unused went at $875 and a used gray violet at $480.

Top price in New Brunswick was for a 6p bisect on letter, selling at $525. Nova Scotia saw a used pair of the 1p bring $450, a part o.g. 6 p yellow green, $330, a used copy $270 and used examples of the two 1 shilling shades $800 and $1050.

* * * *

Eastern Arctic Mail prior to 1936. Members having covers or information regarding this field are asked to contact Gale J. Raymond, Box 35376, Houston, Texas 77035. Mr. Raymond is preparing a study of the subject.

COMING EVENTS

MAY 25: Los Angeles, California ASDA-WEST, Stamp Exhibition and Bourse of the Southern California Chapter of the American Dealers Assoc., Statler Hilton Hotel, 930 Wilshire Blvd. General Chairman, Israel I. Bick, P.O. Box 46695, Los Angeles, Calif. 90046.

MAY 3rd & 4th: C.F.B. Trenton Stamp Club Annual Exhibition. Chairman Lt. G. A. MacKenzie, 56 Laird Drive, Middleton Park, Trenton, Ont.

MAY 10 & 11: St. Catharines Stamp Club Annual Exhibition & Bourse at the Y,M.C.A. Chairman — G. R. Hambleton, R.R. 1 Vineland, Ont.

MAY 10-11: Buffalo Stamp Club Exhibition & Bourse, 715 Delaware Ave., Buffalo, N.Y.

MAY 31 to JUNE 2: "COMPEX" La Salle Hotel, Chicago.

JUNE 21 - 23: Milwaukee, Wisconsin TOPEX '68. Clarence Beltmann, P.O. Box 4140, Milwaukee, Wisconsin, 53210.

JUNE 22 to JULY 7. An international show will be held in Prague, to be known as PRAGA 1968. Ing. Ladislav Dvoracek, Box 1095, Prague 1, Czechoslovakia.

SEPTEMBER 6-8: S.P.A. Convention & Exhibition, Statler Hilton Hotel, Detroit, W. Alkema, 30589 Bluehill Drive, Rosehill, Michigan 48066.

SEPTEMBER 13th to 15th. R.P.S.C. CONVENTION & EXHIBITION, THOUSAND ISLANDS CLUB, ALEXANDRIA BAY, N.Y.

Chairman: A. H. Hinrichs, Box 360, Niagara-on-the-Lake, Ontario.

SEPT. 13-15: New York, Interpex Autumn Collectors Show. Herbert Rosen, 121 W. 45th St., New York, N.Y. 10036.

SEPTEMBER 21: A.P.S. Convention, Rochester, N.Y.

OCT. 4-6: Baltimore. Balpex '68. William T. Schaffer, 2030 Featherbed Lane, Baltimore, Md. 21207.

OCT. 9th to 13th. "BNAPEX-68" Austin, Texas. Ed Richardson, P.O. Box 939, League City, Texas 77573.

OCT. 18-20: Philadelphia, Pa. SEPAD, Sheraton Hotel 17th and J. F. Kennedy Blvd.

OCT. 18-20: Newark, N.J. NOJEX Exhibition, Robert Treat Hotel, Newark, N.J.

NOVEMBER 1st to 9th, "EFIMEX 68" International Philatelic Exhibition, Mexico City. Canadian Commissioner —W. H. P. Maresch, 628 Yonge Street, Toronto.

1969. International Exhibitions have been scheduled to be held in Sofia, Bulgaria in June, and in Brussels, Belgium, in the autumn.

APRIL 3-8, "JUVENTUS 69" 1st International for junior collectors. J. Michely, Case Postale 20, Bettembourg, Luxembourg.

1970. In addition to the International Exhibition in London (for prospectus, write to Royal Philatelic Society, 41 Devonshire Place, London, England). Italy will stage one in Rome.

* * * *

SEE YOU AT THE CONVENTION

Postmarked Ottawa

By HANS REICHE (RPSC 6397)

We noticed that the main Post Office in Ottawa is now selling the remainders of the cellophane packed Christmas stamps as regular stamps without the packs. This would indicate that their popularity was not as great as anticipated and that a large stock of them remained on hand. We would not be surprised therefore to see the end of these cellopacks or a drastic reduction of the number issued for the coming Christmas stamp.

The new Aerogram is now printed by the lithographic process and if you look on the back where the stamp is printed, you will note that the impression appears much more transparent than on the older issues. There are other minor differences of this new Aerogram which you may easily detect when comparing one against the other.

The Narwhal stamp has been issued in the meantime and you will wonder why it is different from the original announcement. You may have missed the original release by the Post Office on this which told you that because of printing difficulties the composite steel engraved and lithographed stamp could not be prepared. The stamp which you bought is only lithographed. At this stage a word of congratulation is in order, we believe, for the excellent effort on the first lithographd stamp, the Grey Jay. It lacks a little colour but we prefer this to the other extreme of the "Percy Saltzman" stamp.

With the gold rush on it is interesting to read the financial papers and their comments on securities. Stamps are to be a good protection against inflation. We are not financial experts but say that such a statement may have to be qualified. We doubt if investment in modern issues, with few exceptions, is one way of keeping your dollar. Classic stamps in fine condition are worth their "gold" any time. A friend of mine mentioned recently when on a visit from France that valuable pictures as well as stamps are being purchased in Europe for security.

One never knows what one can find in a collection. A sick friend of mine offered his collection for sale. By letter and over the telephone I heard him say: blocks of the Jubilees, blocks of the Bluenose, full sheet of the Empire Loyalist, Postal Union Ottawa, Dollar values of the Jubilees, high value Newfoundland Airmails, large Queens etc. etc. Sounds very nice - but - all stuck down on paper and cancelled in 1964 near Toronto. Cancelled to order stamps exist in large quantities on certain Canadian issues. The Jubilees are a good example. Almost all the nice, full dated copies are cancelled to order especially the higher values which often were used on parcels with a roller obliteration. The Quebec Tercentenary are often found with nice target dated cancels. A lot of these are cancelled to order. The last G issue was hardly out before these were declared obsolete. Large quantities of the mint sheets were cancelled to order and only very few genuine copies exist which did go through the mails. In any accumulation you will find stamps without gum but uncancelled. Many collectors believe that they should get these stamps cancelled rather than having an unused stamp in their collection. This is a matter of opinion. In many philatelic circles in Europe these stamps are viewed as having forged cancels and some catalogues list the actual usage dates. We usually stick these ungummed stamps on letters to philatelic friends. Chacun a son gout.

It will be interesting to see what collectors will do with the straight edged stamps which will appear on some of the new Canadian issues. Although this is not new that Canadian stamps have straight edges, it is now over 25 years that there were no straight edges on Canadian stamps. Some European catalogues list these straight edges but on this continent such stamps were always looked upon as seconds. It makes an interesting display to mount the four corners of each sheet all its straight edges on one page. This reconstructs the original sheet layout before it was cut into individual panes. Many times these straight edge copies show certain guide marks for cutting or alignment for the printing. Usually each corner copy in the Admiral stamps shows one little colour dot in the corner and this dot can be used to separate the corner copies from the booklet stamps which do not have this dot.

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114 Royal Drive, P.O. Box 939,
League City, Texas 77573.

#934—EASTWARD HO CANOE MAIL

Thanks to Jack St. Laurent of Clinton, B.C. we have a cover carried last year from New Westminster to Montreal by the EASTWARD HO CANOE MAIL.

According to the information printed on the cover, it left New Westminster on April 1, 1967. It bears a handstamp of the City of New Westminster Coat of Arms in blue. It was apparently cancelled upon arrival at Montreal, where a special slogan cancel was applied reading in four lines "VOYAGE EN CANOE / EASTWARD HO / CANOE JOURNEY / 1967."

In the lower left corner of the cover is the following legend:—

POSTAGE — $5.00 — POSTES

This letter of risk was transported by the "Company of Adventurers of Eastward Ho" via canoe and foot from the Pacific to Atlantic tidewater on an all-Canadian canoe route.

* * * *

#935 — TWO FANCY HAND CANCELS

Two beautiful hand cancels of fancy design were noted in Harry Lussey's Admiral Exhibit at BYPEX.

STRATHCONA POSTAL STATION — 1923

BANFF, ALTA. WINTER SPORTS — 1925

These fancy hand cancels of 1900 - 1940 are extremely scarce, yet they have commanded very little attention among Canadian cancellation specialists. They will come into their own in the near future. After all these two cancels are over 40 years old!

#936 — YUKON TERRITORY POST OFFICES

Referring to our listing of Yukon Territory Post Offices in packet #884, in the July-Aug. '67 CP, please note that the GRANVILLE office was closed on April 22nd of last year, the mail now being handled thru the Dawson office.

Also note that RCAF WHITEHORSE has had a name change. It is now known as HILLCREST.

The above information, thanks to Don Amos of Winnipeg.

* * * *

#937—NORTHWEST TERRITORIAL POST OFFICES

Also refer to packet #885 in the same issue of CP and note the following changes in the listing of Northwest Territorial Post Offices.

DISTRICT of KEEWATIN:
—add SPENCE BAY.

DISTRICT of MACKENZIE: — delete CAMERON HILLS as this post office was recently closed.
—add FORT FRANKLIN
—add SNOWDRIFT.

There were no changes in the District of Franklin.

Here again our informant is Don Amos, who tells us that Spence Bay is served by air from Cambridge Bay;— that Cameron Hills is now served by Hay River; — that Fort Franklin is served by air from Edmonton; — and that Snowdrift is served by air from Yellowknife.

#938—CANADA MILITIA CAMP CANCELLATIONS

In packet #856 we mentioned a number of CANADA MILITIA Camp Cancels we had been able to add to our collection. Since then we have had reported, or have seen a number of others. Since there seems to be considerable interest in these, and a need for as complete a listing as possible, I am bringing this list up to date. We refer here only to those cancels which read CANADA MILITIA in a second line, upper center.

ALDERSHOT CAMP (N.S.) 1911, 16, 17
CAMP BORDEN (Ont.) 1918 (see note)
BARRIEFIELD CAMP
CALGARY CAMP (Alta.) 1916
GODERICH CAMP (Ont.) 1911
CAMP HUGHES (Man.) 1916 (see note)
LONDON CAMP (Ont.) 1916, 17, 18
NIAGARA CAMP
(Ont.) 1909, 10, 11, 13, 14, 16
PETAWAWA CAMP
(Ont.) 1911,12, 13, 16, 18
SEWELL CAMP (Man.).... 1911, 15, 16
SUSSEX CAMP (N.B.) 1911, 15
VALCARTIER CAMP
VERNON CAMP (B.C.) 1915

Notes: **Camp Borden** used other styles of cancels during 1916 and 1917. **Camp Hughes** was formerly known as **Sewell Camp..** There was a **SARCEE MILITARY CAMP** (Alta.) in 1916, but I have neither seen, nor have had reported the CANADA MILITIA type from this camp.

#939—W.W. I — INTERNMENT CAMP CENSOR MARKING — VERNON, B.C.

In packet #891 of July-Aug. '67 CP, we devoted some space to the Internment Camp Censor Marking which came from Amherst, N.S. We noted that we had covers showing use in 1915, 1916 and 1917.

Recently I was shown a photo of a cover bearing a similar marking, only this one was from Vernon, B.C. This was dated 1916, and was in bright red according to reports.

We would be interested in hearing from anyone else owning one of these Vernon B.C. covers, along with details as to year date and cancel color.

* * * *

#940—CANADIAN ARMY POST OFFICES in KOREA

While there may have been others, I can at least report on the following Canadian Army Post Offices in Korea.

C.A.P.O. 25 1952-53
C.A.P.O. 27 1952-54
C.A.P.O. 5000 1952-54

Also I believe that during 1954 C.A.P.O. 5003 was also located in Korea.

* * * *

#941—PICTORIAL R.R. & S.S. GOVERNMENT POST CARDS

Our last report on these beautiful cards was back in packet #774 of Sept.-Oct. '65. Since then we have added a fair number of new cards to our collection, and Higgins and Gage have published their listing of these. We

COMPLIMENTS OF

CANADIAN BANK NOTE
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therefore felt it might be of interest to compare 1) our own collection, with 2) our revised estimate of the number of varieties that exist, with 3) the number of varieties listed by Higgins and Gage.

Company	Our Collection	Our Estimate	H & G
Canadian National	35	48	26
Canadian Pacific	160	184	191
Grand Trunk	99	113	75
Canadian Northern	2	4	4
Great Northern	—	1	—
Ottawa & Gatineau	1	2	2
Ottawa, N. & W.	1	1	1
Pontiac Pacific	—	2	2
Canadian Tubular	—	1	1
Donaldson	—	1	1
North. Navigation	1	2	1
Allan Line	1	1	1
	300	360	304

Again we do not count minor varieties, shades etc. I believe both H & G and ourselves are using a similar basis. It is unlikely that the total count could exceed our estimate by much margin.

* * * *

#942—SMALL 19mm MOTO CANCEL

Ian Paterson of Edmonton, who is quite a student of the postmarks of the western provinces, calls my attention to the fact that I have failed to mention those little square MOTO cancels now being used by some of the postoffices. These are single-lined boxed cancels measuring approximately 19mm x 19mm. Generally the town name is at top, then the roman numeral month and date, then the year date, and at bottom—the abbreviation for the province.

Actually these are not new. I have some which date back to 1957, and would guess they were used even earlier. As Ian points out they are ideal for the "Sock-on-the-Nose" fan, as the entire cancel will go on most stamps.

* * * *

#943—WORLD WAR I — EXPEDITIONARY FORCE CROWNED CIRCLE POSTMARKS

Not too many collectors of World War I material seem to realize that there are three types of these beautifully designed Crowned Circle Postmarks. All read the same.

CANADIAN OVERSEAS
(maple leaf)
date
FIELD
POST OFFICE
EXPEDITIONARY FORCE

This lettering is enclosed in a single lined circle, surmounted by a crown. The details of the three types are:—

Type I:—38mm circle, with small leaf 8mm high, and small "POST OFFICE" 10mm.

Type II:— 38mm circle, with large leaf 10mm high, and large "POST OFFICE" 19mm.

Type III:—31mm circle.

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#944—CANADIANS ARRIVE IN ENGLAND 10/15/14 — WORLD WAR I

Among some military covers recently added to my small collection is a post card which was posted on board the ship which took the advance party of Canadians to England, arriving at Plymouth, October 15, 1914.

The card carried no postage, but bears a two line cachet reading "RECEIVED FROM H. H. SHIP / NO CHARGE TO BE RAISED". The card also bears a Plymouth PAQUEBOT cancel.

* * * *

#945—REGIMENTAL CHRISTMAS CARDS — WORLD WAR I

Lloyd Sharpe once stated that he believed that a Military Cover collection should contain interesting and attractive collateral material, adding some life to the collection. As is quite often the case, here again I have to agree with Lloyd, and I seek to dress up my own Canadian Military Cover collection with interesting bits of related material.

Two such bits in the collection are two Regimental Christmas Cards. Both very lovely items.

1) 1915—Issued by the 123rd Signal Section, Royal Grenadiers, Canadian Expeditionary Force. Single folded card, printed in blue, with Insignia on cover.
2) 1917—Issued by the Officers of the Ninth Canadian Machine Gun Company. Folded card and insert. Insignia on cover in gold, embossed.

It is quite probable that other Canadian military units also issued similar cards. These are especially nice when you have the cover which accompanied the card. This I have with cover #2 above, but lack in the other case.

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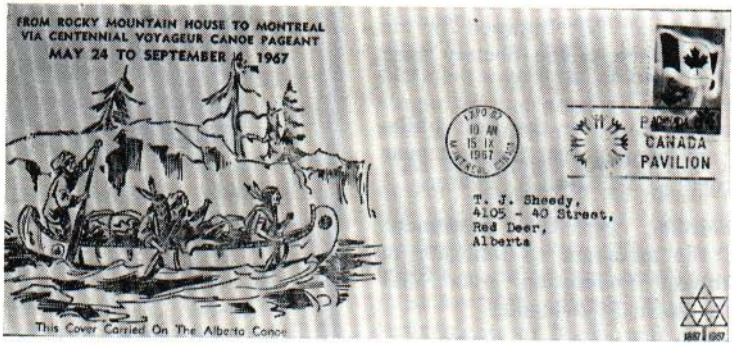
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CHAPTER R.P.S.C NEWS

-CANADA-



Red Deer Stamp Club (Red Deer, Alta.)
Chapter #79

A closely kept "secret Centennial project", was one conceived by the Red Deer Stamp Club, of having mail carried on the Alberta canoe, during the Voyageur Canoe Pageant.

The number of covers was limited, due to weight, space and trouble, this being one of the reasons for secrecy. The total came to 150, rationed out amongst the members, along with a quantity of complimentary covers. The weight including wrapping was 3 pounds. The envelopes were sealed in four waterproof bags, which fitted snuggly into a cardboard box, with the whole sealed in a larger waterproof bag. This proved to be a wise precaution because the canoe was swamped while shooting the Lachine rapids.

The package was then put in the custody of the canoe captain, Vic Maxwell and addressed to the public relations officer at the Montreal Post Office for processing and dispatch. However after two months from the date of dispatch, it was pointed out that the date of arrival of the canoes in Montreal was Sept. 4, Labour day, a public holiday, with the post office closed. However the Post Office again assisted and recommended the package be delivered to one of the post offices on the Expo site, and alerted the postal authorities at Expo to expect the package. Consequently each cover carries a clear "Expo 67" Montreal Canada cancellation at the Canada Pavilion Post Office.

The covers had a fairly wide range of distribution as most members had one addressed to themselves and three to their friends, and about 20 complimentary covers were sent to other individuals.

* * * * *

Ottawa Philatelic Society
Officers — 1968

President — C. F. Black
Vice-President — Neville S. Spence
Secretary — C. R. Purser
Treasurer — Fred Lypchuk
Librarian — C. C. Godding
Members-at-Large — C. H. Bayley
Ralph Mitchener
Walter Hanchet

THE VANCOUVER ISLAND PHILATELIC SOCIETY held its Annual Meeting in the Duke of Kent Room of the Empress Hotel on February 8th at the conclusion of a successful year in which eleven new members were enrolled and a wide variety of interesting lectures and stamp displays had been given.

The Royal Philatelic Society Plaque was awarded to Mr. Vic Bigwood for his outstanding service to the Society over the past.

The Hamber Cup for the best philatelic talk and display over the past year was awarded to Dr. Jos. A. Pearce.

Miss Gordon was the unanimous choice of the members as Delegate to the Northwest Federation with Miss Roberts as alternate delegate.

Officers elected for the forthcoming year were.

President—Mr. J. Clifford Moore

Vice-President—Mr. E. L. Fielding

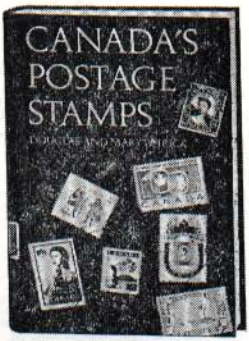
Secretary—Mr. C. W. Marshall

Treasurer—Mr. R. Battersby

Directors—Messrs. I. Camilleri, F. Keane and C. R. Stephens.

and by a unanimous vote Mr. J. K. Hodges was once again elected as Honorary President.

Meetings are held on the second Thursday of each month (except July and August) in the Duke of Kent Room of the Empress Hotel at 8 p.m.



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YOUR SALES DEPARTMENT

With the publication of this issue my first season as your Sales Director is nearing completion. It has been a busy one and to reflect for a moment I suppose my biggest problem has been that of supply. The department started out with about 500 books and since then received over 1000 new books. Many of these however; will need retiring soon so it is necessary for me to ask you all to dip into your stockbooks and start mounting material NOW. There is still time before you are occupied with summer activities. I am looking for 1000 books, large or small, for the commencement of next season. By the way please remember that the small books will be accepted up to December 31st, 1968— no later.

The larger sales books have been favourably received and circuits containing these books are now being shipped. There is still time left for you to obtain your new blank sales books. Cost of books, Five for a dollar, postpaid. For those members unfamiliar with the operations of the sales department, it has been arranged with the publisher to include with this issue, an insert outlining the rules and regulations. If your magazine does not contain a copy please write me.

In a previous issue I mentioned that Aden and Luxembourg were not selling. This seemed to generate some interest and as a result quite a lot of "dead" material was sold. With this experience in mind you might be interested to know that ST. VINCENT and TRINIDAD & TOBAGO are the slowest of the Indies. Grenada and St. Lucia are leading the pack insofar as British Commonwealth issues are concerned. Issues of British Oceania are also selling well, as is the Netherlands of the European group.

My first 'beef' of the season is in reference to hinging of stamps. It would appear that some of you hesitate to use the gum on the hinge. Remember it is the sellers responsibility for loss due to stamps not being hinged properly. Besides I do not have the time to pick up loose stamps and neither do prospective buyers.

Recently received some covers of Newfoundland and Nova Scotia — both stamped and stampless. Anyone interested in the Berlin Scott 9N1-20 complete set and a set of margin blocks. A single set and a set of margin blocks of four is available.

As mentioned above, the season is nearing completion, so please note that the sales department operations will cease on MAY 31st. The last shipments will be made on May 15th and all books must be back no later than JUNE 5th. Retirements of books will commence in May and be completed as soon as possible. The department will RE-OPEN for receipt of books on SEPT. 1st and for SHIPMENT of circuits right after the Society's annual convention. Hope to see you there.

I would like to take this opportunity to thank all of you who contributed to the Sales Department operations . . . sellers; buyers and the club circuit managers who gave me much help and cooperation.

Have a good summer.

Gordon F. W. Frost

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Dear Sir:

In regards to the discussion on a Year Book, I also would like to voice my objection to the omitting of addresses. This, to, is my RPSC address book and it is always up to date.

My real purpose in writing is to voice strong dissent with a portion of a letter from Mr. George Douglas in which he complains of "Stamp Societies being dominated by a group of elderly gentleman—".

As president elect of BNAPS, I am offended as I still remain in the middle age group and I don't think Harry Sutherland is "over the hill" as yet. I will say that there is some truth in his statement but **ONLY** because this comes from a lot of years of hard work at conventions, setting up frames, etc., maybe writing a few articles for their publication, and then taking the bottom offices, first. Then, maybe, you will be rewarded with the top positions after acquiring much knowledge as to the working of our societies and being willing to spend much extra time on our hobby. Most of these men, including myself, are very busy but are so in love with stamps that we just make the time to do our bit.

The next statement of his that "these senior philatelists seem to have — all the time in the world to write long articles on the most trivial and obscure details of philately" will get quite a chuckle from Ed. Richardson, Max Rosenthal, Hans Reiche, John H. M. Young, and many others — all busy as can be but still have the ambition, the knowledge, and the gumption to write articles. Did one ever hear an editor crying that he had **TOO** many articles for his publication?

As to "Trivia": Ed. Richardson spent an hour or more at BYPEX on the fun of collecting "Trivia" with a dozen or more ways and relatively inexpensive. The word "Trivia" in philatelic circles is alike to "one man's meat is another man's poison". To illustrate, I would just love to see a good complete listing of the postal rates of Prince Tdward Island. Uninteresting to 99%, no doubt, and trivia to many, but we PEI collectors would be elated. On the other hand, these squared circle boys leave me cold BUT — I admire their exactness in detailed accounting of each and every one so that it is there for those who will not research it for themselves.

Really now, Mr. Editor, this was just a good excuse to write a letter about some of MY pet peeves and to plead with the members of ALL stamp groups to do less griping and get in there and help your club grow. Write an article or two (quite painless once you try)— I don't care what it is, but write it! Then start doing a bit of research if it is only the simplest or obscure subject because some place, someone wants to know about YOUR subject.

Dr. Robert V. C. Carr, #7365

* * * *

Dear Sir:

In Defense of First Day Covers

The editorials of the past two editions of the Canadian Philatelist has prompted this reply in defense of the sideline of collecting these first day covers; and also to correct some misunderstandings apparent in these editorials on certain aspects of this enjoyable pastime.

Firstly as to the cost of these covers; there are very few high prices being paid except for covers of the early 1930's, and here dealers and collectors

alike are guided by Holmes catalog in arriving at a fair and equitable price for covers that are relatively scarce today. Most of these early first day covers were mailed to addresses in the States which indicates that Canadians were slow to respond to this aspect of the hobby. The price in the marketplace is determined only by the law of supply and demand; and the supply of recent first day covers precludes anyone from cornering the market and of making a killing as the editor seems to suggest. The highest I have seen recent commemoratives offered on first day cover is 35c. When you consider that Canada issues an average of about 10 stamps a year, the cost to the collector is only $3.50, the price of a carton of cigarettes which he has nothing left for his enjoyment after they have gone up in smoke. Our prices on these covers are considerably lower (check our back ads), and indeed, nice covers can be picked from our accumulation for as little as 10c.

Secondly I want to take issue with statement very rashly made I think, and I quote "we do criticize the attempts made by certain branches of our hobby to instil a degree of philatelic value into a field that it does not and cannot possess". Who the certain branches of the hobby are that this innuendo refers to is anybody's guess. The dealer who supplies the covers is a first thought; or could it be the collector who indulges in this sideline from whence he gets relaxation from his labours during the day; could it be the Philatelic Office in Ottawa, or the Post Office which approves the official cancellation for these covers? The editor should be more explicit.

The statement that these covers do not and cannot posses philatelic value is away off mark and is irresponsible coming as it does from the editor. I have Jacques Cartier of 1934, first day from Gaspe, Quebec; the United Empire Loyalist stamp issued the same year from Saint John, New Brunswick, Hamilton, Ontario, and from Ottawa; the Royal William from Pictou, Nova Scotia (the port from which it made its maiden voyage); the Bluenose on first day, special delivery letter, registered out of Halifax, and other desirable items from this era bearing the story of Canada's past. Who are you to say that these items have no philatelic value when Holmes and indeed the collectors who make up philately decree otherwise? Certainly I deplore the flood of covers originating from Ottawa but need we all be conformists? I had the meteorology stamp given first day service at Churchill, Manitoba; the Narwhal stamp from Frobisher Bay, the centre of the Arctic seas where this mammal makes its home. Who is to say that these covers will not have philatelic value in the future, moreso than an ordinary first day cover from Ottawa.

The centennial stamp postmarked as we have it on January 11th, 1967 (Sir John A. MacDonald's birthday) from both the House of Commons and Senate Post Offices will likewise be of little value? Certainly they were philatelically inspired but was not that Xmas stamp of 1898 on first day card from Berlin, Ontario also philatelically inspired — a first day that has been instrumental in winning at least two gold medals. And first day covers need not be philatelically inspired. For years I worked in a government office which was the focal point of correspondence from banks all across Canada. Our favorite first day from this group is a cover with the Alberta - Saskatchewan Jubilee stamp. The address of the sender in the upper left corner is Bank of Nova Scotia, Loydminster, Alberta; the cancellation June 30, 1955, Loydminster, Saskatchewan. The addressee, the Supervisor, Farm Improvement Loans Act, Ottawa. Here is a first day cover, pregnant with meaning, that city being situated on the border of the two provinces, the centre of a rich farming community and with a heavy crude oil field nearby. Indeed some items in our col-

lection of Canadian first day covers I would not trade for the early classics of Canada for which the editor is willing to give his "eyeteeth and even his soul".

This does not say that the collecting of these covers is not open for improvement. Must the official first day always be in Ottawa? Is not the 5c. cover service fee rather exorbitant? It apparently has no relationship to the cost of the services performed. A 5c. stamp will take a letter airmail clear across Canada. The collector is already paying excess postage so why this additional fee which is not charged in other countries? Here is a cudgel the editor could take up in behalf of the long suffering collector. Is he afraid to do battle with the post office; is he afraid to criticize them? A first class letter between Toronto and Ottawa more often than not takes two full days in transit time, and one letter in my possession took as long as ten verified by backstamp on the back of the envelope. When I took this matter up with the post office instructions were given to the postmaster to no longer backstamp the mail. Is this the kind of service the public is entitled to? Why should maximum cards be denied to collectors in Canada because the service of them is against their regulations pertaining to ordinary mail? The post office loses scads of money—clear profit here but it cuts off its nose to spite its face. We paid out $200 00 in stamps to service 4000 maximum cards for our Churhill-Kennedy project before the bureaucrats in Ottawa issued a stern warning to cease and desist with the maximum card on pain of having sales prohibited to us of plate blocks from the Philatelic Division. That we could order through another collector aparently did not occur to them. Mr. Editor I ask you, are maximum cards verboten in other countries? Why not take up this cudgel for us instead of trying to do battle like Don Quixote with the windmills. When you berate the collecting of plate blocks and first day covers you only serve to publicize the issue—you are not going to stop it. And how much more satisfying it is for the collector to be able to work on his collection of blocks or covers than to have a fortune tied up in a few early classics, hidden away in a bank vault where they never see the light of day. How much enjoyment and relaxation do they bring? So collectors think before you act. Do not follow the example of the misguided collector who broke up a plate of the Manitoba floral to use for postage to us. The controversy on plate blocks was raging at the time; a plate was destroyed the possession of which might have given untold pleasure to another collector; our ad advising of the premium being paid on this plate was current but the collector was blindly putting his trust in the editor. Dont—don't rush out to burn those first day covers. Someone, somewhere will always be willing to find them a home

R.P.S.C. 7956 (life)
M. H. Stanbridge,

Editor's Note — Mr. Stanbridge is confusing philatelic significance with monetary worth. Very few artificially created items have real philatelic significance no matter what their monetary value as souvenirs maybe. Mr. Stanbridge can comfort himself with the knowledge that Great Britain and Australia, to name only two from among the many, have a higher service charge than Canada.

* * * * *

Dear Sir:—

I cannot agree more with your remarks re modern 1st day covers.

I think the most recent absurdity was the flower issue. I recently saw the complete set displayed with great satisfaction, all postmarked Ottawa. They were certainly valid all over Canada. But how much more satisfactory to have them appropriately stamped in the province of the flower of that province.

Yours faithfully,
C. A. Williamson 7889

Dear Sir:—

Effective Dec. 31/63, the use of postage stamps by Government departments was discontinued. Prior to that date, many interesting "official" stamps were produced and a number of collectors started collections of these stamps.

With the beginning of 1964, this period came to a close, but a new era began. My office receives mail from various government departments. Because of my interest in "officials", it soon became clear that here was a brand new game and I started collecting "official" envelopes.

It was my intention to classify these earlier. It soon became apparent that there was a state of confusion and that to rush into such an attempt would be frustrating indeed. Now, some four years later, there does seem to be some kind of pattern developing and hence, the time seems to be ripe to begin a preliminary classification.

The state of confusion which existed at that time is entirely understandable because of the suddeness of the announcement. The Press release was dated Jan. 4, 1964. From the mail which was received during the first few months, it would appear that "anything went". Most departments were caught unprepared, and in some cases, I assume that it was very unclear as to exactly what form of marking was required. It would appear from actual mail received in my office that the instructions ranged from "no markings are required" through "Postage Paid"; to the standard wording found to-day — "CANADA" — "POSTAGE PAID" — "PORT PAYE".

Because of the large number of departments in the Federal Gov't, and the many branches and hundreds of offices, one can expect to find an endless number of varieties. Several hundred different varieties are in my files, and this selection, is but a sampling of the many hundreds of others which must exist. Errors of postal usage also exist. It is a foregone conclusion that it is a virtual impossibility to form a "complete" collection because of the almost infinite number of varieties. My interest is a "labour of love" or a "love of labour"—I'm not too sure which at present. (My wife calls it the labour of a pack-rat! and my secretary who has to store the envelopes, calls it "just labour"!)

These official envelopes would be properly classified as stampless covers. As such, they are not new to Canadian postal history.

For the purpose of preliminary classification, I have selected eight main groupings with approximately 45 subgroupings. While the subject seems formidable, it is really not so if one accepts the fact that one cannot hope for completion unless one selects one government department. However it should be relatively simple for collectors to acquire several examples of each main group and of most of the subgroups. Examples are easily obtainable if you search in the right places. The varieties will add a sideline interest to your collection. Once you have seen a few, you will quickly realize that there is always something new to explore in Canadian Postal history.

It is inconceivable to expect that many collections of these covers will be started. However, it will be of interest to most collectors of "officials" to find how their "baby" has grown. A few people seem to be interested in learning more about them. I hope to pass on the information which is in my files. If enough people respond by sending me examples which they have, and any other related information, I would be pleased to co-relate the data. It is my intention to compile a check list of the types that exist to my knowledge and I would welcome your assistance in making sure that — at least — the check list would be a good cross-section of these covers.

Wm. Pekonen RPSC 7526
P.O. Box 246, Cloverdale,
British Columbia.

The Secretary's Page

The applicants listed below have applied for membership in the Society. In accordance with the Constitution, their names are hereby published. If no adverse reports are received within thirty days of publication, they will be admitted to full membership.

New Members

8844 Walton, Mrs. J., P.H.1, 3445 Hutchison St., Montreal 18, P.Q.
8845 Pattison, Mrs. Barbara, 49 East 17th Street, Hamilton, Ont.
8846 Stichbury, Allan V., P.O. Box 760, Innisfail, Alberta
8847 Sheedy, J., 4105 - 40 Street, Red Deer, Alberta.
8848 Taylor, Allan D., 254 Edmund Heights, Red Deer, Alberta.
8849 Bainbridge, William, 1202 Vista Village, Red Deer, Alberta.
8850 Stryjek, Michael D., Box 999, Humboldt, Sask.
8851 Leslie, Mrs. Marjorie E., Box 66, Gibsons, B.C.
8852 Doull, R. M., 22 Madsen Avenue, Beaconsfield, P.Q.
8853 Asbury, Frank P., 11 Kingsgarden Road, Toronto 18, Ont.
8854 Sewell, Keith Charles, 6 Wordsworth Road, London S.E. 20, England
8855 Albright, W. Paul, 19 McMaster Avenue, Dundas, Ontario.
8856 Cullen, Michael, 4534 Cloverdale Avenue, Pierrefonds, P.Q.
8857 Lanyi, Richard, 126 Cedarcrest, Dollard des Ormeaux, P.Q.
8858 de Breyne, Irene M., 395 Desaulniers Blvd., St. Lambert, P.Q.
8859 Puusepp, Leida, 2375 Walkley Avenue, Apt. 5, Montreal, P.Q.
8860 Black, William N., P.O. Box 176, Ile Goyer, Chambly, P.Q.
8861 Veldhuis, Ben, 154 King St. East, Dundas, Ont
8862 Winslow, Pauline, P.O. Box 99, Brentwood Bay, Vancouver Island, B.C.
8863 Chan, George, Apt. 4, 9702 - 102A Avenue, Edmonton, Alta
8864 Wilson, Andrew T., 1 Beveridge Dr. Don Mills, Ont.
8865 Livingston, Mrs. M. R., 21 Madrew Cresc., Downsview, Ont.
8866 Gill, Evan, c/o Canadian Bank Note Co., Ltd., 145 Richmond Road, Ottawa
8867 Harwood, Robert L., 1472 Crescent St., Montreal 25, P.Q.
8868 McInnis, G. Bradley, 568 Tedwin Drive, Cooksville, Ont.
8869 Engel, Horst, 7 Despassereaux Ste. Rose, Cite De Laval, P.Q.
8870 Grunstra, P., Apt. 512, 86 Canterbury Square, Ottawa 8, Ont.

Changes of Address

Aikenhead, Harold R., 88 Ridout St., S., London, Ontario
Baines, C. W, 291 Rosemount Terrace, Kingston, Ont.
Bird, P. F. P., P.O. Box 151, Kaledon, B.C.
Calvert, Dr. L. J., 138 Earlwood Cresc., Peterborough, Ont.
Culek, James, 75 Queen Street, South, Toronto 1, Ont.
Davies, E. J., 8 Ave. Closse, Baie Comeau, P.Q.
de Kovacs, Mrs. Rose B., 150 E. 77th Street, Apt. 14D, New York, N.Y. 10021, USA
Desjardins, Rene R., 82 Lorne (Box 183), Chatham, Ontario
Droppo, R. E., 311 Cumberland Street, Apt. 13, Corwall, Ontario
Dyke, C. R., 15 Brunswick Street, Yarmouth, N.S.
Eadie, Robert K., Buyukdere Caddesi #64/5, Meci Diyekoy, Istanbul, Turkey
Elnen, T. E., P.O. Box 34, Skokie, Illinois 60076, U.S.A.
Evans, Stanley R., 227 Queen Street, Cobourg, Ontario
Feerom, Frank W., 829 Manawagonish Road, Saint John West, N.B.
Fries, R. J., FEC Hangar #9, Winnipeg International Airport, Winnipeg, Man.
Fry, W. L., 1440 N. Street, Apt. 902, Washington, D.C. 2005, U.S.A.
Gill, Milton J., 56 Rich Crescent, Saskatoon, Sask.
Goodger, Norman M., 222 Earl Street, Apt. 205, Ingersoll, Ontario
Goretzki, Mrs. M.A., Box 215, Canadian Forces Base, Alouette, P.Q.
Grandmaison, Gerald L., 565 George Street, Buckingham, Ont.
Gregg, A. E., 10409 - 134 Street, Edmonton, Alta.
Grimmer, J. Harley, 102 Eastview Avenue, Pointe Claire, P.Q.
Hannon, Gary T., M.D., 1100 Vista Place, Apt. M, Wenatchee, Wash. 98801, USA
Herd, William, 80 Forest Manor Road, Apt. 1514, Willowdale, Ontario
Jones, Miss Cathleen, 53 Southill Drive, Clayton Park, Rockingham, N.S.
Kimber, S. B., Apt. 204, 220 Oliver Ave., Westmount, P.Q.
Lackner, Robert J. 18658 Parkland Drive, Shaker Hts., Ohio 44122, USA.
Maresch, W. H. P., 8 Temperance Street, Toronto 1, Ontario
Marble, Prof. Allan E., 55 Fairview St., Antigonish, N.S.
May, Arthur, 664 Windermere Avenue, Ottawa 13, Ontario
Maynard, Paul, 9 Aldrich Court, Bay Shore, New York, N.Y. 11706, USA
Mezulis, Peter, 10018 - 91 Avenue, Edmonton, Alta.
Morey, Mrs. Mildred, P.O. Box 2139, Windsor Mills, P.Q.
Nitsui, Kenny (5585-E), Retail Supply Office, Building 109, HMC Dockyard, C/o F.M.O., Victoria, B.C.
Pollard, Wilfrid A., Box 1390, Delhi, Ontario
Redmond, Kenneth C., 73 Plover Street, Kitimat, B.C.
Reid, John, C/o W. Klauser, 204 - 77th St., North Bergen, N.J., U.S.A.
Rich, Fred, 55 West 42nd Street, New York, N.Y. 10036, USA
Richardson Ed., P.O. Box 939, League City, Texas 77573, USA
Roberts, Dr. Norman H., Dept. of Mechanical Engineering, University of Washington, Seattle, Wash. 98105, USA
Robertson, T. G., 977 Young Avenue, Halifax, N.S.
Robertson, W. A., 115 Hows, Crescent, Moncton, N.B.
Rochford, Bernard L. 115 Chester Ave., Valois, P.Q.
Ronis, Janis, 56 Mill Street, South, Brampton, Ontario.
Ruta, Anthony, 145 Highview Avenue, Scarborough, Ontario

Seguin, Laurent, 2015 Drummond Street, Suite 354, Montreal 25, P.Q.
Semenchuk, William, M., 522 Oakville Road, Dollard des Ormeaux, P.Q.
Shelton, J., Apt 802, 12 Goldfinch Court, Willowdale, Ont.
Sinasac, Roy L., R.R. #2, Harrow, Ontario
Speirn, Norman, 465 Bertha Street, Windsor, Ontario
Spier, Jack, 5220 Mayfair Avenue, Montreal 29, P.Q.
Sprenger, Dr. R. A., 346 - 4th Avenue, West, Prince Rupert, B.C.
Stanhope, William, 9175 Mainwaring, Saanichton, B.C.
Stewart, Ian G., C/o Macco Products Co., Division of Witco Chemical Co., Inc., 9210 South Sangamon Street, Chicago, Ill. 60620, USA
Tarallo, George, C/o H. E. Harris & Co., 645 Summer Street, Boston, Mass. 02210, USA
Taylor, C. L. 3839 Mormandy Ave., Regina, Sask.
Taylor, Dr. W. A., 325 Giles Blvd., West, Windsor, Ont.
Tooms, David B., Apt. 14, 665 Azure Road, North, Richmond, B.C.
Trebilcock, Arthur, 399 Blue Bird Court, Burlington, Ont.
Walther, Manfred, Box 250, West Hill, Ontario.
Wardle, W. A., 620 Malkin Avenue, Vancouver, 4, B.C.
Watts, David E., 42 Old English Lane, Thornhill, Ontario
Wazal, Heinz, 302 Duke Street, West, Saint John, N.B.
Webber, Sid., 2780 Spencer Road, Apt. 14, Victoria, B.C.
Willcox, Frank, 2070 Boulevard de Maisonneuve, Apt. 64, Montreal 25, P.Q.
Wood, Dr. W. J., 1182 Dartmouth Avenue, Ottawa 8, Ontario.

Deceased

C. Mac. R. Makepeace, Providence, R.I.
William Aitken, Scarborough, Ont.
Allard F. Brophey, Montreal, P.Q.
James R. Lowe, St. Catharines, Ont
Major D. MacMillan, London, Ont.
F. Thomas, Fort Erie, Ont.

Reinstatement

7932 Tootell, George L., 180 Broad St. Manasquan, N.J. 08736, USA (Reinstated for full term 1964 to 1968 inclusive — all fees paid).

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Chapter #10 — Regina Philatelic Club
R.P.S.C. Representative
Lorne Aston, 64 Dolphin Bay, Regina, Sask.

Chapter #16 — Ottawa Philatelic Society
R.P.S.C. Representative
C. F. Black, President
212 Holmwood Avenue, Ottawa 1, Ontario

Chapter #46 — Niagara Philatelic Society
R.P.S.C. Representative
B. A. Ovens, Chippawa, Ontario.

Chapter #48 — Kamloops Stamp Club,
R.P.S.C. Representative
F. Ayers, Secretary
Box 132, Kamloops, B.C.

Chapter #89 — Trenton CFB Stamp Club
R.P.S.C. Representative
Lieut. G. A. Mackenzie,
C/o Canadian Forces Base,
Astra, Ontario

The Honour Roll

On which is inscribed the names of those members who have contributed to the progress of the Society in securing the addition of new members and Chapters for the year 1968.

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Bileski, K. Winnipeg
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Curtis, Wayne, Montreal (6)
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Frost, G. F. W., Willowdale, Ont. (2)
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Saunders, T. D., North Bay, Ont.
Smith, P. L., Islington, Ont.
Stokl, Frank, Hamilton, Ont.
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Member R. B. Mitchell, 2025 Poplar St. Halifax, N.S. desires information regarding the above cancellation.

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THE "LOUISE BOYD DALE" COLLECTION

Mr. Bernard D. Harmer, President of H. R. Harmer, Inc., of New York, the International Auctioneers, announced recently that they have received instructions from the Executors of the Estate of the late Louise Boyd Dale, to appraise the philatelic property and to sell by unreserved auction those portions that are to be dispersed under the provisions of the Will.

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A new, enlarged edition of The TRAVELER, a loose-leaf world stamp album specialy designed for the young beginning collector, has just been published by H. E. Harris & Co., Boston. This 1968 edition of a popular favorite contains spaces for 15% more stamps than the previous edition, yet it still retails for U.S. $2.95. It is the lowest priced loose-leaf album in the Harris



The Ottawa District — It's First Post Office

By MAX ROSENTHAL

On June 25, 1830 Deputy Postmaster-General Thomas Stayner wrote from Quebec City to all local postmasters, notifying them: "Hull, L.C. This office not being necessary so near to By Town, will be abolished." The latter village across the Ottawa River which had just come into existence with the building of the Rideau Canal had gotten a post office the previous year. On March 30, 1829 Stayner had announced among new post offices being "constituted: By Town, mouth of the Rideau, M. Connell P.M."

Hull and Bytown

Hull was considerably older than Bytown. It was in March 1800 that Philemon Wright, of Woburn, Mass., led a party of settlers to the Chaudiere Falls, after a long drawn-out battle with the forest between there and Montreal. At once they set to work felling trees for the erection of buildings. In the fall of 1802 a saw mill and a grist mill were begun, the only ones for 80 miles. In 1803 Wright floated his first raft of square timber down to the Sault Rapids, thus beginning the Ottawa River lumbering industry.

The site of Hull was the portage of the Chaudiere Falls. Finding it hard to pronounce, Wright called his establishment Columbia Falls Farm. In 1832 it was to be called Wright Village, in 1851 Wrightstown. When it was incorporated

in 1875, the city took the name Hull, which the post office had used all along. The surveyor who laid out that county in Quebec had named it York, and given its townships the names of communities in Yorkshire England, including Hull for the one containing Wright's settlement.

In 1818 Wright resolved to reduce his commercial activities, and to retire from affairs gradually. He gave the management of his store at the Falls to his son Ruggles.

A mail route was established from Montreal to Hull in 1819, and Hull got a post office, with Ruggles Wright as postmaster. The mail left Montreal each Monday, returning later in the week. A mail stage ran from Montreal to Long Sault, on the Ottawa River, where the road ended, and the mail was transferred to boats. The mail was conveyed from there by Thomas Rug, of Montreal, by means of a small rowboat. In winter he rode horses on the frozen river.

In 1817 the government had planned the construction of a 50 foot wide road between Long Sault and Hull, 64 miles. However, it remained unfinished for years, and was unusable, except during the winter. Hull was left without communication with the outside world during spring and autumn. Conditions improved during the navigation season after 1821, when Philemon Wright built the steamboat Union, and it ran between Hull and Grenville, Quebec. As a result of the building of the Rideau Canal, the government voted £3000 in 1829 to complete the road between Hull and Grenville. There was already one from the latter to Montreal.

In 1793 John Stegman surveyed four townships in northern Carleton County, including the two on each side of the Rideau River, Gloucester and Nepean, which contained the site of a city to be, the future capital of a country to be. About 1809 Jehiel Collins built a small store and dock near the foot of the canoe portage on the south side of Chaudiere Falls. Later he sold out to his clerk Caleb T. Bellows, who built a larger wharf.

Previous to this travellers on the Ottawa called it Nepean Point, but from 1811 to 1818 it was Bellows' Landing. From 1818 to half a century later it was Richmond Landing, because the principal road ran from there to the Richmond Military Settlement, in Goulbourn Township. Everyone passed through "The Landing", and the settlers from Richmond and March came there to get their mail and meet their friends. Not until 1876 was the name Nepean Point again applied to the bold, rocky promontory.

Shortly after the conclusion of the 1812-14 War the attention of the British government was drawn to the necessity of strengthening the defences of Canada. In 1816 the Duke of Wellington pointed out the necessity of having an inland water connection with Lake Ontario, so that boats and supplies could be put into the upper part of the country. Around 1823 parties explored the country from Lake Ontario to the Ottawa, with such a waterway in mind The line of the Rideau Canal was selected.

In 1826 Lieutenant-Colonel John By arrived from England in Hull, and selected the month of the canal opposite Hull from land owned by Nicholas Sparks. Sparks had previously bought for £95 the land bounded by Wellington and Rideau Streets, Walker Street, Laurier Avenue, and Bronson Avenue.

In 1827 two companies of Royal Sappers and Miners arrived from England, to build the canal. They lived under canvas on Nepean Point until barracks had been completed on Barracks Hill, Colonel By began his survey of the Upper Town in the fall of 1826. Having drained the swamp of Lower Town, he also laid it out. This survey encouraged Sparks to do the same with his property.

The canal works attracted laborers and tradesmen. In a short time residences and shops arose from the forest. Thus it was that Bytown, named after the engineer in charge of building the Rideau Canal, was ready for a post office

in 1829, with Matthew Connell as postmaster. In the Ontario Archives is a letter written on July 9, 1830 by Andrew Rusell, Bytown to Sir John Colborne, Governor of Upper Canada, York, postmarked with a small double circle enclosing BY TOWN, U.C., in italics, with "11 July" written in, all in red.

The first post office was opened on the north side of Rideau Street, near Sussex Street, adjoining the Civilian Barracks. The mail was brought to it on horseback from the wharf at the end of St. Patrick Street. Hull post office was reopened in 1834. That year George W. Baker succeeded Connell as postmaster of Bytown, and some time after moved the post office to Wellington Street.

The first issue of Bytown's first newspaper, the Bytown Independent of February 24, 1836 had this notice:

The mails are closed and letters delivered, to Bytown, as follows:

Mails closed. Monday, Thursday: 3 P.M.—Lower Canada, including Hawkesbury, L'Original, and the line of the St. Lawrence to West Williamsburg—Lochiel, Alexandria, Martintown and St. Andrews, to the Upper Province. Wednesday, Friday: 8 A.M.—Upper Canada, with the exception of the Ottawa. Wednesday, Saturday: 8 P.M.—or on the arrival of the Lower Canada mail,—Aylmer, March, Fitzroy Harbour, Packenham and Castleford.

Letters delivered. Wednesday, Saturday: 1½ P.M.—Lower Canada. Thursday, Saturday: 2 P.M.—Upper Canada. Monday, Tuesday, Thursday, Friday: 5 P.M. —Ottawa.

Hours of business at the Post Office. 9 A.M. to 5 P.M.

Mail was conveyed from Montreal and Kingston by the steamer Shannon. On a letter written by W. W. McNaughton, Crown Timber Office, Bytown to R. B. Sullivan, Toronto on October 12, 1837 is postmarked a small double circle enclosing BY TOWN, U.C., in straight lettering, with OR 23, 1837 set in type, in violet. A letter written February 6, 1840 by J. A. Stevenson, Crown Lands Office,

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Bytown to the Commissioner of Crown lands, Toronto, is postmarked with a large double circle broken by BYTOWN, U.C., with the date in type. It is in violet, while the same postmark as a letter written by Stevenson on November 27, 1846 is in a scarlet color.

Having reached a population of 10,000 Bytown in 1854 became a city, under the Indian name of Ottawa, and the postal designation was accordingly changed.

Gloucester and Nepean Townships

There were no post offices in Gloucester and Nepean Townships other than Bytown until 1847, when Barton's Corners was established on the Metcalfe Road near Highway 31, actually just past the southern boundary of Gloucester. When it moved north across the boundary in 1852 it was renamed South Gloucester.

In 1851 Bell's Corners was opened in Nepean, on the Ottawa and Nepean Macademized Road, near Highways 7 and 15, at the corner of the present county road which slants away from it in concession 4. It had first been settled by Hugh Bell in 1831. Since there was also a Bell's Corners in Huron County until 1857, the one in Carleton County was at first distinguished on its postmarks as Bell's Corners, Nepean. In 1853 Long Island Locks post office was opened by John Rodgers in Nepean Townships, opposite the north end of Long Island, in the Rideau Canal, on what is now Highway 16. A few years later general merchant Moses Gamble took it over, across the canal, in lot 24, Gloucester Township and it lasted until 1877.

In 1864 opened Merivale post office in Nepean ,at the corner of the 1st concession road and the 25th sideroad.

About 1807 Bradish Billings had entered the employ of Philemon Wright. After three years experience in getting out oak staves and square timber, he went into business for himself, at lot 17, Junction Gore, Gloucester Township. In 1829 he and others subscribed to the building of a bridge across the Rideau River, soon to be known as Billings' Bridge, at the south end of Bank Street. The village of Billings' Bridge which sprang up there got a post office in 1865. General merchant William Smith was postmaster. There was a population of about 100 then.

The grist mill at the Rideau Falls was built about 1831 by Jean Baptiste St. Louis. In 1837 it was bought by Thomas MacKay, the Scottish masonry contractor who had built the entrance flight of locks on the Rideau Canal. MacKay had been operating a grist mill since 1833 nearby. By 1850 there was a very busy village at the eastern edge of the Falls, called New Edinburgh. Mackay built for himself the mansion which became Rideau Hall, the residence of the Governor General.

New Edinburgh post office was opened in 1865 by general merchant James Blackburn. The village across the Rideau from Ottawa had a population of 400 then.

Around the time of Confederation, Orleans, which had opened a post office just within Cumberland Township, Russell County in 1860, on what is now Highway 17, moved across the boundary into Gloucester Township.

Confederation in 1867 made Ottawa the capital of a new country, and it brought in its train tremendous growth for the city and its surrounding countryside. This was to show in the great increase of post offices in Gloucester and Neapean Townships, many of them suburban, eventually to be absorbed as subpost offices of the Dominion's capital city.

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