CANADIAN PHILATELIST



Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME XX NUMBER 6

BUY IT BACK MARTIN

November 1, 1969

Dear Friends:—

To simplify this story I will refer to the different stamp companies involved as A, B, C etc. To start with Empire Stamp Corporation Limited will be "A".

Last spring "A" sold a group of stamps which we will call X to a Chicago dealer"B." Then "B" sold the lot X to another Chicago dealer "C." "C" sold the stamps to a Seattle dealer "D". Sometime later "D" sold his entire stock of stamps including lot X back to "C". When the stock arrived back to Chicago at "C's" office, it just so happened that dealer "A" (that's me in case you are lost) arrived at the same time and bought the entire stock, so that the X lot of stamps came back to Toronto still in the original envelopes, untouched from when "A" had sold them 3 months earlier. "A" then sold the stamps to "E" and I hope that is the end of the story. Everyone made money except one. Who?

Then there is a quickie. I sold a lot of mint sets to a U.S. dealer and delivered them by car on Saturday, September 13th. On Monday September 15th I repurchased part of the lot, put them in the car and drove back to Toronto, via way of Windsor, but they only got as far as Windsor. What happened in Windsor is another story. I'd like to tell you about it but that will have to await a Government decision.

Last winter I'd heard by the grape vine that there was a very fine stock of British Colonies in Oshawa and that it might be for sale, but I was too busy to follow up the lead. Then last summer I bought a small collection and stock of Egypt from an English dealer and on the inside of the cover of the stock book was the name and address of the Oshawa collector. That rang a bell up in old belfry, so when I got back to Toronto I contacted the Oshawa collector. He told me he had sold only a small part of the stamps in England and had bought his Egypt lot in England at a higher price — then I'd better come to Oshawa and look at the whole stock.

It was a beautiful lot, carefully and intelligently put together over a period of many years by this very discriminating gentleman. Mint and used — all in very fine condition, were beautifully mounted in loose leaf books — a row of each stamp neatly numbered and catalogued. Then there were the reserve drawers with quantities in envelopes, all in perfect order. Canada, of course, was the best section and the careful attention to condition and preparation was a joy to behold. There was also a complete inventory with the quantity, catalogue number, value and totals. There were about 60 stock books and many reserve drawers, but the valuation took only about an hour. After a delightful lunch at the Oshawa Golf Club, we finished our business and a deal was completed and another stock moved to Empire.

Toronto is one of the main stamp centres in America and visitors often come to buy or sell stamps. Now we can't supply everything that people want, but we can buy anything and everything in stamps that is for sale. On small collections and accumulations, to the largest, we will always pay a fair market price with full and immediate payment.

Philatelically yours,



HARRY B. MARTIN, Jr.

Empire Stamp Corporation Limited

1150 YONGE STREET • TORONTO, ONTARIO

(Telephone 921-8967)

THE CANADIAN PHILATELIST

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VOLUME XX NUMBER 6 NOVEMBER - DECEMBER 1969 WHOLE No. 115

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THE CANADIAN PHILATELIST Journal of the Royal Philatelic Society of Canada. Published at Toronto 6 times a year. Printed at Port Perry, Ontario.

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MANUSCRIPTS should be typewritten, double spaced, one side of page. The submission of a manuscript to this journal is held to imply that it has not been published, is not under consideration for publication, elsewhere. Postage is required if the material is to be returned.

REVIEWS Books and Literature for review should be addressed to the Editor.

SUBSCRIPTIONS The Canadian Philatelist is available only as part of membership in the Royal Philatelic Society of Canada. Membership information may be obtained from the Secretary, Walter Anderson, Box 3144, Station "C", Ottawa, Canada. Sample copy $1.00.

CORRESPONDENCE requiring a reply must enclose an addressed and stamped envelope.

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(Opinions expressed in the various articles in this journal are those of the writers and not necessarily endorsed by the Society and/or this journal)

EDITORIAL:

"To read without reflecting is like eating without digesting."

—Burke.

☆ ☆ ☆

I was disturbed to note that the recent exhibition in San Diego, California, was titled by its sponsors as the "San Diego International Philatelic Exhibition", and I think that the term "International" is being used by some organizations far too loosely. There is a definite hierarchy attached to stamp exhibitions and a progression up through the various grades of difficulty is meant not only as an elimination contest but also as an educational experience for those collectors who exhibit. Just as other sports go through a series of play-offs before the big final game so each exhibit and exhibitor must exhibit first locally or regionally, then nationally, and finally internationally.

At each step of this process the exhibit should be in competition and compared against others of similar class. The experience gained by each exhibitor during this process is invaluable to his development as an exhibitor and philatelist. Only by exhibiting can a collector have his taste and philatelic technique assessed by independent judges.

This is not to say that all collectors must exhibit. On the contrary, we can each collect as we will, but if we do exhibit we do expect that the organisers of the exhibition will not give misleading and grandiloquent names to their offspring.

Obviously, San Diego, even if it did have a few exhibits from beyond the borders of the United States, could not by any stretch of imagination be called an international show. It was a local or regional exhibition and its awards have only local or regional status. Now I know this, and probably a large proportion of the exhibitors know it also, but imagine what some naive soul, who has entered his cherished collection of "Wheelchairs on Stamps", will think when he gets his beautifully engraved certificate or whatever. "Just think", he will say, "on my first time out I won an international award."

Local or regional stamp shows are limited in breadth of competition, frame space, financing and quality of judging. Their rules of competition vary from "everybody gets a medal" to "nobody gets anything", and some of the classification of exhibits needs to be seen to be believed. As a direct consequence of this, the value of a local or regional award as a means of rating the philatelic worth of a collection is of little significance.

National shows put on by a national society and open to all collectors in the country provide the true rating of an exhibit's worth. Their scope and financing are such as to ensure the maximum facilities and a high quality of judging and their classification of exhibits is usually modelled on that of the big internationals. The annual A.P.S. Convention and, of course, our own Annual Convention, are examples of such shows. The awards given by national shows are usually a prerequisite before an exhibit will be accepted for international competition and have more significance and value because of this.

To be a true international exhibition a show must conform to certain established standards. It must conform to F.I.P. or I.A.P.F. rules for such events. It must be publicised throughout the philatelic world and be capable of accommodating thousands of frames. Its panel of judges must be chosen from the leading philatelists of the entire world, and, last but not least, it must be recognised by **world** philately as an "International".

I suppose that it is a great temptation to show organisers to make their show sound as attractive as possible and by so doing ensure success financially and, of course, there is no overseeing body that can enforce accurate descriptions.

NOVEMBER 25-27-1969

THE FABULOUS COLLECTION OF

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of Toronto and now offered by order of the executors for unreserved sale by auction by *ROBSON LOWE LTD.* and *THE MERCURY STAMP CO. INC.*, 10 *East 40th. Street, New York.*

The section to particularly interest readers of this journal is the one devoted to the development of the posts from the days when Benjamin Franklin was Postmaster General of Canada up to 1840. Including all the primitive handstamps of the old Colony as well as New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland and British Columbia.



Other sections cover America, West Indian Colonies, South and Central America, Europe, Levant, Egypt and Africa.

This fantastic collection shows the rise of Britain as a maritime power at a time when over half the overseas mail in the world was carried in British ships.

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The 42nd R.P.S.C. Convention in 1970

Will be held in Winnipeg

June 23 - 26

at the Marlborough Hotel

The convention will feature "tag" stamps of Winnipeg with tag demonstrations and a tour of the "sefecan machine". Exhibits are welcome. A number of special events and seminars are also on the program.

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However, one would hope that this trend would cease, at least among the non-commercial shows, once philatelic common sense asserts itself and it is realised that it can only harm the hobby in the long run.

☆ ☆ ☆

A MESSAGE FROM THE PRESIDENT

It is with the utmost regret that we inform you that the annual dues will be increased by $1.00 per year to $6.00. The last increase took place a number of years ago and has permitted the Society to expand its services to its members. With the massive increase in the cost of mailing, we have been obliged to make this increase or we would have to curtail the efforts of the R.P.S.C. in a number of fields.

An increase of up to $2.00 was authorized at the last Annual Meeting, but your directors have felt that a $1.00 increase would permit us to get by.

The increase will be reflected in your next dues.

H. SUTHERLAND

☆ ☆ ☆

I note that on July 1st, 1969, there was an announcement that the creditors and investors in the schemes of Shanahans Stamp Auctions Ltd. were paid dividends which ranged from 100% to 13%. Only 80 investors out of 9000 received full restitution, all the rest lost money. Further comment unnecessary!

☆ ☆ ☆

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ROYAL PATRONAGE FOR 'PHILYMPIA 1970'

Her Majesty, Queen Elizabeth II, has graciously consented to give her Patronage to the London International Stamp Exhibition 1970 - PHILYMPIA 1970 - to be held at the Empire Hall, Olympia, London, September 18th to 26th, 1970.

This is the second occasion on which Her Majesty has granted Patronage to an International Stamp Exhibition in London, the other event being the 1960 Exhibition; Her Father, King George VI, was Patron of the 1950 Exhibition in London.



Offers From Our Rare Stamp Department

CANADA S.G.7a 1852-7 3d scarlet-vermilion. Vertical pair on thin wove paper, good margins except at lower right, where cut to frame line. "STEAMBOAT - LETTER MONTREAL AUG. 23 1855" cancellation. Very rare. Ex Dale/Lichtenstein. **$520**
S.G.23 1857 ½d deep rose, an attractive unused example with original gum on stout hard wove paper. Margins large at three sides, but close at fourth. **$169**
S.G.115 1893 20c vermilion. A fine fresh block of four, unused with original gum. Well centred for this issue **$130**

NEW BRUNSWICK S.G.17a 1860 10c red. Bisected on cover to Halifax. Manuscript date, a superb cover with fine appearance **$234**
1860-3 Die Proof of the 2cent value in black on India paper .... **$.58**

NEWFOUNDLAND S.G.43. 1876-79 5c blue, rouletted. Unused with original gum. Extremely scarce imprint block of four, from top of sheet **$312**
1937 Coronation Die Proofs. A complete set of twelve proofs including both dies of 3c **$650**

NOVA SCOTIA 1851 S.G.1. 1d red-brown, vertical pair, and S.G.5 yellow green on cover, paying the single rate packet letter to Newfoundland, tied by oval grids on folded letter "TATA-MAGOUCHE MR 9 1858" sometimes known as French River, to "St. Johns". Also bearing transit and credit markings. Very rare. **$1430**

PRINCE EDWARD IS S.G.20 1863-8 9d reddish-mauve. just tied by grid to small envelope. to London. "PRINCE EDWARD ISLAND MAY 18 '68" and "RECEIVED LONDON" (in red) marks. Fine and rare. Ex Dale/Lichtenstein. **$104**
S.G.30 1867-8 3d blue on course wove bluish-white paper. Unused original gum, block of ten with two horizontal pairs imperforate between. S.G.30a. **$130**

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If you would like to see any of the above or are interested in similiar material - why not write to:— **JOHN FARTHING**

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Type Ic

The Montreal Telegraph Company

By KENNETH ROWE

On the day after Christmas 1846, the Montreal Board of Trade approved a proposal to link Montreal and Toronto by the latest technical advance — the electric magnetic telegraph.

The company was initially called the Montreal and Toronto Magnetic Telegraph Company, but when it was incorporated in July 1847 the name chosen was The Montreal Telegraph Company.

The line was commenced from Toronto in March 1847 and reached Montreal in August and Quebec in October. The contractors were Livingston and Wells, and by the end of 1847 the company had nine offices and 540 miles of line.

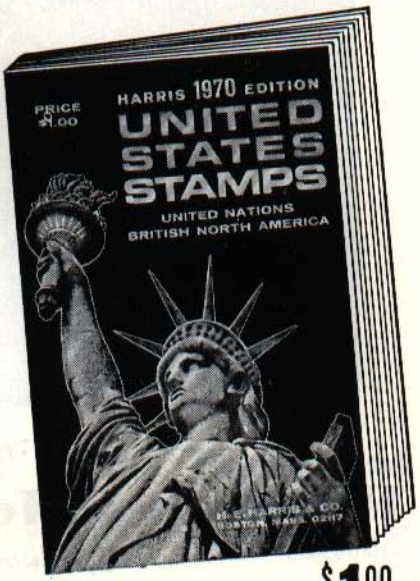
An active management made the company the most successful of the pioneer lines and it eventually absorbed most of the others until in 1881, when it became a part of The Great North Western Telegraph Company, it operated 20,000 miles of wire and had 1500 offices.

During this period the company used a number of different designs for its envelopes. Most of these were delivered by messenger and bear no postal markings, and as a consequence are difficult to assign to a particular period. This article is an attempt to bring some order and provide a preliminary listing of the various envelopes in use. I would welcome additional information on the subject.

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TYPE I — Handstruck Oval

This type is found in shades of blue green and would seem to be the initial design introduced in 1847. The design and size differ slightly for each city.

A. TORONTO November 1850
B. MONTREAL September 1848
C. KINGSTON March 1850



Type IIa **Type IIc**

TYPE II — Coloured Embossed Scroll

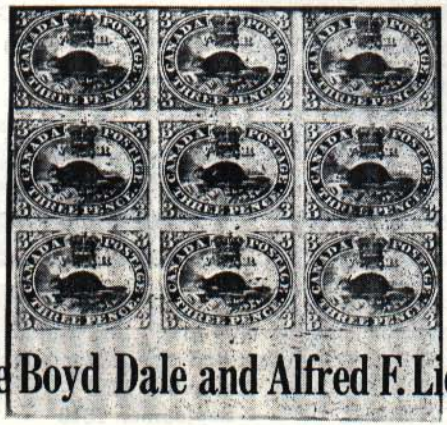
The envelopes can be found with and without a coloured embossed seal on the flap.

A. RED/GREEN August 1853 to May 1855
No white line at ends of scroll. Dot under "O" of C°. square.
B. RED April 1857
As above but lettering slightly smaller.
Dot under "O" of C°. rectangular.
C. BLUE September 1856
White lines at ends of scroll. Dot under "O" of C°. round.



Type IIIa **Type IIIb**

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TYPE III — Embossed Uncoloured Oval

A. 56 x 38 November 1857
Frame:— Dots and line. Lettering sans serif

B. 57 x 37 October 1857 to May 1859
Frame:— Rings and dots. Lettering serif



Types IVa Va
Vb Vc

TYPE IV — Oval with Machine

A. BLUE/GREEN March 1864 to February 1866
Imprint on reverse "Made by Wm. Murphy, 438 Canal St., New York". A subtype exists with "N. York" in brackets.

TYPE V — Embossed Coloured Oval

A. RED/BLUE April 1860 to March 1864
Lettering serif

B. RED/BLUE November 1861 to September 1868
Lettering sans serif

C. RED ?
Fancy frame

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Types VIa, VIb, VIc VId, VIe, VIf VIg



TYPE VI — Ornamental Circle

A. BLUE November 1865
Lettering sans serif. Circle unbroken.
Imprint on reverse "Made by Wm. Murphy.
438 Canal St.. New York".

B. BLACK/BLUE October 1866 to August 1868
Lettering sans serif. Circle broken by
cross strap at bottom.

C. BLACK May 1869
Art Nouveau style of ornament. Lettering sans serif.

D. BLUE/BROWN March 1865
Chubby arm with dotted shading. Lettering serif.

E. BLUE ?
Chubby arm with lined shading. Lettering serif.

F. RED December 1868
Muscular arm. Shading bottom of circle measures 15 mm.
Six lines of shading between L and T. Lettering serif.

G. BROWN January 1869
As above but shading at bottom of circle measures 17 mm.
Seven lines of shading between L and T. Lettering serif.

SERVICE

In the Stamp Business, perhaps more than most, service to the Customer is of the utmost importance. At the same time, for the detail work and proper handling of stamps, time is the commodity of which every dealer seems to be constantly short.

Mr. Ken Haigh, who has managed the Store for the past three years, has "semi-retired". However, he is still coming in three days a week, and this is a great bonus. Mr. Ted Wright, who used to work for us Saturdays and extra days while still a student at University, has now joined our staff on a full time basis.

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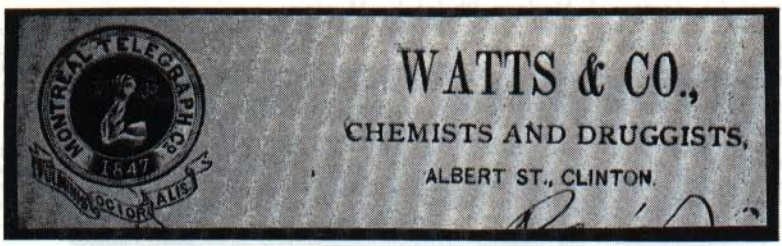
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Types VIIa VIIb
VIIIa VIIIb



Type VIIIc On an unusual advertising cover

TYPE VII — Plain Circle

A. BLACK July 1871
Dot under "O" of C°. Heavy outer circle.

B. BLACK October 1871
Line under "O" of C°. Medium outer circle.

TYPE VIII — Circle and Scroll (Solid Centre)

A. LILAC/BROWN December 1874 to February 1875
Plump arm. Medium outer circle. Shading around "1847" does not fill area between "M" and "C°."

B. BLACK/LILAC/BROWN February 1872 to January 1874
Plump arm. Heavy outer circle. Shading fills area around "1847".

C. BLACK November 1872 to January 1873
Muscular arm. Heavy outer circle. Heavy shading around "1847". Shorter tails on scroll ends.

Note. Type VIII can be found with "Collect" and "Charges Paid" printed in the same colour as the device.

PUBLICATIONS OF

The American Philatelic Society

which are still in print and available, post paid, from

A. P.S. CENTRAL OFFICE, P.O. BOX 800, STATE COLLEGE, PA. 16801

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By Maryette B. Lane. (Consultant: Elliott Perry). A fascinating, updated study of the ever-popular United States 2-cent stamp of 1863-67, affectionately called the "BlackJack". This excellent work is divided into seven parts: Introduction, The Black Jack in the Civil War, In Domestic Commerce of Its Day, On Covers to Foreign Countries, Collateral Material, Fancy Cancellations and Other Postal Markings, and Technicalities of Production. 160 pages, more than 300 illustrations. Clothbound $10.00

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FOREIGN

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— Latin America: Philatelic History of the War Between Peru and Chile, 1879-1884.
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GENERAL

Fundamentals of Philately.
By L. N. & M. Williams. This outstanding masterwork is completely revised from the monumental serialization in "The American Philatelist." Three Sections are still available:

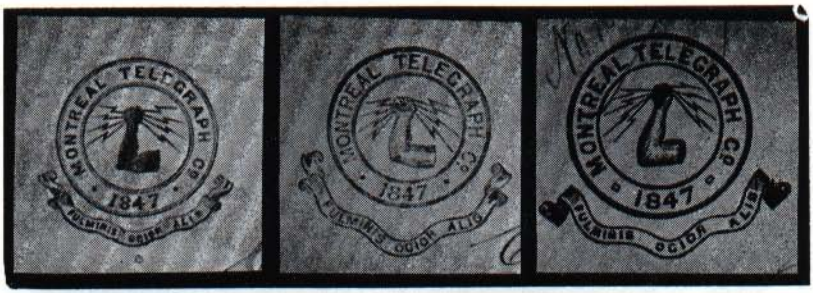
— SECTION III.
Continuing full presentation of methods of printing—lithography and offset, the production areas by which so many of today's stamps are created. This 112-page section is encyclopedic in thoroughness. Bristol cover $2.50

— SECTION IV.
The full story on Relief Printing unfolds in this section. Superb illustrations throughout the text provide visual aid in the study of varieties and terms in Relief Printing. The thoroughness of presentation that typifies the work of the Williams Brothers makes this study a fascinating experience. 112 pages, sturdy bristol cover $3.50

— SECTION V.
This completes the volume—devoted to the production of postage stamps. Chapters in this concluding section cover "Inks and Color" (terms relative to inks and color), "Gum" (varieties and terms of gum), and "Separation" (terms relative to separation). 176 pages, bristol cover $4.50

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Types IXa IXb IXc

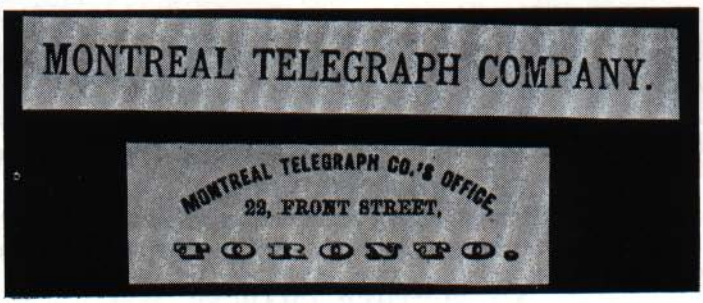
TYPE IX — Circle and Scroll (Open Centre)

A. BLUE/LILAC December 1875 to June 1876
Arm solid. Line under "O" of C°. 26½ mm. diam.

B. BLUE/LILAC August 1876 to October 1877
Arm partially shaded. Dot under "O" of C°. 26½ mm. diam.

C. BLACK September 1878 to January 1883
Arm crosshatched shading. Different scroll. 31 mm. diam.

Note. Type IX can be found with "Collect" and "Paid" printed in the same colour as the device. Also with a circular handstamp reading "An Answer Requested By Return".



Types Xa
Xb

TYPE X — Straight Line

A. BLACK September 1872

B. BLACK ?

It will be apparent to the reader that there is some overlap of usage in certain types and also that there are a number of gaps in the date sequence. I have recorded only dated examples and I would be happy to see examples which would close the gaps (I would pay postage both ways). I would also be interested to see devices which differ from the types listed in this preliminary article.

Acknowledgment: I am grateful to Mr. C. De Volpi of Montreal for permission to examine his collection (since dispersed) and to use the following photographs — IC, IIIA and B, IV A, C and E, VIIIC, XB and Figure XI. All other types are from items in my own collection.



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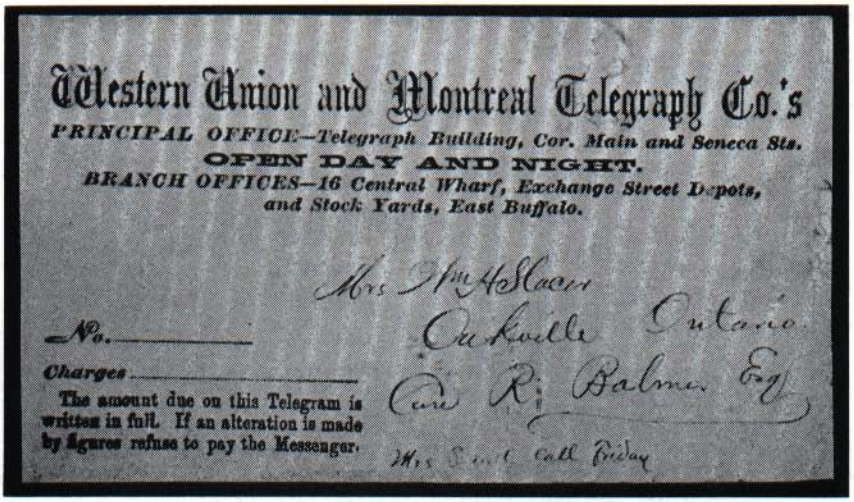
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Figure XI

An interesting joint usage envelope from the Buffalo office.

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Prepaid letter mailed at Elgin, Scotland on 30 January 1842, which after passing through Edinburgh the following day left Liverpool on the CALEDONIA on 4 February for Halifax. Three days out, the CALEDONIA ran into a hurricane and after four days was so badly damaged that she had to return to Liverpool. The passengers and mail were transferred to the ACADIA, which reached Halifax on 7 March, 31 days after the original departure from Liverpool.

Highlights From The Early Days Of The Cunard Line

By J. C. ARNELL, RPSC No. 8170

IV. The First Delays in the Transatlantic Mail

As already noted, the performance of the Cunard steamers during the first eighteen months of service was a record of which Samuel Cunard himself could be proud. During that period, the four steamers operating in turn — BRITANNIA, CALEDONIA, ACADIA, COLUMBIA — maintained an average time of crossing from Liverpool to Halifax of just over 12½ days, with an 11 day average return time. The fastest east-west crossing was 10½ days by the COLUMBIA in early June 1841 and the longest was that of the ACADIA in late March of the same year at the time of the equinoctial gales. On the return trip the fastest crossing of 9½ days was made by the ACADIA during the latter part of August 1841, with the slowest crossings being several of 12 days. The trip between Halifax and Boston normally took between 1½ days and 2 days, although at times of the year when fog was prevalent, an elapsed time of 2½ days was to be expected. The stop at Halifax on both outbound and homeward voyages was the minimum necessary to offload the Mails and any passengers stopping at Halifax and to take on any supplies or coals and Mails, as well as any embarking passengers, and usually was only a few hours.

One of the reasons for the success in meeting the schedules lay in the equipment redundancy. Samuel Cunard built four ships to meet a contractual com-

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Royal Philatelic Society of Canada
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Pres.—Gary Peterson
Secretary—Arthur J. Bentley
290 South Vidal St.,
Sarnia, Ont. Canada

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R.P.S.C. #3 Montreal, P.Q.
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7.00 - 11.00 p.m.
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(CHAPTER No. 40)



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(Chapter 13, of the R.P.S.C.)

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(RPSC Chapter No. 33)

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and
Second Wednesday of each month in
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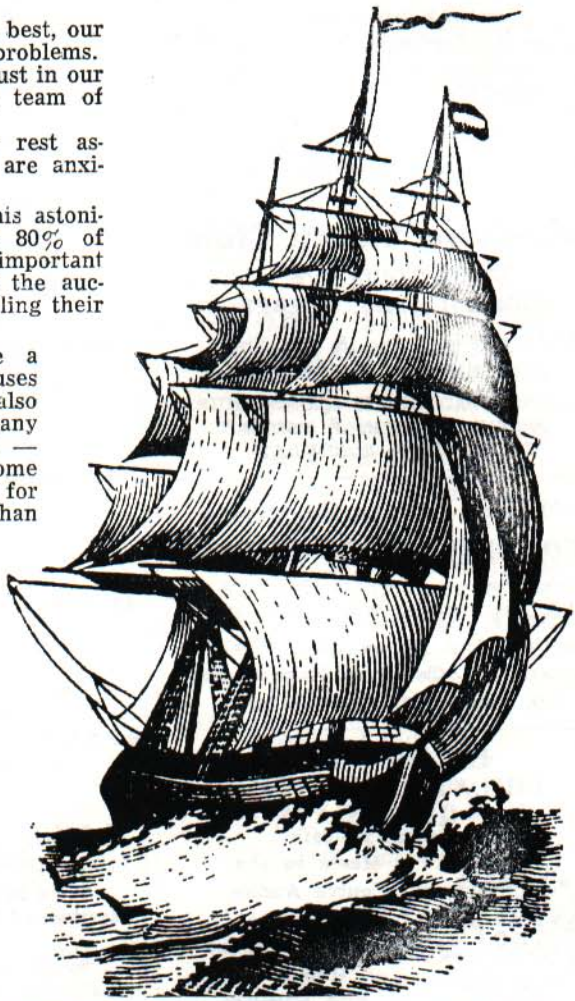
A general inquiry had this astonishing result: more than 80% of those people who own important collections would prefer the auction when thinking of selling their property.

Well, there exist quite a number of auction - houses and — to be honest — also our competitors have many advantages to offer but — for any of our sales some hundred sellers decided for us (very often more than 600).

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mitment to provide twenty round trips per year, each of which required a minimum time of between three and four weeks to complete assuming a turn-around time at Boston of only a few days. Theoretically this could have been done with two ships, or three, if provision was made for refits and other periodic maintenance. However with four ships it was possible to schedule a ten day to two week lay-over at Boston and two to three weeks between voyages at Liverpool. This ensured that any delay on an individual crossing would not cause a postponement in the next sailing of the steamer involved.

But even the best laid plans are thwarted by factors beyond human control and the day came when the Cunard schedule was upset by the forces of nature. The CALEDONIA was due in Halifax about the middle of the month with the English February 1842 Mail and did not arrive. Speculation grew as to her likely fate as the days passed into March. When there was still no word of the vessel by 3 March, on which date it would normally have arrived at Halifax from Boston on the return trip to England, steps were taken to send a Mail to England by the UNICORN, which was at Halifax for the winter with the Pictou-Quebec route closed until Spring as the St. Lawrence River was frozen over. The UNICORN sailed from Halifax for Liverpool on Sunday, 6 March 1842 and when only a few hours out met the ACADIA heading for Halifax from Liverpool and returned to Halifax with her the following day. With the arrival of the ACADIA came the first word of the CALEDONIA. The following is the story as it appeared in the London MORNING HERALD of 18 February under a Liverpool date line of the previous evening. (This paper reached Halifax on the ACADIA and the news item was printed in the Halifax NOVA SCOTIAN of 10 March.)

'No inconsiderable excitement prevailed here to-day, from a number of flying rumours which were current respecting the damage which the Caledonia steam-ship had sustained on her outward trip; but the publication of the actual facts allayed these apprehensions, and the high character which the fine fleet of steam-ships to which the Caledonia belongs, the rapidity and regularity of their passages, their general stability, and the excellence of their arrangements, have not at all shaken public confidence in their favour. Indeed, the wonder is, that having made so many and such regular trips, they have encountered so few of the disasters incident to ocean navigation, to which all vessels — sailing as well as steam ships — are alike liable. It may be added that the machinery of the Caledonia is as entirely free from injury as on the day she started. The proprietors, with becoming promptitude, have arranged to dispatch the Acadia with the Caledonia's passengers, and an additional mail, on Saturday. The following letter, written by a passenger on

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98-103	35.00	C2	30.00
104-14	27.50	C3 or C5A	
115-26	17.50	C6-C11	
127-30	14.50	C12	95.00
131-44	17.50	C13-C17	19.00
145-59	11.50	C18	187.50
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FL6EG—**LOOSE LEAF PAGE** to fit FL6. Black with Acetate pockets 2 pockets each side, for covers or miniture sheets ..... .75
FL6E3—**Loose leaf page** to fit FL6, **FOR BLOCKS,** 3 Pockets per side ..... (NEW) (NEW) (NEW) ..... .75
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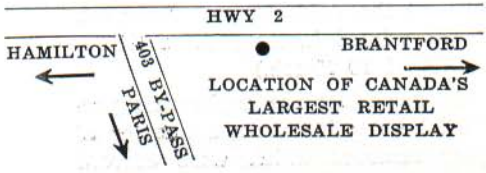
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board, while it gives a graphic sketch of the hurricane which the steamer encountered, bears testimony to the excellence of the vessel, and the promptitude and energy of the captain:—

'For the first three days after we sailed we got on admirably with a fair wind, but on the morning of the 7th, the wind chopped around, and commenced blowing very hard. On the 8th the storm increased from the westward, with a heavy head sea. It continued throughout the 9th. On the 10th the sea was tremendous, and carried away our fore starboard bulwarks, and ice-house, filled the fore cabin with water, completely washed out the passengers, whose berths were in that part of the vessel, and thoroughly saturated all the bedding, and sprung the rudder. Part of the after larboard bulwarks, and the iron rail on the taffrail were twisted off, the wheel house damaged, and the paddle-box partially stove in.

'The gale continued during the 11th. We had to steer by the sails, and endeavoured to secure the rudder (the main piece of which was completely twisted in the case) by lashing chains around, passing iron bolts through it, and fixing chains over the stern. At 6 p.m., on the 11th, being then in latitude 49 20, longitude 29 W., the captain and officers found it would not be safe to proceed on the voyage, as they were all of opinion that the rudder would not hold together two hours more against such a heavy sea. The captain, therefore, put her head about for the purpose of running into this place (Cork) for repairs.

'Notwithstanding all our misfortunes,

I must say the Caledonia is a most excellent sea boat, for she rode through the gale like a duck. Too much praise cannot be given to Captain Lott for his courageous and seamanlike conduct throughout the whole storm — infact, on all occasions; and I refer you to a series of resolutions, drawn up by the passengers, acquitting him of all blame.'

The Caledonia is now off the port (Liverpool), and will reach the river to-night."

Rather than send the ACADIA on to Boston and delay the Mails for England even further, the UNICORN took the passengers and Mails to Boston, while the ACADIA returned to England. In this way, the March Mails from North America were only a week or so behind schedule in reaching Liverpool.

On the next trip out to Liverpool there was another long crossing when the COLUMBIA on the thirteenth day at sea (18 March) had a total machinery failure, so that it was necessary to take off the floats and proceed under canvas. Six days later the starboard engine was repaired and the vessel limped into Halifax on 25 March, having taken twenty days from Liverpool. This was the longest crossing during the early years, if not throughout the existence of the Cunard Line.

Once again the UNICORN took the passengers and the Mails to Boston, while the COLUMBIA underwent repairs at Halifax before returning to Liverpool. The UNICORN arrived back at Halifax on 4 April — one day later than the normal schedule.

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196B	4.65	306B	.56
218B	4.00	325a	.12
231B	.42	327a	.13
233a	.50	327B	.23
249a	1.50	328B	.20
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THE DETECTIVE ITCH

Reading a review of the writings of the late A. J. A. Symons I came across the following quotation:—

"Why has no poet offered a dithyramb in favour of curiosity as a receipt for happiness, a stimulus to life? . . . To discover how and why a thing was done, to learn the real motive or meaning of some action, to put facts to facts and make them tell a story — this is the detective itch that keeps men young".

Of course the writer was not using either postal history or philately as the raison d'etre but he might well have been for in no other walk in life is the detective itch greater.

Frequently collectors enquire if there is a new subject which they could study and which has not been tackled before —somewhere that the detective itch can be scratched. Of course, there are always new subjects cropping up among the modern issues and there is still plenty of scope in those nineteenth century issues which are not in the classic period; but the enormous appeal of the early adhesive stamps is difficult to resist even if the subject has been studied a thousand times before.

Actual figures are available which prove that during the last season, the number of philatelists increased by 19.3% in a year. In the same period the increase in the number of collectors interested in postal history increased by 63.8%. The difference between these increases is caused by the ease with which a collector can scratch the itch in postal history prior to 1880 in comparison with philately.

There is another comparison which research has revealed and that is the split up of 1,000 collectors into their interests.

	1966-67	1967-68
Only collecting Postal History	37	46
Collecting both Postal History & Philately	146	186
Only collecting Philately	817	768

All sides of the hobby are flourishing but the rate of increase among the postal historians is more than three times as great as the philatelists although the latter are more than three times the size numerically. Curiously enough, the proportion of those interested in postal history who exhibit their collections is so high that it practically equals the number of purely philatelic exhibitors.

It seems to me that it is this detective itch which is responsible for the population explosion among postal historians.

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Society Reports

Applicants listed as new members have applied for membership in the Society and 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.

(*) Has requested that street address be left out)

New Members

9193 Andrews, Ernest A., 436 - 6 Street, Brandon, Manitoba
9194 Mouratides, Dr. A., Box 81, Sandwich Postal Station, Windsor, Ont.
9195 Tonelli, Dr. Alex N., 293 Belsize Drive, Toronto 7, Ontario
9196 Krug, Bruce, P.O. Box 405, Chesley, Ont.
9197 Heit, Melvin, 6131 Charles Street, Halifax, N.S.
9198 Jesperson, Henry L., III, 47 Briarwood Road, Florham Park, N.J. 07932 USA
9199 Ridgway, William G., 102 South 9th Street Akron, Pa. 17501, USA
9200 Hahn, Alfred W., Jr., 14 Quay Court, Centerport, N.Y. 11721, USA
9201 Charbon, Albert, 300 Winnett Ave., Apt. 301, Toronto 10, Ont.
9202 Dujmovic, Capt. Alboran I., Box 3343, Guayaquil, Ecuador, S. America
9203 Brown, J. D., 498 Lakeshore Highway West, Oakville, Ont.
9204 Bergy, H. L., 625 W. Fargo Street, Ionia, Mich. 48846, USA
9205 Kende, Andres, Calle Sur 73-4346, Mexico 13, D.F., Mexico
9206 Allen, A. Stwart, Box 340, Cardinal, Ont.
9207 Murison, Allen E., 3503 Prestwick Court South, Columbus, Ohio 43220, USA
9208 Hatter, Clyde W., 319 Riley Street, Dundee, Mich. 48131, USA
9209 DeBerry, Richard H., Ships Office, USS Washtenaw County (LST 1166) FPO, San Francisco, Calif. 96601, USA
9210 Cadotte, Paul, Canefield, Dominica, British West Indies
9211 Chisholm, Joseph D., 43 Hillcrest Street, Antigonish, N.S.
9212 Petosky, Paul E., Box D, Ishpeming, Mich. 49849, USA
9213 Smele, David H., 21 Durrington Crescent, Scarborough 732, Ont.
9214 Trimmer, V. R., 8620 East Windsor Ave., Scottsdale, Ariz. 85257, USA
9215 Newman, Howard A., 75 Witch Lane, Rowayton, Conn. 06853, USA
9216 Strock, David C., 4109 - 25th Ave. S.W., Seattle, Wash. 98106, USA
9217 Gray, J. A., 15 Montvale Drive, Scarborough, Ontario
9218 Fraser, Mrs. Janet M., 2451 Werbe Lane, Carmichael, Calif. 95608, USA
9219 Savage, Art, 86 Mobile Village, R.R. #2, Trenton, Ontario
9220 Mason, Robert R., 231 Green Circle, Dorval 780, P.Q.

Reinstated

7437 Szata, Al., 2373 Walkley Road, Ottawa 8, Ontario

Changes of Address

Bailey, Major W. J., C/o CDLS (L), CPPO 5051, Belleville, Ontario
Boyd, W. M., 225 Sydney Street, Cornwall, Ontario
Derrick, D. F., 833 Baker Drive, Coquitlam, B.C.
Dougan, Chas. W., P.O. Box 136, Saanichton, B.C.

Gibson, Robert W., 964 Oakwood Drive, Apt. 149, Rochester, Mich. 48603, USA
Hayes, Peter, C/o CFS, Moisie, Moisie, P.Q.
Head, Michael, D., 19 School Street, Box 473, Copper Cliff, Ont.
Keith, Alfred H., 245 Gillette Street, Prince George, B.C.
Kempkens, N., Box 186, Station "A", Scarborough, Ontario
Lagios, Nick, 50 Place Cremazie West, Suite 1001, Montreal 351, P.Q.
Minorgan, Don, 283 Dogwood Street (R.R. #1), Parksville, B.C.
MacEachern, E. L., General Delivery, St. John's Newfoundland
Nelson, Gordon, 20 Graydon Hall Drive, Apt. 614, Don Mills, Ontario
O'Gorman, Joseph Brian, 11 Parker Avenue, Apt. 212, Boston, Mass., USA
Pace, Mrs. Florence, 12211 - 40 Avenue, Edmonton 73, Alberta
Pekonen, William, Box 1175, Cloverdale, Surrey, B.C.
Pelletier, Paul, C/o Pelletier Cie, Inc., P.O. Box 337, Outremont, Montreal 154, P.Q.
Pickles, Kenneth J., 1180 Broughten Avenue, Apt. 301, Vancouver 5, B.C.
Ross, John A., R.R. #2, Abercorn, Brome County, P.Q.
Southey, Thomas W., 16 Westdale Drive, Apt. 406, Welland, Ontario
Steidl, C. A., 658 Brock Street, Winnipeg 9, Manitoba
Sullivan, Dr. W. E., 31 Thorneloe Crescent, Sault Ste. Marie, Ontario
Traquair, Robert S., 870 Dorchester Drive, Sarnia, Ontario
Tyler, John P., 50 Golf Avenue, Pointe Claire, Quebec
Waite, Robert K., Sr., 10 Berkshire Plaza, North Adams, Mass. 01247, USA
Wazal, Heinz, P.O. Box 3082, Postal Station "B", Saint John, N.B.
Weldon, Mrs. F. E., 536 Spinnaker Lane, Sarasota, Fla., USA

Deceased

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John Reid, Brooklyn, N.Y.
Dr. W. G. Stewart, Toronto
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CANADIAN Illustrated Postcards wanted. Must be dated earlier than 1900. Ken Rowe, 90 Warren Road, Toronto, 7.

Postmarked Ottawa

By HANS REICHE (RPSC 6397)

Some time has passed since I have written. Well, besides some heavy work over in Europe I had a few hours to spend on stamps. The International Postage Stamp Show under the sponsorship of the Union Filatelica Subalpina in Turin, Italy was held in the new exhibition palace. With over 1000 frames the Italian Philatelic Federation celebrated at the same time its 50th anniversary. A special stamp was issued which, if you were lucky, could be obtained on an original die prospectus with a special cancel from the travelling post office. No entrance fee was charged and you can imagine the crowd. The many outstanding classic European exhibits including some fabulous Italien States and early Vatican were something I had never seen in any national or even international exhibits. I was told that some were shown for the first time. About 50 dealers with stamps and some others with coins participated with boxes full of material but almost no Canadians. A special section was set aside for Humor in philately which was open to professional humorists and cartoonists. So, I had to go to Venice to find some Canadian stamps and in one shop they offered 3.00 Jubilee mint for 50.-, 3 Pence Beaver No. 4 for 10.-, Large Queens etc. But ask them for Germany No. 1 with a nice cancel and you pay three times catalogue. Bought a few items in Basel and some lovely Admiral Plateblocks in England. In Locarno I attended an evening summer meeting of their club. About 30 of the 170 members turned out. One chap with his son, retired multi-millionaire, gets up around 7 AM and together with his son mounts all the stamps he buys. They collect everything and own about 500 albums. I saw three of them which he displayed. Two Italy, one Swiss. Italy started with No. 1 single used, block of four used, one mint, the same for No. 2 and of the 20c large blocks of mint and used etc. and all the way through. Switzerland all the early in mint and used, some nice blocks but no envelopes with stamps. He told me that he has all the Jubilees of Canada in mint blocks, all the Large Queens mint and used, a 12 Pence etc. The three books which he had with him during the meeting were valued at about $250,000. How many such collectors have you in your club?

The new Michel Catalogue just came out when I was over there and great interest was shown by all in the fact that this year for the first time Michel prices all their stamps with the net market value and not a ficticous value set by some auctioneers or dealers. The group of Canadians guiding Scott on Canadian stamps should take a note.

As on this continent, European dealers do sell not only single stamps but complete collections. One of them had a display of albums for sale which I felt was outstanding. There were seven tables, each about ten feet long, filled with stamp albums from A to Z. Around 700 or more collections were on sale and some were priced from a few Dollars to others up to one priced at $180,000. equivalent in Canadian money. Their turnover is claimed to be about 50% of this stock once a year.

Prepaid Permit stamps on cards or envelopes may not be of much interest to you, but they belong to a Canadian collection. One type noted recently with 8 chevrons has the "8" cents strongly sloping to the right with a small comma behind the value. We believe this is from a damaged die. Not many errors or faults can be found because

the dies are normally carefully cut and reproduced. And another item is the imprint "Canada Postage Paid Port Payé". This one is on a Customs notice and its size is less than 5/8 by ¼. It is the smallest Canadian cancel we have seen. And if you collect these items, get the new Post Office Change of Address card.

Coming Events

NOVEMBER 28 to DEC. 7. "EXFILBO-69" Bogota, Colombia. Canadian Commissioner W. H. P. Maresch, 8 Temperance St., Toronto.

1970

MARCH 28 & 29 — THE ANNUAL EXHIBITION AND BOURSE OF THE NORTH TORONTO STAMP CLUB.

MAY 8-10. UNIPEX III. Syracuse. Contact R. P. Hedley, 7861 Gull Lane, Bridgeport, N.Y.

SEPTEMBER 18-26 — LONDON INTERNATIONAL EXHIBITION. Exhibition Secretary Walter House, 418 Strand, London W.C.2, England.

OCTOBER 15-18 — APS CONVENTION, Honolulu, Hawaii, at Sheraton-Osano Hotel. Host: Hawaiian Philatelic Society.

1971 INTERNATIONAL EXHIBITION BUDAPEST, SEPT. 4-12. Canadian Commissioner W. H. P. Maresch, 8 Temperance St., Toronto.

1976. PHILADELPHIA INTERNATIONAL EXHIBITION—MAY 21st to 30th. Secretary—A. H. Kessler 7934 Pickering Street, Philadelphia, Pa. 19150, U.S.A.

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CHAPTER R.P.S.C NEWS

-CANADA-



Lakehead Stamp Club (Chapter 33) presents Life Memberships. Honoured were two of the area's keenest collectors and longtime members of the club.

Mr. August Hirn, 509 Andrews Street (front left) joined the club on October 22nd 1948.

Mr. Bert Foster, 210 Powley Street (front right) joined the club January 5th 1948. Both men have served on the club's executive for over 15 years.

Presentations were made by Mr. Larry Marrier (back left), club president in 1958-59; and Mr. Don Cochrane, president 1968-69.

* * * *

A late August mailing, to all Chapters, by our Chapter co-ordinator Jim Kraemer mentions the "Champion of Champions" section of the exhibition to be held in conjunction with our 42nd annual convention, sceduled for Winnipeg June 24-27, 1970. Most chapters sponsor or participate in a local or area exhibition. Each chapter is eligible to enter their top award winner from their local show. Due to space, only one frame from each "Champion" will be entered. Suitable awards will be provided by the R.P.S.C. Full details will be published in the next issue of The Canadian Philatelist.

Meanwhile we trust that each Chapter representative has brought the above news as well as the other important. contents of the newsletter to his local chapter's attention.

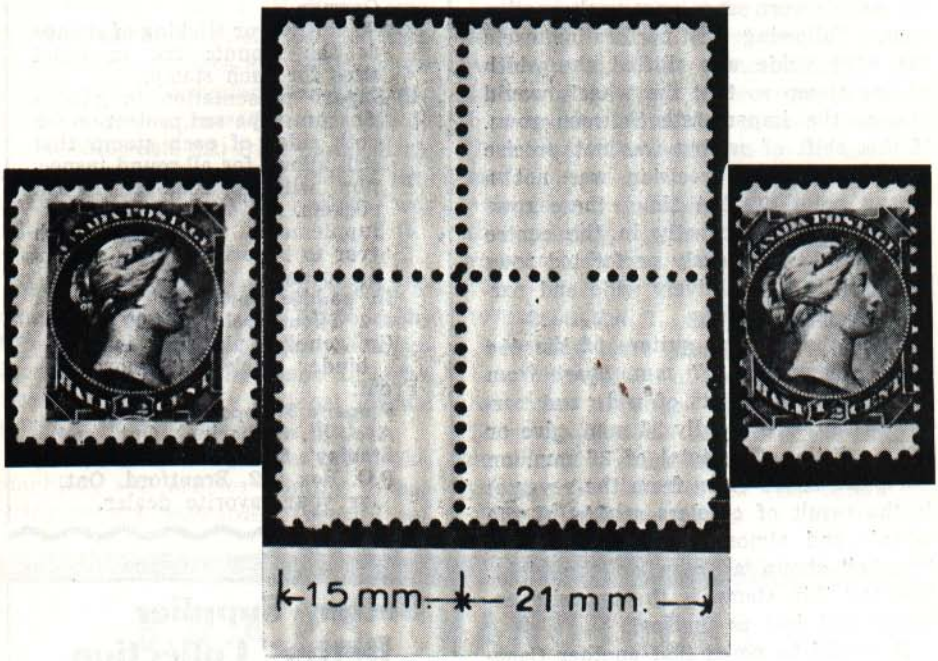
Another slide programme has been added — #31. The Holy Land Postal History 1850-1950 by Dr. Albert Friedberg of Cleveland, Ohio.

* * * * *

JOIN A STAMP CLUB TODAY

What's New In Old Canada

DR. FRED STULBERG



THE WIDE AND NARROW STAMPS
OF THE ½¢ SMALL QUEEN

Although this phenomenon has been explained before, because of its fascinating circumstances, it bears repeating.

First of all, it must be stated that almost all Canadian Victorian Issues displayed marked problems of perforation. In fact, regular perforations were the exception rather than the rule and the ½¢ Small Queen Issue seem to have led the parade. Without doubt its small size was the main contributing factor.

All perforated stamps, with a few isolated exceptions, up to and including the Small Queens were perforated with a Bemrose Rotary Perforator. This machine consisted of two horizontal bars set one above and one below a bed. The upper bar received a series of pinned wheels locked in place by a set screw in each hub and the lower bar received corresponding holed wheels affixed in the same manner and placed so that the two sets would engage one another. The sheets of stamps were fed through one at a time by hand. The power was provided by a large treadle-activated fly wheel.

This primitive method of hand set and feed would explain why most of the stamps thus perforated would not be uniform but does not explain the phenomenon of the alternatively wide and narrow stamps often found across a sheet of the ½¢ Small Queen. This was a direct result of the small size of the stamp design. Apparently the width of

the hubs of the perforating wheels placed a limit as to how close they could be set together and it was not possible to bring them close enough to engage each vertical gutter between each stamp design (although it was possible to do so for the horizontal ones) and as a result the wheels were set to engage alternative ones. Following this perforation cycle the edge guide was shifted the width of one stamp so that the wheels would engage the imperforate between rows. If this shift of setting was not precise (and perforating precision was not a strong point at that time) these rows would not come exactly in the centre between the previously perforated rows resulting in alternatively wide and narrow stamps.

Since the vertical gutters of the ½¢ Small Queen are 17 mm. apart from centre to centre, sets of wide and narrow stamps are usually 34 mm., give or take a little. The total of 36 mm. on the piece above (seen from the reverse) is the result of careless setting of the wheels and almost always produces a "jumbo" stamp as seen on the right. The tall thin stamp is the opposite extreme and just as unusual.

It should be noted that another Canadian issue was perforated by this "imperforate between" method. Do you know which one?

☆ ☆ ☆

REVIEWS

Irish Postal History, from Robson Lowe's "Encyclopaedia of British Empire Postage Stamps" Vol. I, 2nd edition, as revised by F. E. Dixon, J. E. Foley, editor. Published by the Eire Philatelic Association, 16 pp., illustrated, price $1.00 (8/4d), available from J. E. Foley, 40 Edgemere Road, Livingston, New Jersey 07039 or M. P. Giffney, 22 East Road, Dublin 3, Ireland.

For some time all of the better known texts on Irish postal history have been out of print. Perhaps one of the most widely quoted is Robson Lowe's "Ency-

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clopaedia of British Empire Postage Stamps." Volume I, which contains Ireland, is difficult to obtain. Through the cooperation of Mr. Lowe, the Eire Philatelic Association has recently reprinted the applicable section of the "Encyclopaedia" in booklet form, entitled "Irish Postal History." Mr. F. E. Dixon carefully revised the original 1952 text, making numerous changes and additions reflecting new information that has come to light over the past 17 years. The 16 page booklet lists 320 Irish postal markings of the stampless era, and is profusely illustrated. The booklet was edited by J. E. Foley.

* * * *

Postcard collectors will be pleased to know that a comprehensive **Bibliography of Postcard Literature** has just been prepared and published by James L. Lowe, editor of **Deltiology,** a national journal for postcard collectors and dealers.

The **Bibliography** lists over 325 books, pamphlets, and articles relating to collecting picture postcards. Postcard collecting, now called "Deltiology" by discriminating collectors, has become increasingly popular within the last decade.

The **Bibliography** brings together a listing of the major literature about postcards from their earliest beginning. It is 8½"x11" in size, contains twelve pages of compacted information, and is softbound with a heavy vellum cover. An example of the postcard art is attached to the front cover as an illustrative device. Numerous printed illustrations inside the book add to its usefulness.

Copies are available at $1.00 each from the publisher: James L. Lowe, 318 Roosevelt Ave., Folsom, Pa. 19033.

* * * *

1970 Scott Vol. 1. Suggested retail selling price $12.50.

Another edition of the Standard North American Catalogue is now available. The most welcome feature is the introduction of a price for complete sets as was done in Vol. 2 of the 1969 edition.

The publishers inform us that there

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are just over 29,000 price changes of which some 390 are applicable to Canada itself. Most of the earlier issues of Canada as well as those from 1888 to 1929 (if mint) have higher prices. For example, the 50c. Blue Nose mint has been increased to $20 from $13. It is interesting to note that a number of the price changes in classic B.N.A. are due to the sales of the Dale-Lichtenstein collection of B.N.A.

It is to be regretted that duty and sales tax have the effect of raising the price of $7.50 in the U.S. to $12.50 in Canada although we understand that discounts are freely offered on the suggested retail price.

We look forward to the publication of Vol. 2 in September.

H.S.

* * * *

THE INTERIM PERIOD POSTAGE STAMPS OF ISRAEL authored by Bruno J. Forsher, published by the Society of Israel Philatelists and available from Dr. Oscer Stadtler, 3619 Antisdale Ave. Cleveland, Ohio 44118, U.S.A. at $5.00.

The Interim period (March to July 1948) is fully covered in the 124 page book which goes into considerable detail on the provisional or local issues of the area at the time when the British postal services were being discontinued and the State of Israel service was firmly established.

Fully illustrated, the handbook gives a great deal of historical and background information, there are chapters on the Jewish National Fund labels overprinted "DOAR", the local issues for the town or city administrations of Nahariya, Rishon Le Zion, Safad, and the provisional overprints for Affulah, Nahalal, and Tiberias.

Also fully covered are the Military Mail, Private issues. and forgeries, together with an excellent bibliography.

One minor critisism is that after going into considerable detail on the Zefat (SEFAD) stamps and its forgeries, why use a forgery (fig. 134) as an illustration for the genuine?

However we recommend this book most strongly, not only to the Israel specialist but to anyone interested in modern postal history.

W. H. S.

* * * *

PHILATELIC LITERATURE REVIEW FEATURES COLONIAL POST-OFFICE

The June 30, 1969 issue of the Philatelic Literature Review includes a 32-page reprint of the booklet, "The Early History of the Colonial Post-Office" by Mary E. Woolley, originally published by the Rhode Island Historical Society in 1894. It was a paper from an historical seminary of Brown University, and has been widely quoted since by leading postal historians but not readily available to others.

In the same Review, James Negus provides a bibliography on the philatelic literature on Albania and Epirus. Herbert Trenchard presents a fourth annotated article of a series on famous collectors and collections — this time about Arthur Hind, who paid some $32,000 for

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The writings of Herman (Pat) Herst, Jr. are given attention, resulting in his third book just published — "Stories to Collect Stamps By." He has had two previous "best sellers". Henry Goodkind's editorial from the Collectors Club Philatelist on organized philately is reprinted, supplemented by a lengthy plea for "more dialogue" on the "national academy of philately" and other projects, as suggested by Editor Daniel W. Vooys.

The 12-page Second Quarter 1957 Review (#26), long out-of-print and for which offers to repurchase at $3.00 have gone unheeded, has now been reprinted and distributed to members.

The 72-page Review, together with the reprint, is available at 75c. from the Philatelic Literature Association, P.O. Box 187, Canajoharie, New York 13317,

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1969 AMBASSADOR STAMP ALBUM

A brand new, completely revised and up-dated edition of the AMBASSADOR, America's largest-selling world-wide stamp album in its price range, has been published by H. E. Harris & Co., Boston. Like all loose-leaf albums in the Harris Masterwork line, the 1969 AMBASSADOR has been edited by Henry Ellis Harris, a dedicated philatelist for over half a century.

To be certain that the new edition would provide only for stamps which are currently easy to obtain at low prices, every page of the previous edition of the AMBASSADOR was reviewed, and many revisions made. This principle enables the collector to fill the entire album without great expense. Hundreds of newer issues were added, including such stamps as the United States Appolo Moon Stamp and the California Settlement commemorative, issued July 16, 1969.

The 1969 AMBASSADOR contains spaces for nearly 18,000 stamps with thousands of clear identifying illustrations. Every stamp-issuing country in the world is represented, including the newest countries of Afars & Issas, Southern Yemen and Equatorial Guinea. In addition the new volume has historical and geographical descriptions of 150 nations, useful "How to Collect Stamps" guide, Stamp Finder, Collector's Dictionary, and a colorful World Map revised to show the very newest countries. The album's handsome vinyl-covered binder can be expanded to accommodate annual supplements and/or blank pages.

The 1969 AMBASSADOR Album is available from dealers or from the publisher, H. E. Harris & Co., Boston, Mass. 02117.

* * * *

SALES DEPARTMENT

The response to my request for material in the September / October issue was most encouraging but more books are required from the following areas:

CANADA . . early mint and used . .. particularly MINT

UNITED NATIONS . . mint and used and early U.S.A. . . . these two countries could be mounted in one book.

BRITISH PACIFIC ISLANDS and AUSTRALIA and NEW ZEALAND.

FRANCE . . early issues.

GERMAN STATES.

Of the material required Canadian MINT is most urgently wanted. Where you are mounting coils, better sales can be made if these are in strips of **four.** We also need Admiral engine-turns; Canadian small queen town cancels and square circles.

Recent arrivals include stampless covers of Great Britain; early Switzerland and excellent West Indies.

There are still some B.N.A. fakes left in stock and a nice selection of 5 cent Beavers with numeral and small ring cancels. These are available upon request (subject to being unsold of course).

For those of you mounting material for selling in the sales circuits for the first time, should note that stamps must not overlap each other. Failure to observe this request will result in books being returned.

A member has offered early North Borneo and Labuan issues for the sales circuit. If there is enough demand for these I will obtain them so please write if you are interested.

During the month of November I usually receive letters from members wondering why a sales circuit has not arrived at the commencement of a new season and upon checking the reminder file find that no request was made; so

if by chance you have not had any circuits yet it will be because you have not asked for them. Plenty of material in most catagories is awaiting your request.

As the next issue will take us past the Christmas season may I wish you all a very pleasant holiday season.

Gordon F. W. Frost
P.O. Box 345
Willowdale, Ontario.

* * * *

The Youth Section

Now that the school year is in full swing it would be good to hear from the young collectors as to what they are doing in their clubs and what we can do for them.

This is the third part of Mr. Wm. Eyre's discussion on contemporary printing:

At the beginning of its production in 1968, the British American Bank Note Company was faced with the costly and time-consuming task of engraving the dies from which cylinders could be made for production on the new press. To expedite the work and help to offset some of the cost, the hand engraved dies of the 1c., 4c. and 5c. denominations, which were engraved by the Canadian Bank Note Company were transferred to the British American Bank Note Company and used by that firm in the production of the dollar booklet of 4c. stamps and the dollar booklet of the 5c. stamps. Although the dies were reworked to meet the requirements they did not prove satisfactory. One of the difficulties may have been due to the direction of feeding the sheets on Canadian Bank Note Co., presses opposite to the direction used in printing on the web-fed press by the British American Bank Note Company. Since that time the British American Bank Note Company has engraved its own dies for the new $1:50 booklet of 25-6c. stamps, the 25c. vending machine booklet, and the 6c. regular stamp.

Other changes related to the new printing press are found in the construction of booklets. Formerly, Booklets were produced with a front and back cover secured by a wire staple and with wax paper interleaves. Booklets now in use are produced from a one piece fold-over cover, the stamps se-tenant and the inside of the cover is treated with an application of wax to prevent possible blocking.

The new booklets are produced on a machine especially designed to produce stamp booklets in the folded cover format. A roll of stamps is attached to a roll of cover material in a predetermined position by moistening glue on the blank inner strip at the top of the stamps. The cover paper is scored in the centre to facilitate folding.

As the combined web travels through to the delivery end of the machine a cross cutting knife cuts the cover and the stamps into individual booklets. Folding takes place after cutting. The action of the cross cutter is controlled and registered by an electronic eye which is continually scanning special marks on the hinge portion of the stamp web. This accounts for the well-centred cutting on the new booklets. With the larger booklets, where the stamps are folded, the scanning marks are not required because the electric eye can follow the perforations from the gummed side of the web.

Michael Madesker

* * * *

INTERESTING CALENDAR

A beautiful full colour calendar for 1970 has just been issued by Robson Lowe Ltd., 50 Pall Mall, London SW1, England. Priced at $1.65 post paid it is illustrated with all of the great rarities and is a gift that any collector would be proud to hang in his den the whole year through.

MONEY IN STAMPS

"There is probably no object in the world, banknotes and other promissory notes excepted, where value is so curiously out of proportion to the original cost of the material, or to the labour or artistic skill employed in the production, as a rare postage stamp. Whether this will always be the case is an interesting subject for speculation." This was written 78 years ago and in the intervening three quarters of a century philately, the collecting and study of postage stamps, has grown greatly in popularity. In 1891, when that observation was made, stamps were collected by a relatively few people. Philately, it is true, had graduated from the schoolboy pursuit of the 1860s, but its devotees were small in number. It was essentially a hobby of the upper and middle classes and, compared with today, numbered many women among its enthusiasts. It was fashionable for young ladies to have an album to contain their treasures, neatly and artistically affixed to the page with paste or gum!

Nowadays philately is a science and a serious pursuit of millions. More leisure time and better wages and salaries have put the hobby within the reach of countless people who, a generation ago, would have had neither time nor money to take up stamp collecting on a large scale.

Philately occupies an exceptional position in the world of hobbies in that. if undertaken shrewdly, it offers a financial return on the original outlay as well as giving endless enjoyment and recreation. Unfortunately there are still a great many people who collect hapazardly and yet expect to reap a rich harvest when they sell their accumulation eventually. They might be lucky, if they had access to a particularly good source of material, but without laying out money, in the formation of the collection and the judicius purchase of selected items, the better stamps, the errors and varieties will be missing and the resulting sketchiness will be reflected in the low price ultimately fetched. Of course, it might just be possible for an astute philatelist to put together a "research study" based on quite cheap, common stamps in plentiful supply. Among the commonest stamps of Spain are the "Isabella the Catholic" definitives of 1937 and yet one philatelist won a Silver Medal at the first British Philatelic Exhibition held in 1965. That is the stuff of philately—and this is a collection which will no doubt handsomely repay its owner if he should ever sell it.

Most collectors, however, who take the hobby seriously, have to buy much of their material and although true philatelists affect to scorn interest in the financial aspects of philately, secretly every one derives not a little pride of possession from his collection by assessing its monetary value. Some collectors keep a meticulous record of every purchase and enter the "catalogue value" against every item each year; no doubt the steady upward rise of the book value of their collection gives them a great inward glow, even if they would never dream of selling their stamps. At the same time, curiously, some of them have been known to maltreat their treasures; having carefully selected a fine specimen from a dealer's stock-book they will proceed to mount it too heavily, or crease the corners through carelessness, thereby diminishing the value of the stamp and consequently its likelihood of appreciating in value.

Such collectors are, fortunately, in the minority. Most philatelists nowadays know how to care for their stamps and, indeed, "condition" has become almost a fetish, especially in America and Europe. In recent years there has been a mania for collecting stamps. "Unmounted mint" and many Continental

collectors refuse to accept items with even the lightest of hinge marks. Unless a stamp has its full unblemished gum it is rejected. Yet this is a ridiculous criterion to apply especially to older stamps, from an era before pochettes and transparent strips were invented, or to the bulk of the classics whose earliest owners glued them to their album pages without using stamp hinges. A nicely centred, freshly coloured "classic" without gum is infinitely preferable to one of poor appearance but still retaining its mucilage.

But condition, important though it is, is only one of the factors affecting the desirability — and hence the financial prospects of a stamp. Rarity is an important factor, but this in itself is not enough. There is only one British Guiana 1c. black on magenta of 1856 and it is regarded as the world's most valuable stamp, yet there are literally hundreds of unique stamps though none can approach the former in popularity. There are three unused copies of the Mauritius "Post Office" 2d of 1847 and a similar number of the Somaliland Protectorate 1 rupee Official stamp of 1904; yet the former rates £14,000 in Gibbons' catalogue while the latter is listed at a mere £20. Obviously the law of supply and demand operates very vigorously in the philatelic world.

It is not sufficient alone to regard the numbers of stamps issued; the popularity of the theme or the issuing country, the attractiveness of the design and the face value of the stamp all have some bearing on the prospects of the stamp.

The stamps of the United Kingdom have recently surged enormously in popularity on account of the much more liberal stamp-issuing policy of the past six years. Brighter, better-designed issues in greater profusion have stimullated interest in British stamps. It is almost axiomatic that stamps are most popular in their country of origin, but for many years British stamps were largely neglected by the majority of collectors, British and otherwise. Now, however, not only are established collectors turning to the issues with awakened interest, but a vast army of new recruits is being attarcted to the hobby by the great variety of stamps now adorning their correspondence. The establishment of a Philatelic Bureau and a First Day Cover service has also done much to stimulate interest. Moreover, this is not confined to the new issues, but is being reflected in the greatly enhanced prices of earlier material. Last year alone, for example, the £1 Postal Union Congress stamp of 1929 (printed in an edition of 61,000) rose in the catalogues to £75 mint. For years this stamp was a drug on the market and even in comparatively recent times could be picked up for £5.

Britain has had her share of the stamp bonanza too. The 4d World Cup stamp additionally inscribed ENGLAND WINNERS was issued in an edition of



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12,500,000 and immediately rocketed in value. The number issued may seem like a large one but it was in fact about a tenth of the normal printing for a 4d commemorative stamp. Approximately 40,000,0000 4d stamps are used on mail every day in the United Kingdom so that the edition of the World Cup Winners stamp was relatively small. In addition, the theme of Sport—probably the most popular of all — allied to an event of international interest—ensured an enormous demand for this stamp.

Advance publicity that the stamp would have a limited sale attracted many speculators and also encouraged collectors (who would normally have been content with a block of four) to buy sheets of the stamp. Post Offices in the London area sold out within a few minutes of opening and a few days' panic buying ensued, with the price of a mint single soaring as high as 5/-. Gradually, however, the speculators are selling their holdings, the demand is being met and the retail price has dropped to a more reasonable figure around 2/- (which is still a 600% increase). In the long term this stamp will have fair prospects, but most of those 12½ million copies are now safely in philatelic hands and there should be sufficient to go round for many years to come.

It would be difficult to particularise about the investment potential of the stamps of British Commonwealth, so wide and varied is the field. Some territories are extremely popular for romantic reasons; few collectors can resist the stamps of remote islands such as Tristan da Cunha or Ascension. Other island groups, such as those in the Pacific, attract collectors who obtain a vicarious pleasure from the stamps and covers of such faraway places. For others the West Indies are particularly appealing, while the countries in the European area have already been referred to as enjoying a new-found popularity on the Continent.

With more and more new issues being released each year, however, some philatelists have found it necessary to limit their interests whereas a few years ago they would have subscribed to a new issue service covering the entire Commonwealth, they tend nowadays to confine their activities to a group of territories, or even to one country only. One obvious result of this is that interest has revived in issues which were unpopular, such as the Edwardians and the rather monotonous key-plate designs, while interest has been sustained more strongly in the ever popular pictorials of King George VI. There has been a startling increase in the value of the issues of King George V, particularly in the high values and the long commemorative sets of the Twenties and early Thirties.

Nevertheless, it is often difficult to forecast which countries will turn out best philatelically in the long run, so there is much to be said for attempting to take all new issues. A good compromise, for those who can afford it, is to collect all new issues as singles and collect the stamps of a selected country or group in blocks (preferably with the marginal imprint) from each new printing. It is highly unlikely that the collector who covers the entire field, even on a simplified basis, will fail to recoup his outlay when he eventually sells his stamps, while the selective philatelist who has assembled all the variations of shade, watermark and perforation, together with covers, postmarks and ancillary material, will assuredly make a handsome profit when he comes to liquidate his collection.

The stamps of the British Commonwealth may not always achieve the highly spectacular increases which some Continental issues have realised, but for a consistent and steady appreciation they would be hard to beat. Collectors can be secure in the knowledge that these stamps are philatelically "clean", freely available for postage in the country of origin, neither exorbitant in face value nor too frequent in issue and bereft of such gimmicks as "blocked" denomonations, imperforate varieties, excessive premiums or over-priced souvenir sheets.

(Courtesy Crown Agents)

Leeds County — The First Post Office

By MAX ROSENTHAL

In 1783 Adam Cole sailed up the St. Lawrence River from Montreal via French Canadian Batteau, landing via small bay in what was to be Elizabethtown Township, on the north bank. As this spot was rocky, he decided to move farther upstream, and located at a point since known as Cole's Ferry. The uninviting spot which repelled him is now the city of Brockville, in Leeds County. Cole was a United Empire Loyalist, one of those who left the United States after the American Revolution to resettle in British North America. In the spring of 1784 a group of Loyalist settlers proceeded by boat from Montreal up the St. Lawrence. Previous to their arrival surveys had been made of the townships fronting on the river, upstream to the western boundary of Elizabethtown.

Leeds and Grenville Counties were among the first group of counties to be organized along the St. Lawrence in 1792. Going upstream in Leeds Counties were five townships: Elizabethtown, Yonge, Escott, Lansdowne and Leeds.

Brockville

In 1784 another Loyalist, William Buell, took up land in Elizabethtown Township, on the rocky site which Cole had rejected the previous year, and built the first log house the following year. He was followed by Charles Jones, who occupied a section east of Buell. David Jones built the first mill, and it was Buell who supplied the timber. In a short time the hamlet was made the center for the distribution of implements and provisions by the British government to settlers.

The village was at first called Buell's Bay. The first store was opened about 1805 by Charles Jones, and he became postmaster, in 1810, when a post office was established, called Elizabethtown, after the township. The water route of the St. Lawrence had at first been the only road available. Then had come the road along the bank of the river, connecting Montreal with Kingston, much of it now Highway 2.

Around 1810 Peter Cole walked from Cole's Ferry to Kingston, where he put the mail from York (Toronto) on his back, and proceeded through the woods and clearings, including Leeds County, to Montreal. There he received the mail for York, the accumulation for one month, weighing 60 pounds. With this he trudged back to Kingston. He made the whole trip in 14 days, and received $15.

In 1811 both William Buell and Charles Jones wished to change the name of their village, to include their Christian names, either Williamstown or Charlestown. This dispute was resolved in 1812 by changing the name to Brockville, in honor of General Brock, hero of the war which broke out that year. The first mention of the new name appears in a military report of July 1812 by Colonel Lethbridge to Brock. Documents from June still refer to it as Elizabethtown. By 1813 the post office name was also changed.

The maintenance of the only line of communication between Montreal and Kingston during the 1812-14 War was kept going by the establishment of relay postal intervals of eight to 10 miles. Relay stations in Leeds were Brockville, Halleck's, Mallorytown, and Gananoque. These post stations made the forwarding of dispatches between Montreal and Kingston possible in about 24 hours. At the roadside taverns, where they were located, the dispatch riders and their horses were billetted.

In 1820 Henry Jones became postmaster of Brockville, to hold that position until 1852. He was in the firm of H. and S. Jones, forwarding merchants, on Water Street. In the papers of C. and J. McDonald, of Gananoque, now in the Ontario Archives, are a number of letters from around 1828, from Henry Jones, postmarked in red with a straight line BROCKVILLE, with the date in a second line.

Letters in the Ontario Archives written to Crown Lands Commissioner Peter Robinson, York provide many Leeds County postmarks from the 1830's. One from Joshua Bates, Yonge, written January 30, 1832, has a small double circle broken by BROCKVILLE, with "31 Jan" written in. A letter from J. L. Schofield, Brockville, to Surveyor-General Thomas Park, Kingston, written November 6, 1841 already has a postmark typical of the new decade. It is a large double circle broken by BROCKVILLE, U.C., with Nov. 7, 1841 set in type within.

Gananoque

Another United Empire Loyalist, Colonel Joel Stone, had been granted a tract in Leeds Township, on the west side of the Gananoque River, at its entrance into the St. Lawrence River, Sir John Johnson one on the east side. Stone built a mill in 1792 on one side of the dam at the falls, and Johnson built one later on the other side. Stone set up a trading shack. In 1812 he built a store, run by his son-in-law, Charles McDonald. The latter built saw and grist mills, and engaged in the lumber trade.

Letters from Colonel Stone in the Ontario Archives up to 1812 are headed Leeds, showing that the village was originally named after its township, like Brockville. A letter from December 1814 is already headed Gananoque. None of the letters from these times show postal markings, being carried either privately, or during the 1812-14 War, by military post. The Gananoque relay post station was known as the "Dragoon's Stables".

At the beginning of 1817 the Kingston Gazette announced the opening of a post office at Gananoque, with Ephraim Webster as postmaster. The next year Johnson laid out a townsite on the east bank of the river, while Stone's first survey of the west side was in 1824. In maps and books up to the 1850's the village is spelled Gananoqui, but the post office name always had its present spelling. However, the first circular postmark used there, in the early 1830's, mistakenly had a second "g" where the "q" should have been. Thus, a letter from C. S. J. McDonald, to Peter Robinson, written April 9, 1833, has a small double circle broken by GANANOGUE, in red, with the date written in.

In 1822 Charles McDonald had become postmaster of Gananoque. From 1826 on the firm of J. S. C. McDonald was officially listed as postmaster. During the 1840's J. McDonald alone became postmaster. The McDonalds, like the Brockville postmaster, were merchants, as mentioned above.

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Bastard

In the autumn of 1816 the Montreal Gazette, in a list of newly opened post offices, mentioned: "Township of Bastard (between Brockville and Perth-upon-Tay), Mr. Schofield". This township, running north from Escott and Lansdowne to the Rideau River, got its unusual name from an old Devonshire family. The next Township east, Kitley was named after their residence.

Abel Stevens had come from Vermont to Upper Canada in 1793, to take up unsettled land which was to become Bastard Township. During a five year period he brought more than 100 families in. Really extensive settlement did not come until after the 1812-14 War when, through fear of the United States, the British government encouraged disbanded soldiers and civilian settlers from Great Britain and Ireland to emigrate to the Rideau River area. Kitley and Bastard were amongst the first townships to receive the new settlers, in 1815 and 1816, and the result was the opening of Bastard post office on the mail route from Brockville to Perth-upon-Tay, also newly established.

Despite the newspaper reference. the first listing of Bastard post office in the Quebec Almanac is in the 1821 edition, giving J. K. Hartwell as posmaster. It was on what is now Highway 15, at the southermost extremity of Rideau Lake. In 1830 it closed, reappearing in 1834 with the more pleasant name Portland, which it has had ever since. Hartwell was postmaster again for a year, then a man with the surname of the original postmaster, August Schofield took over. In 1837 Silas M. Smith became postmaster. About ten years later Samuel Scovil began to keep the Portland post office in his store.

Beverly

Another Schofield, Peter, opened Beverly post office in 1828, also in Bastard Township, on the present Highway 42, near the eastern shores of Lower Beverly Lake. It was named after John Beverley Robinson, who had presented the Anglican Church there with a bell.

A letter from postmaster Schofield to Peter Robinson, written January 1, 1831, has the red manuscript postmark "Beverly, U.C., 1 Jany, 1831" written in two lines joined by a bracket. In it he worries about money letters sent through his post office by settlers, with payments for their lands, for which no letters of acknowledgement have yet been received. The same theme recurs in a letter written by him on November 12, 1832:

"My capacity as Post Master, involves upon me quite a task. People sending their payments by mail send their money here for me to send up, and many times with so poor a description that I am unable to forward it immediately.

"Could not the three Government offices, to wit, yourself, M. Markland and the College official appoint an Agent here to whom you might send a proof sheet of different sums due each office, the terms of payment together with blank receipts, to be filled up by your Agent upon presentation of the amounts?

"The money so held could now be

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deposited in the office of the Upper Canada Bank in Brockville to your credit in York. It would be saving the people quite a bit of expense in postage, and much anxiety — for as it now is your receipts for the money is not altogether the most punctual, and the people, feeling alarmed for their money may be lost, often call and send expressly to the office several times.

"Neither do I see why your Agent here could not be furnished with a list of all the lands yet to be sold and the terms of sale, and thus the general arrangement be made free also from the usual expense of postage, etc."

This letter, and one written by former Bastard postmaster J. Hartwell, on August 24, 1833, still have the manuscript Beverly postmark. A letter from Benjamin Tett, "Isthmus, near Beverly", written December 30, 1835, already is postmarked with a large double circle enclosing BEVERLY, U.C., in italics, with "5, January, 36" written in.

In the late 1840's John Warren became postmaster of Beverly. The name of the post office was changed in 1857 to Delta, and this has been its designation ever since.

Two 1833 Openings And A Closing

Bastard Township's easterly neighbor got its first post office in 1833, when J. L. Schofield opened Kitley post ofice, on what is now Highway 29, at the 7th concession road. Two years later W. Chamberlain became postmaster. In the late 1840's Alexander McLean took the post, but 1852 found Chamberlain back at his old position. In 1856 its name was changed to Toledo.

Yonge Township was called after the same British cabinet minister whose name was given to the road north from Toronto. The same Charles Jones who was Brockville's first postmaster, built mills near the mouth of Jones Creek which were the most extensive at that time in Upper Canada. At the village of Garge Mills, east of the Creek, and half a mile north of the actual mills. J. Weatherhead opened Yonge post office in 1833. In the early 1840's Robert Harvey became postmaster. A few years later Nathan Baxter kept the post office in his store. By 1854 Yonge was running without a regular postmaster, and it was closed that year, for good.

In 1831 E. H. Whitmarsh had established a post office in Elizabethtown Township, called Unionville, at the corner of the present Highways 29 and 42, then later Forthton. He moved away in 1833, which closed this short-lived post office.

Another short-lived post office was Furnace Falls, open from 1836 to 1838 in the rear of Lansdowne Township, but it was reopened in 1851 as Lyndhurst. Abel Stevens, the pioneer of Bastard Township, was the first to apply for permission to mine the iron ore at the "Big Falls" on the stream ultimately feeding into the Gananoque River In spite of the fact that he built a road there from Kingston Mills, most of which is now Highway 15, he could not meet government specifications, and Wallis Sunderlin it was who established an iron foundry there in 1801.

Farmersville and Newboro'

George Bates moved from New York State in 1791, and took up on 700 acres in the Rear of Yonge Township. His son Joshua was to open Farmersville post office, at the corner of the present Highway 42 and the county road north from Mallorytown. 42 at Farmersville was a section of an important road which began from the St. Lawrence River road about two miles west of Brockville, curving northwest. From Spring Valley to Soperton it is now Highway 42, through Seely's Bay it is Highway 15. The building of Bates' Mill rapidly changed Farmersville from a country fair corners to a thriving village. The first fair or exhibition in Upper Canada was held there in 1830. In 1836 the post office was established.

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