CANADIAN PHILATELIST



Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME XXI NUMBER 3

DEALS OF THE MONTH

May 1, 1970

Dear Friends:—

Let me tell you the story of Mr. Homer of Niagara Falls. He retired about 5 years ago and shortly thereafter he discovered that there was such a thing as stamp collecting. Immediately he began collecting he found that the topical stamps were of the greatest interest to him. In forming his collection, he found many other people in the area were interested in the same sort of thing, so he started dealing on the side. He particularly liked the White Ace album pages and when mounting the sets, he would carefully place them and then do considerable art work. All this was in spite of the fact that he was a very sick man and that his eyesight was not good. As a matter of fact, it was necessary for him to use a large magnifying glass with an electric light attached in order to see his stamps properly. Because of his ill health, there were many sleepless nights and it was a common thing for him to get up and work on his stamps right through the hours of darkness.

Naturally the local collectors found it very helpful that they could get their stamps from him. His stock built up and it was all neatly classified and filed. His collection grew to some 60 albums. Until his last few days of life, Mr. Homer kept ardently working on his stamps. As a matter of fact, I have been told by people who knew him, that if it had not been for his stamps that he would not have lived for the last couple of years.

I did not know Mr. Homer, but I was put in touch with his Estate by a long distance telephone call from a New York dealer who told me about the collection and stock. I immediately arranged to go go and inspect it. Another dealer had already had a look at it but nevertheless we were the buyers. The collection completely filled the trunk of my car.

Mr. Carl Baggs who is a school teacher in Niagara Falls was very helpful in arranging the transaction. Incidentally he runs a Stamp Club at the school and is always looking for duplicates for the young people. If you wish to donate any stamps to this cause perhaps you would be good enough to forward them to Mr. Baggs at 2899 Fairlawn Crescent, Niagara Falls, Ontario.

Jack's Stamp Farm operated from Woodstock, Ontario for many years. Their specialty was stamps of Canada and we are pleased to announce we were the purchasers of a major section of the stock. Included was one lot of over 2,000,000 Canadian commemorative stamps. Everything had been carefully soaked, sorted and done up in 100's and it was a very helpful addition to our Canadian stock. Other sections were the mint stock of Canada in 17 stock books and a very unusual lot of Canadian Officials including fair quantities of the used, better values.

What else have I purchased? Well there was several strips of the Canada 6c. orange, imperf. between. A Campbell 6 volume general work collection and 400,000 Cayman Island stamps, mint. Also the Parker B.N.A. collection in 2 albums which was very nice. A large stock of pictorial sets from Monaco and another lot from Russia.

I will be travelling quite a bit this coming summer, so if you have stamps for sale. and would like to contact me, please write as soon as possible as this might enable me to visit you in my travels.

The Confederation Life Association of Canada back in 1917 purchased a large quantity of the then newly issued 3c. brown Confederation Commemorative stamp. The exact quantity I don't know. They used them for quite a while on their outgoing mail, mostly overseas as this was the rate. At one point as the stock got lower it was decided to put the remaining unused stock away, and so they were stored in the inner vault. Fifty years later they were brought out of hiding and the Company distributed some singles and blocks in commemoration of the Canada Centennial year. The balance of 1660 copies were to be sold, and I'm happy to say, Empire was the buyer. Many are still in complete sheets in bright fresh O. G. condition.

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THE CANADIAN PHILATELIST

EDITOR
KENNETH ROWE, Apt. 403, 90 Warren Road
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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

"There are three classes of readers; some enjoy without judgment; others judge without employment; and some there are who judge while they enjoy, and enjoy while they judge."

Goethe.

☆ ☆ ☆

Philately is one of the few areas of activity which permit part-time professionalism. This proclivity is encouraged by the semi-commercial attitude adopted by many collectors. It is, after all, a very short step from selling a few duplicates to ones friends to selling stamps to all comers.

We are all so used to this phenomenon that we tend to accept it's existence without really thinking about it in relation to the hobby as a whole.

The full-time professional, of course, does not like the part-time dealer who competes for the same customer but who has little or no overhead to worry about. The part-timer, in most cases, charges as much as the full-time dealer does so that the full effect of the lack of overhead (rent, printing, advertising, wages, etc.) is not passed on to the collector but goes straight into the part-timer's pocket.

Although a part-time dealer's stock cannot be as comprehensive as his full-time competitor never-the-less it removes material from circulation and forces demand and prices higher. As most of the material carried by the part-timer is of comparatively recent vintage this complaint does not hold too much water.

A more serious criticism to my mind is the lack of rapport in the collector-part-time dealer association.

It can truly be stated that although there would still be stamp collectors if there were no dealers, there would be few philatelists and fewer specialists. The full-time stamp professional is the foundation of philately. It is impossible to form a first-class collection without the help given by professional philatelists. The world's finest collections have benefited from the knowledge and experience of the professionals who searched for and found selected pieces to enrich them.

The associations formed between collector and professional are enriching for both parties. The collector gives financial reward, the motivation of the search and a certain vicarious pleasure to the dealer. He receives in exchange not only the purchased item but the guid ance, advice and accummulated experience of the professional. The association is backed by the good name and reputation of the dealer who depends upon such good will for his livelihood.

Although there may be a few part-time dealers who have achieved this type of rapport with their customers they are rare birds indeed. The fact that their main efforts are directed to their bread and butter job precludes any but the most dedicated from this type of association. This lack of time is often reflected in the "one-shot" type transaction conducted by the part-time dealer. He is happy to sell you something if he has it in stock right at that moment but if he does not have anything of interest to you there is little or no follow-up. Very few part-time dealers keep a file of their customers' requirements and still fewer actually follow-up and send you something they think you might be interested in. Many of the nicer covers in my own postal history collection owe their purchase to the fact that a dealer took the trouble to send it to me on approval unasked.

If you are a regular customer of a full-time dealer you can usually be sure that he will take back the stamps he has sold you when the time comes to sell. Very few part-time dealers are financially able to do this.

In reply to these criticisms the part-time dealer says that he is building up his stock with the profit he makes by having no overhead expenses to pay and that eventually he will become a full-

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time dealer. However, this happy dream is seldom realized. The mortality in the part-time dealer field is high. Quite often they spring up like mushrooms and wither away again in a few seasons. Local experience has demonstrated that, just as in any commercial enterprise, the only way to start requires commercial experience, investment of capital and philatelic knowledge. The mere possession of a stock of stamps is not sufficient.

Although similar to the art and antique trade in its methods stamp dealing is still, like them, a merchandizing operation where a great deal of current commercial knowledge and experience is required. The part-timer is a dilettante who never gets down to the nitty-gritty of earning a living in his adopted field and as a consequence never really gets anywhere.

On the credit side, however, the part-time dealer can be found where the action is. He must attend all of the minor exhibitions and club meetings because he has no other way of contacting potential buyers. In so doing he provides an on-the-spot service which is valuable to the collector who may be unable to visit a full-time dealer's store. He may, in fact, be the only dealer in the area. Certainly, he is much easier to approach for the beginning collector who would hesitate to brave a visit to a full-time dealer.

In any case in spite of the drawbacks and the high mortality there are always new men entering the field and it will be a part of philately for some time to come. It may even be that if Benson's tax proposals are implemented the full-time dealer will be in an uneconomic position in Canada and the only professionals left will be the part-timers!

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THE NORTHWEST PASSAGE

Interest in the Northwest Passage has been renewed since the recent history making voyage of the S.S. MANHATTAN. Due to this increased interest, ICE CAP NEWS, in the current issue, reprints a unique piece of northern postal history which first appeared in the Summer, 1968 issue of THE BEAVER, published at Winnipeg by the Hudson's Bay Company. Reprint was with the permission of the author, Edwin W. Mills, and the Hudson's Bay Company which holds the copyright.

Mills tells how he and one other convinced the postal service of the value of establishing the first Northwest Passage Mail. In 1935 the Canadian Postal Authorities sent an official aboard the S.S. NASCOPIE to open post offices in the Eastern Arctic. Covers were to be cancelled at Fort Ross via the NASCOPIE, then via the AKLAVIK to Gjoa Haven, and thence by dog-team or boat to Coppermine and finally to Winnipeg by air or boat and train.

When the voyage took place in 1937, only 15 covers were carried. One of these covers is reproduced in detail in ICE CAP NEWS. Several other articles on the Northwest Passage also appear. The Prudhoe Strike, still very much in the news is also represented. One of these articles is a day by day log of the USCGC STATEN ISLAND prepared by Radioman Don Morisch.

Six full pages of reproductions of polar covers are certain to whet the interest of any cold water philatelist.

Membership in ASPP is international in scope and is open to anyone interested in the postal history of the cold regions. For additional information ,write to Mrs. O. P. McComas, 5836 Compass Drive, Los Angeles, Cal. 90045.

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In conjunction with the 75th anniversary of the Collectors Club of New York, an international philatelic exhibition of major importance is to be held in New York City from November 1 to November 7, 1971. The exhibition will be a portion of the overall festivities planned to commemorate this milestone in the history of the Collectors Club. An exhibit at 22 East 35th Street by Collectors Club members, also is contemplated.

The exhibition will be held at the

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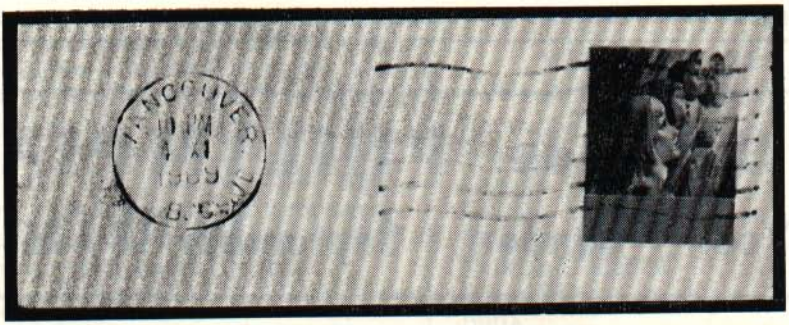
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WESTERN HOSPITALITY TO BE FEATURE AT MANIPEX '70

A good bourse area and exhibition will be only two of the features at Manipex '70, the scene of the 42nd. Annual Exhibition of the Royal Philatelic Society of Canada.

Several good feature-length films on philatelic subjects have been procured and will be shown periodically throughout the three day event. The "Sefecan" operation of the Winnipeg Post Office will also be visited by all delegates interested in the Tagged stamps of Winnipeg.

The Annual Meeting of the Royal Philatelic Society of Canada will be held June 27th, while an auction of philatelic material will be held on the same day. The President's Reception will be an event for all registered delegates at the close of the first day's activities, June 25th.

The event will open June 25th at 10:00 a.m. with first day sales of the Sir Alexander Mackenzie stamp being featured at the Canada Post Office booth at the show. The United Nations Post Office will also have a booth on this, the first day of sale of their own 25th. Anniversary Issue.

Registration will begin June 24th. and arrangements are being made to ensure that first day arrivals are kept entertained.

The Annual Banquet of the Royal Philatelic Society of Canada will be held on the closing day of the event and will include awards to exhibitors as well as the award of the Manipex '70 award for the most suitable design for a Manitoba Centennial Stamp that "should have been."

The ladies have not been forgotten. Mrs. Jenny Graham and her local Ladies' Committee have organized a "Get Acquainted" luncheon for the 25th, a tour of the City, including shopping highlights for that afternoon followed by a Historic Tour of Greater Winnipeg the next day.

This last event will culminate at Seven Oaks House, a local historic site, where the ladies will be joined by the men for a garden party, western style, on the spacious grounds of the gracious old western home. Members of the volunteer ladies' guide group, which acts as hostesses at Seven Oaks in the summer season, will greet the guests in costumes of the past hundred years.

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For those delegates staying on in Winnipeg over Sunday arrangements are being made for a "Lower Fort Garry" boat cruise. This is an eight hour cruise on the historic Red River with a stop over at Lower Fort Garry, a national historic site park. The cruise will take place aboard a paddlewheel boat reminiscent of the pioneer days of the Mississippi River and other western rivers.

The Flin Flon Trout Festival opens June 28th. at Flin Flon, just six hundred miles north of Winnipeg and those philatelists interested in adding fishing to philatelic fun are urged to plan this side trip to their stampic holiday. The Flin Flon Trout Festival has won world reknown for its boistrous fun and fabulous prizes. A fully equipped 1970 automobile is awarded for the largest trout caught during the festival in the Flin Flon region and canoe races, bannock baking contests and street dances highlight the four day event.

EXFILCA 70

The second International Philatelic Exhibition EXFILCA 70 will be held in CARACAS, Venezuela, from November 27 to December ,6 1970, under the psonsorship of the **Federación Interamericana de Filatelia** (Interamerican Federation of Philately) and with the cooperation of the Government of Venezuela.

The **Club Filatélico de Caracas** is the enthusiastic organizer of the show, which is expected to have a capacity of 1,500 frames for the different classes: Official, Court of Honor and Competitive, the latter to be divided into sections: National and International and groups for Pre-philately (Postal History), General Collections, 19th and 20th Century, Air Mails, Thematic and Topical and Literature.

☆ ☆ ☆

Congratulations are in order for member W. J. Fell of Flin Flon who was recently elected a Fellow of the Royal Philatelic Society of London.

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THE LAST POST

The death of WILLIAM EDWARD LEA on 31st January was a serious loss to philately throughout the world. Bill was about sixteen years old when we first met him and his brother John in his father's shop in Manchester. Now John Lea Senior was one of the most knowledgeable men in his generation. He was a philatelist who knew his classics and had no time for the "modden mook" and all learned much from his teaching. He was a tough father but he taught both his sons to be real philatelists and students.

Not long after the war, John and Bill who had been in partnership in their late father's business, split up. John continued the Manchester business and Bill came to London to become a specialist in classics. Here he flourished and became internationally known to every collector who appreciated fine quality, wherever they lived. He visited international exhibitions in order to study collections which he might otherwise never see. He studied stamp production and formed a magnificent collection of Canada.

Working with him on the expert committee, one was able to appreciate the great development of his senses, the "patient" not only had to look right but feel right. It was always a pleasure to argue the debatable points, for his reasoning was sound, and his mental integrity such that he gave full attention to the reasoning of others.

His standing in his profession is demonstrated by the fact that at the time of his death he was Chairman of the Expert Committee of the British Philatelic Association, a member of the B.P.A. Council and one of the two P.T.S. representatives on the executive committee of PHILYMPIA 1970.

As a collector he was a member of the Royal Philatelic Society of Canada, the Postal History Society, the Society of Postal Historians, the Great Britain P.S. and the Canadian P.S. of G.B. among other philatelic bodies.

His business will be carried on by his sons, Michael and William, who have the support of their sister Joanne. To his widow, Joan, all his family and staff, the philatelic world send their sympathy on the loss of a good friend.

R. L.

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Fig. 1—
Franked 1 October 1914 on board H. M. Troopship "Franconia", this cover was taken ashore by pilot boat to Father Point, PQ. On the back is a receiving postmark of Ste Anne de Bellevue dated 26 Oc 14.

Evolution Of Concessional Postal Rates For The Canadian Armed Forces

by LT. COL. R. H. WEBB

Over a half century ago Canadian soldiers serving in France and Flanders had the privilege of sending their letters postage free to addresses in Canada. Yet, when those letters arrived at their destinations they carried Canadian postage stamps and Canadian postmarks. The official explanation for this rather extraordinary anomaly was given by Mr. F. W. L. Keane of Victoria, B.C. in his article "WHY STAMPS ON FREE LETTERS" published in the February 1959 edition of BNA Topics. The PO Department apparently stated that the stamps had been affixed to the letters simply to ensure that the addressees would not be charged postage due.

Be that as it may. I believe the actual reason must have been much more complex, for its seems inconceivable that during a period of nearly three years in war time, dozens of postal clerks across Canada should have been employed in affixing and cancelling stamps to the literally millions of free letters. Searching for a plausible answer I came to the conclusion that the mystery could be explained partly by tracing the evolution of concessional postal rates; hence this article. The whole truth, however,

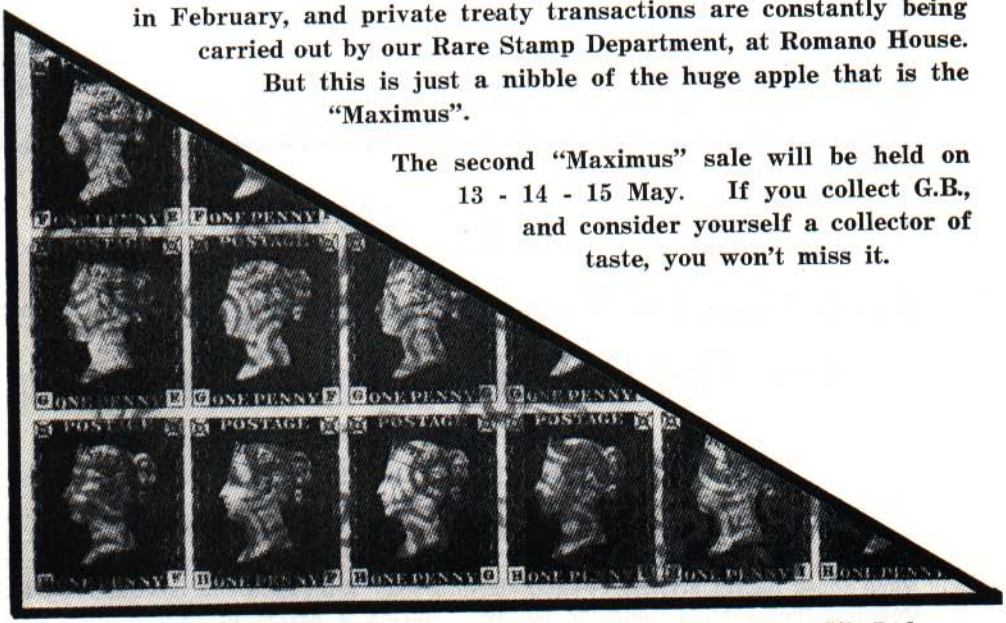
OWING TO LACK OF SPACE...

We can only show you a corner of this rare multiple of 28 used Penny Blacks, the largest known block of this famous stamp in existence.

It is quite understandable that this unique item should be included in the phenomenal "Maximus" collection of G.B., which as you are undoubtedly aware, is being broken up by the Gibbons Group.

The first part was sold, with great success, by Stanley Gibbons Auctions in February, and private treaty transactions are constantly being carried out by our Rare Stamp Department, at Romano House. But this is just a nibble of the huge apple that is the "Maximus".

The second "Maximus" sale will be held on 13 - 14 - 15 May. If you collect G.B., and consider yourself a collector of taste, you won't miss it.



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must await some inspired and diligent researcher who has the time to delve into the documents now held by the Public Archives in Ottawa.

The Early Years

In the days when a British soldier or sailor accepted the "King's shilling" the cost of sending a letter might well be greater than the daily remuneration. To the many who could neither read nor write the cost was no doubt of small concern, but for the few who could it must have been a sore point. Presumably, their complaints and those of their relatives reached a sympathetic ear, for in the year 1795 the British Parliament passed an act which gave soldier and sailors a privilege rate on their letters. In effect, the Act proclaimed;

> " A postage rate of one penny on letters **to and from** soldiers and seamen below commissioned rank in the British army and navy stationed in the United Kingdom or in any colony serviced by a British packet boat.
> The postage must be prepaid, letters not to exceed ½ ounce in weight and pertain only to private affairs of the sender.
> Face of letter to be divided by a diagonal line, address on right; signature, rank and regiment of commanding officer on left; the sender's name, rank and regiment along the top.
> Letters of commissioned officers are not included in this privilege, and are subject to ordinary rates. . . . . " *

After the Province of Canada attained responsible government the legislative assembly approved its own Post Office Act in 1850, and in that Act was provision for the aforementioned privilege rate on letters to and from British troops stationed in the country. Subsequently, the provinces of New Brunswick and Nova Scotia took similar action.

Following Confederation, the new Dominion Parliament also created its own Post Office Act (Statutes of Canada, Chapter X dated 21 December 1867)which naturally superseded those of the former provinces. As would be expected, it also contained provision for the privilege rate since British troops still remained in Canada, and they did so for another forty years. The relevant section of that Act reads as follows;

> " 21(1) In every case in which any seaman in Her Majesty's Navy, or sergeant, corporal, drummer, trumpeter, fifer, or private soldier in Her Majesty's service, is entitled to receive or send letters on payment of a certain sum and no more, in place of all British postage thereon, the payment of such sum shall likewise free such letters from all Canada postage thereon.
>
> (2) And, in all cases in which a letter addressed to a commissioned officer of the army or navy, or any department thereto respectively, at a place where he has been employed on actual service, would be free from British postage on the transmission thereof from such place to any place to which he has removed in the execution of his duty before delivery of such letter or packet, the same shall in like manner be free from Canada postage, and the Postmaster General may make such regulations declaratory and otherwise as may be necessary to give effect to this section. "

Perusal of the Revised Statutes of Canada shows that the above section—with change of Chapter and section numbering—remained in the Post Office Act up to 1927 when it was dropped as a result of being no longer required—the last British troops having departed from Halifax in 1910.

Under the British Post Office Act, the privilege rate applied automatically to members of the Canadian Militia when employed with the British Army. Such employment, of course, occurred during the War of 1812-14, the Rebellions of 1837-40 and whilst attending military schools of instruction; and a few surviving covers provide confirmation of this point. On the other hand, under the

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* "BNA Service Letters up to 1869" by A. G. Fairbanks, in the Canadian Philatelist Vol. XVIII No. 6 Nov/Dec 1967.

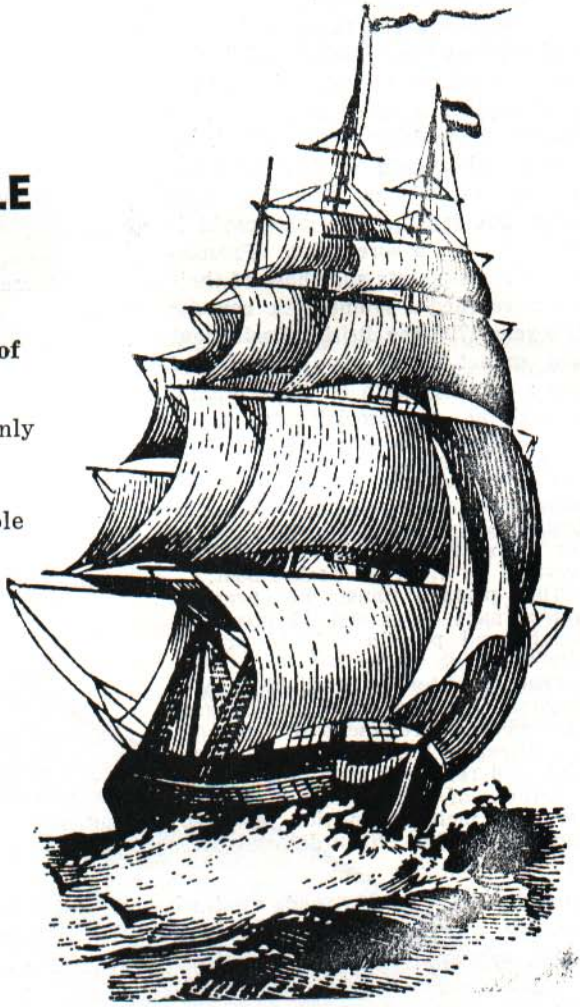
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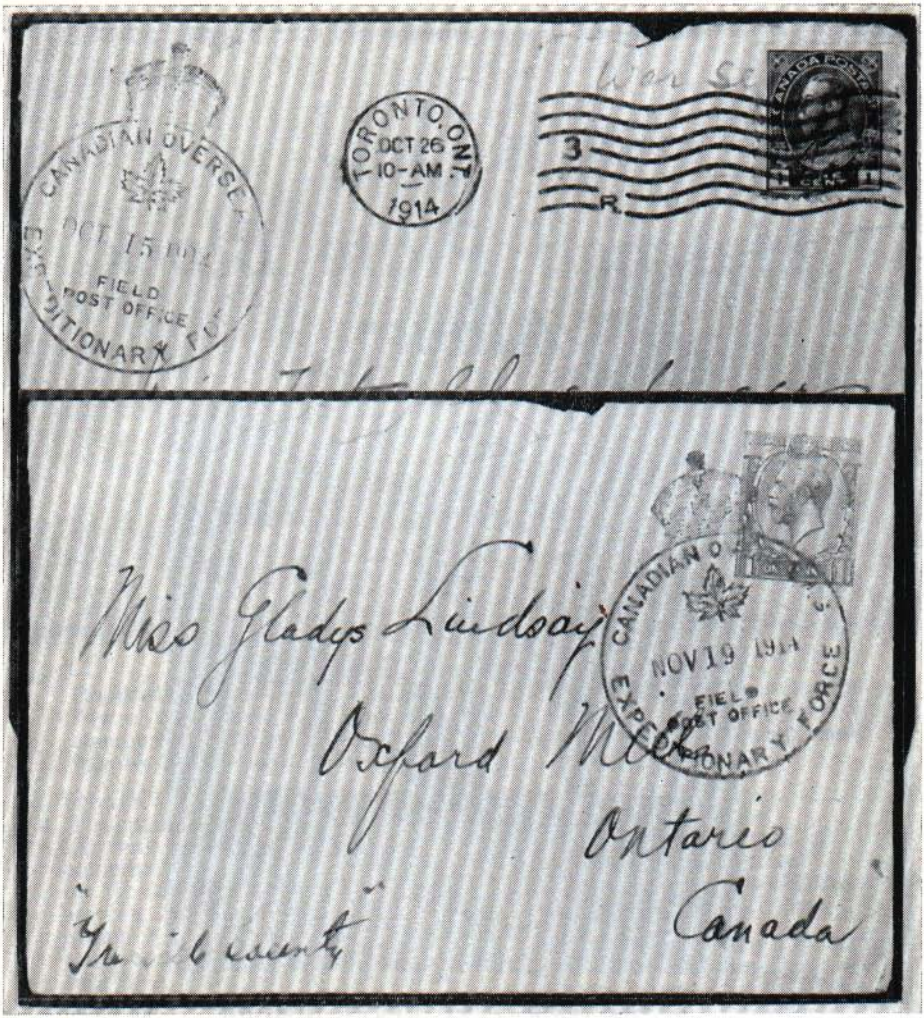


Fig. 2—
A "free" cover — probably franked on board ship at Plymouth, England —showing the addition of Canadian postage(drop letter rate) as directed by the PO Department. And a later one with the required British postage of 1d.

Province of Canada Post Office Act, the Postmaster General had to issue an adminstrative regulation to make the rate applicable to the Militia. Apparently the need for such a regulation was first noticed about the time of the Fenian troubles, for 1 January 1865 the following was issued.

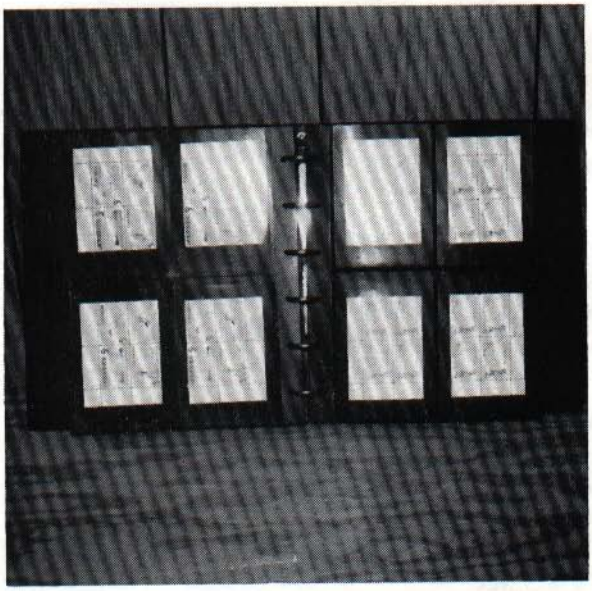
"Department Circular Post Office
No. 60 Department Quebec,
1st January 1865
Letters to and from the Volunteer Militia employed on active service

To the non-commissioned officers and privates serving with companies of the Volunteer Militia called out by His Excellency the Governor General for active service on the Frontier, will, as regards letters addressed to, or sent by, them within the Province of Canada, be extended the privilege enjoyed by the same ranks in Her Majesty's troops, and under the same conditions, as follows:

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2. The letter must not exceed ½ ounce in weight.
3. The letter must refer solely to the

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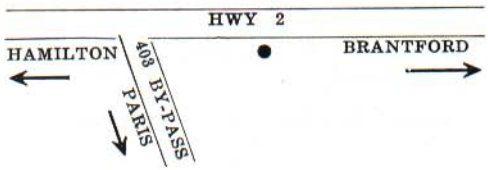




Fig. 3—
Franked by Canadian FPO at 3rd Divisional HQ, this cover is representative of those sent free from France and Flanders. Canadian postage stamps were affixed and cancelled at "exchange offices" and some small POs in Canada until 28 July 1917.

private affairs of the Volunteer.

4. The name of the Volunteer and his rank, whether Private or Non-commissioned officer ,and the name of the Company in which he is serving, must be specified in the direction of the letter whether sent to or by the Volunteer; and, in the case of a letter sent by the Volunteer, the Officer in Command of the Post where he is stationed must sign his name and rank as commanding officer, on the letter.
5. A letter to a Volunteer Militiaman on active service, claiming to pass for the two cent rate, should be addressed as follows;

To .....
Private (Sergeant, or Corporal)
.....
Compy. Volunt. Militia.
.....

6. A letter from a Volunteer Militiaman on active service, to pass at the prepaid two cent rate, must be addressed as follows;

From Private
Serjt. or Corporal .....
Company .....
To ..... *
.....
..... **

* Address of letter
** Signature and rank of Commanding Officer

7. Letters to and from officers are not entitled to this privilege.

If, in any case of any letter, the above described condtions are not fully complied with, or if the letter in any way fails to come within the class of letters admissable to the privilege, viz; if the letter be not prepaid the two cents, — if it weigh more than ½ ounce, — if it be addressed to any place beyond the Province, or has not been posted in Canada, or if it not be addressed in the required form so as to shew the name and rank of the Volunteer, — such letter is to be treated and rated like any other ordinary letter.

Registered letters must be prepaid the registration charge in addition to the two cent rate.

The privilege will not extend to newspapers, books or parcels nor to any matter sent by Post other than letters.

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Fig. 4—
Free all the way! The upper cover displays the unit cachet required on franked letters from Canadian troops in Gt Britain after about 1 May 1917. The lower cover must have arrived in Canada on or very shortly after 28 July 1917; hence no Canadian postage was affixed.

vice, will render the perpetrator liable to serious consequences.

W. P. Howland,
Postmaster General.

The substance of that Circular No. 60 must have been re-affirmed by the Post Office Department of the Dominion of Canada, for covers sent by members of the North West Field Force in 1885 certainly indicate that they were transmitted at the 2c. privilege rate, and they display all the conditions prescribed in the Circular.

Introduction of Imperial Penny Postage in 1898 made the soldier's special rate superfluous, nevertheless the idea behind it was very much alive during the South African War. When numerous letters began arriving in Canada without postage stamps but with the mainuscript endorsation "NO STAMPS AVAILABLE" or "STAMPS UNOBTAINABLE" some recipients must have objected to paying 4c. postage due. On 20 February 1900 the Postmaster Gen-

eral, the Honourable William Mulock, replying to a question raised in the House of Commons, stated in abridged form that "the normal rate for ordinary letters from South Africa to countries of the Empire was 2½d but after the forces were placed on active service, the traditional soldier's rate became applicable. In accordance with rules of the Universal Postal Union receiving countries were obligated to tax double any deficiency in postage and the normal procedure was for the destination PO to collect the amount due. Thus, in Canada, stampless letters were sometimes taxed 4c., or more if overweight." Mr. Mulock went on to explain that "the UPU had not envisaged a situation such as the South African War where troops of one dominion or colony might be on active service in another. Therefor, instructions had been issued to all postmasters to tax no more than the normal rate ie. 2c."

Subsequently, however, British postal authorities must have approved some degree of free transmission for ordinary letters from troops in South Africa, for stampless covers are often seen with the London PAID marking on them. And Canadian authorities appear to have followed suit because similar covers routed direct to Canada are known with the Montreal 'keyhole' FREE marking.

The South African War of course, was the first major conflict after the introduction of postage stamps, in which large numbers of troops were engaged in mobile operations frequently far removed from the normal bases and lines of communication. Undoubtedly, the circumstances and exigencies of the war were responsible for the high incidence of stampless letters, and the British authorities must have realized the use of postage stamps was incompatible with that type of warfare. At the same time they appreciated that it would be decidedly unpolitic to expect the friends and relatives of those soldiers to pay the postage due. Thus it transpired that before the next great conflict began the British Parliament entitled all ranks of His Majesty's army and navy, when on active service abroad, to send their ordinary letters free of postage.

(To Be Continued)

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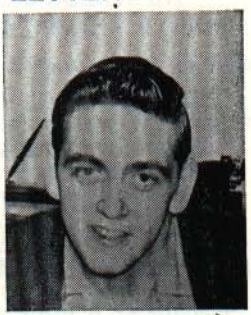
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THE AUCTIONEER & THE AGENT

The development of the philatelic auction houses has increased the number of agents who buy for those who cannot be present at an auction to bid for themselves. As a collector who has used agents for forty years, as an auctioneer who has occupied the rostrum on and off for nearly as long, and as an agent who has spent some fairly large sums for others, the observations in this commentary are from the view of each party.

THE COLLECTOR BUYER

Buying for my own collection, in only one instance in the past ten years have I made time to attend an auction in person. It was a special case where I would have liked to buy four fifths of the sale if I could have afforded it. As it was, I spent two days viewing and employed my agent to examine some two hundred lots and report anything that he thought useful. Needless to say, my agent in this case was an expert on the subject whose experience in either not bidding or doubling my bid had proved satisfactory in the past.

The night before the auction I entered into my agent's copy of the catalogue some $17,000 worth of firm bids plus some $8,000 worth of bids (written in a distinctive colour) which he could exceed up to 50% if he was not getting more than two lots in five. On past experience, I expected that he would spend $8,000 for me and that left $3,500 in the kitty for buying other lots with particular appeal or carrying on when he dropped out. Having chosen a strategic seat where I could watch both the agent and the auctioneer, the pattern of the bidding soon became obvious. Only about 10% of the firm bids were being successful and half of those with "elastic sides". If this rate of success was to be maintained throughout he was going to spend less than $7,500.

It was hard work for three hours but I must have bid on at least $50,000 of lots myself before the hammer fell for the last time, the agent having spent $7,400 I had blown $4,300. My agent's fee was five percent of his purchases while on my behalf but taking into consideration the value of his knowledge which had enabled me to obviate mistakes, I thought it fair value to pay him double.

If I cannot view lots personally then I always employ an agent unless I know someone in the auction house who is really expert on comparitive quality and the subject. A good agent exceeds his instructions from time-to-time and I am well pleased if I obtain between thirty and forty percent of the lots on which I have sent him bids.

Most collectors who visit auctions bid on and buy lots which they would not have bought if they used an agent or the auctioneer to execute their bids. This is one of the basic reasons why I dislike attending a sale in person for I always come away with something I had no intention of buying.

THE DEALER BUYER

Professionally one bids in many auctions with the object of re-selling. I always send my bids to the auctioneer unless I have spotted a sleeper in which case I use an agent when possible.

The late E. O. Holmes and the late H. F. Johnson were remarkable agents and seven of the best buys I have made were acquired with their help.

An agent's fees vary for 2½% to 10% on the successful bid. Personally I believe the principle to be wrong although easy to operate. It is wrong that the agent should receive a higher fee for spending more of your money. For that reason, where more than 10% was saved

by the agent, I preferred that he should receive a quarter of the savings. On two occasions Holmes bought lots for less than $250 on which I had given him bids of $2,500, and it was only reasonable that he should be adequately rewarded. On another occasion Johnnie knew that I wanted a lot and said that he would buy it for me for half the savings. I think he paid $100 against my bid of $1,000 but how he managed this I never knew.

These were exceptional cases before postal history was so popular but averaging out over the years, I do not think that the use of an agent has resulted in my being at a lower ration of my bid than when this had been given to the auctioneer.

Speaking as a buyer, the important thing is to BUY. If I spend two hours studying an auction catalogue, send someone $2,000 worth of bids and spend $100, then I have wasted other folks' time as well as my own. Therefore, the deciding factor to me whether an agent or the auctioneer handles the bids, is which one will buy most for me, using his (or her) intelligence.

THE AGENT

To buy lots on firm bids is easy providing the buyer has indicated his wishes when his bid ties with that of a competitor.

The duties of an agent become important when he examines each lot for quality and authenticity and reports his views to his customer. If he has real experience then he should charge for this service. If he is a valuer and suggests the bid then this is an additional service which should be paid for, whether the customer buys the lots or not.

The agent is responsible to the auctioneer if the buyer does not pay. Therefore a more equitable basis for an agent's fees would be:—

(a) a fee for examination based on a time rate.

(b) a fee for valuation based on a time rate.

(c) a fee for buying based on
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83, Citadel Stamp Club, Mrs. Frances Hill, 30 Lyngby Ave., Dartmouth, N.S.
2, Windsor Philatelic Society (new Names), J. M. Schumacher, 3162 Bliss Road, Windsor 20, Ontario

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6 — Edmonton Stamp Club
Edmonton, Alta.
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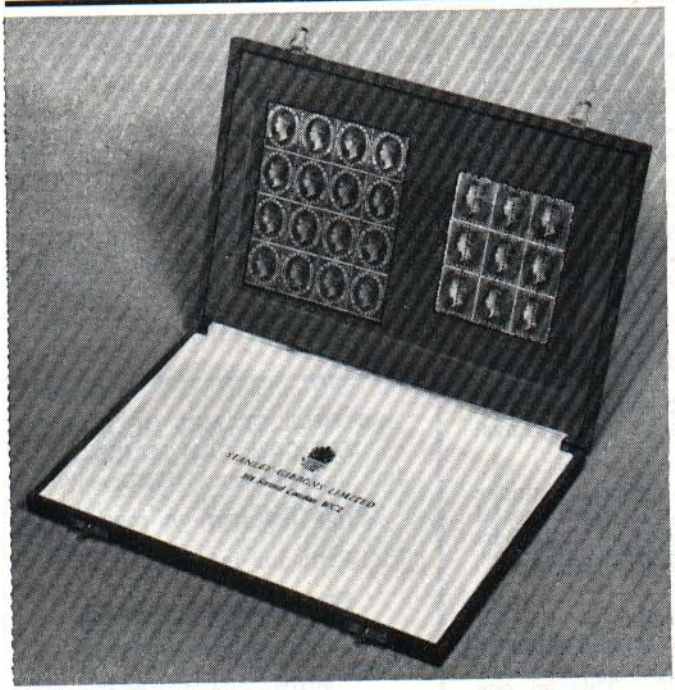
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WHAT'S NEW IN OLD CANADA

by DR. FRED STULBERG

Imperial Penny Postage in the Maritimes

When The Hon. William Mulock, Postmaster General of Canada (1896-1905) proposed a uniform rate of one penny (2c.) postage for the whole British Empire at the Imperial Conference on postal rates held in London in July 1898, he certainly was not aware of what would happen in his own country when his proposal, in part, was adopted there on December 25th, 1898 and extended to include domestic letters as well on January 1st, 1899. This drop in domestic rate from 3c. to 2c. no doubt created a shortage of stamps of the two cent denomination especially in areas that may have not received them in time or did not have enough on hand.

The Maritime provinces, well known for their examples of odd franking and rate interpretation chose to meet the emergency, at some places at least, with the use of the bisect. Probably the most famous "bisect" was that created at the Port Hood, Nova Scotia post office. On January 5th, 1899 someone at that post office took the current issue of the 3c. Numeral Queen and divided the stamps into 1/3 and2/3 segments representing 1c. and 2c. postage respectively. Some of these were surcharged in purple over the numeral of the stamp. Use was restricted to the one day only since the post office apparently received supplies of the 2c. stamp in time for business the next day.

By the illustration above we see that the problem was not restricted to Port Hood alone. At Souris East, P.E.I. the situation was treated in a more ingenious way. There they chose to bisect a 3c. stamp forming two segments of 1½c. each. One of these segments together with a ½c. postage stamp would give

the required 2c. postage. It should be noted that the cover above is dated January 5th, 1899, the same date as that found on the Port Hood Provisionals.

The two examples mentioned appear to have been sanctioned by the local postmaster at least, but other examples known were no doubt manufactured at home where a frugal Acadian, with a few 3c. stamps on hand, could not bear to use them to prepay 2c. postage and would modify them accordingly.

REVIEW

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U.S.A.

Postmarked Ottawa

By HANS REICHE (RPSC 6397)

Many collectors feel that the Philatelic Agency does not announce all new items and does not stock them for purchase. We certainly agree that a large number of new items were issued over the last few years which never found their way into the Agency or which could not be purchased as distinct new items. I am referring to such items as the change in shade of the 3 cents in the regular, coil, precancel, the various papers on some issues, the plate inscriptions on the booklets, numerous tagging experiments etc. Should the Agency cater to all these demands by the specialist? I feel no. First, I doubt if the Agency is even aware of all these "minor" manufacturing changes until such time as we tell them about it. None of the Agency personnel are, I believe, philatelists and so they leave the fun of finding these varieties to us. If the Agency would stock all these varieties we would end up in the same boat as the US Post Office found themselves when they decided to reprint the Hammarskjold stamp because many of these varieties appear only for a very short run. It would make it even more difficult for the Agency, with the limited Civil Service staff, to comply with requests to speed up the delivery of orders. Fortunately there are a few dealers who keep such stock when it becomes available and any serious collector can complete his collection from this stock.

The aerial view of Ottawa or is it really a biological stamp has many of us baffled. And you probably have already guessed that the EXPO stamps contain a fairly large solid colour area because this is the only way the new sampling machine can operate. This means that the designs will have to include some sort of solid coloured area to activate the machine and the designers are not free in their choice. Especially multicoloured designs have these limitations.

Have you ever looked at Liberia No. 21? This stamp is practically the same as the small Queen design. This one is perforated 10 ½ and is in black. It can make a nice collateral material to any small Queens collection.

During a recent visit to the Philatelic Agency in Washington I learned that a fairly large number of recent regulars and commemoratives are being forged, including the higher denominations. Authorities are apparently looking into the possibility of returning to the line engraved stamps or a mix of engraved and litho. It is well known that line engraved stamps can not so easily be forged. Photo offset stamps can be duplicated with little cost even if they are multiple coloured. A good example of this are the last year's Christmas cards for philatelists some of which show excellent reproductions of multicoloured Canadian and other stamps. The reproduction was so good that in some cases it would be difficult to separate the actual from the reproduced stamp.

The Stephen Leacock stamp has been found with the letter P in Stephen completely missing. No explanation has been found for this variety so far but you better look through your lots.

The excellent listing of First Day cover prices of Canadian stamps has now been completed with the addition of the airmail and special delivery stamps. The Canadian Stamp Journal can certainly be congratulated on this one.

Of interest is the suggestion by US collectors to the Post Office to make

available to them one collector - expert in the field of stamp tagging. Endless errors occur in the tagging which defeat the purpose of efficient mail automatic handling. This means cost and time to the Post Office. There is a good chance that the US Post Office will take this suggestion up. Wrong tagging of stamps exists in Canada as well and further experimentation is continuous. The Canadian Post Office may like to consider an expert collector's help on this subject.

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Coming Events

MAY 2 & 3—Annual Exhibition of The R. A. Stamp Club, 2451 Riverside Drive, Ottawa 8.

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

MAY 15 & 16—THE ANNUAL EXHIBITION & BOURSE of The St. Catharines Stamp Club at the Fairview Shoping Mall. Chairman—Reg. T. Kingdon, 20 Willowdale, St. Catharines, Ontario.

MAY 29-31—COMPEX, La Salle Hotel, Chicago, Illinois 60602.

JUNE 24-27 — Annual Convention and Exhibition of the R.P.S.C. Host—The Winnipeg Philatelic Society. Chairman —G. F. Hansen, P.O. Box 1425, Winnipeg 1, Manitoba.

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

OCTOBER 8-11—BNAPS CONVENTION, Tidewater Inn, Easton, Maryland, Chairman: Horace Harrison, Box 5780, Pikesville (Baltimore(Maryland.

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.





Dear Sir,

While not concerning Canadian Philately, I thought perhaps the accompanying cover might be of interest to some of the members who collect maritime material.

In an article in Time Magazine of about last October it referred to the ships trapped in the Suez Canal by the Israeli-Arab conflict. It mentioned the things the crews did to pass away the time. Among these was the production of "postage stamps", which the article stated were accepted by the U.A.R. Postal Authorities. I wrote several of the ships, hoping for copies of the aforementioned "stamps". I received this cover from the Master of the Polish Motor Ship "DJAKARTA". In the accompanying letter the Master, J. A. RUTKOWSKI, explained that Time was in error in that the "stamps" have no postage value being merely vignets of no postal use. Almost all the ships trapped in the Canal are producing these handmade "stamps". The series of stamps produced by the ships in the Great Bitter Lake consists of no more than 150-200 pieces. The "stamps" on the cover were produced aboard the "DJAKBIER", two Polish ships—"DJAKARTA" and "BIERUT", connected together. At the time of writing this I have received no response from any of the other ships to which I wrote.

T. W. TURNER #9038

* * * *

Dear Sir,

On receiving my notice re the release of the Canadian Commemorative Expo 70 stamp I got to wondering how many combinations of the four stamps in the 25c. series there was; and found 19.

To identify these blocks of four I used the same number for each stamp as shown on the Post Office folder Canada (1) Quebec (2) BC (3) and Ontario (4). Thus 1 and 3 over 2 and four will read 1,3/2,4.

Thus we will have 1, 3/2, 4; 1, 3/1, 4;

1, 4/4, 3; 2, 4/1, 3; 2,4/3, 3; 2, 3/1, 4; 3, 1 / 4, 2; 3, 1 / 4, 1; 3, 2 / 4, 1; 3, 3 / 4, 4; 3, 4 / 2, 3; 3, 4 / 4, 3; 4, 1 / 3, 4; 4, 2 / 3, 1; 4, 2 / 3, 3; 4, 4 / 1, 3; 4, 4 / 3, 1; 4, 3 / 3, 2; 4, 3 / 3, 4 a total of 19 or 76 stamps. Now no post office is going to tear apart sheets of 25c. stamps so you can get all these 19 blocks.

I was curious to know how many sheets were required and found it took 4. PHILATELIST — Galley 18

The reason being that only one block of 3, 1 / 4, 1 — 1, 3 / 1, 4 — 1, 4 / 4, 3 — 4, 1 / 3, 4 — and 4, 4 / 1, 3 appear on each sheet. As 3, 1 / 4, 1 is situated almost in the centre of the sheet, namely the 2nd and 3rd stamp from the left on horizontal rows 5 and 6 down, it eliminates the other 4 blocks just listed above, and these four require a sheet for each two of them.

Not wishing to purchase 4 sheets one can buy the 3 vertical center rows of 3 sheets and one sheet, minus the first seven on the left hand vertical row or only 133 stamps.

I am sure anyone making up a set of these 19 blocks would derive a tremendous amount of enjoyment from it and have a nice display, using the stamps left over for spare blocks of 4, strips of 3, pairs and singles.

A word of caution, make up pieces of card-board the size of a block of four, put the combination number of each block on it, place it over that block before you start tearing up your sheets or you could ruin a block.

Maybe some enterprising (well-heeled) philatelist will surprise everyone by having a display of these 19 blocks at our 1970 R.P.S.C. Show. It would be cheaper than a trip to Japan.

L. R. Carson,
RPSC #8405

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SALES DEPARTMENT

With Spring with us at last and the summer close at hand I suppose our thoughts will be turning to the outdoors and our albums will once again be put away for a few months. I hope you all had an enjoyable winter and added some interesting items to your collections.

From a sales point of view the season has been a good one and now many books will have to be retired which brings up the question "Where will the new supplies come from?" Many new books will be required for next season and I would appreciate your help. Many members have made a magnificent contribution by way of submitting good material but much more is required especially MINT CANADA.

Material required is as follows:

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AUSTRALIA and NEW ZEALAND—mint.
AUSTRIA : FRANCE : SWITZERLAND—mint and used.

In addition to the above, we need Canadian varieties such as fakes, revenues; officials; booket panes (mint & used) squared circles; town cancels etc.

The sales department will cease shipments on May 15th and will be closed during the month of June to enable retirements to be made without interuption. Material can be sent in during the months of July and August, but shipments will not start again until September 1st.

Have a good summer and please find time to send in some new books. Thanks.

Gordon F. W. Frost



This commercial letter from Fielden Brothers & Co., Liverpool was written on 3 December 1844 to connect with the scheduled sailing of the ACADIA the following day. As the ACADIA had only reached Liverpool from Halifax at the middle of November and the time in port was normally used for maintenance, the reluctance of the Admiralty agent to delay the sailing from Halifax on 3 November is understandable. This letter reached Halifax on 19 December and was delivered in Quebec on Christmas Day. As this letter had several enclosures, it was rated as a quadruple letter and charged 4/8 Sterling or 5/2 Currency.

HIGHLIGHTS FROM THE EARLY DAYS OF THE CUNARD LINE

by J. C. ARNELL, RPSC No. 8170

VII. The Admiralty Agents on the Cunard Steamships

The best account of the loss of the **Columbia,** which was described in the last installment, was that written by Lieut. G. S. Parsons, the Admiralty mail officer on the vessel. As these officers played an important role in the ocean mails, some attention must be given to them. Although there were differences in detail between the assigned duties for the North American and West Indian services, the instructions given to individual officers remained essentially unchanged for at least a century.

In the days of the Admiralty sailing packets, the Mails were entrusted to the captain of the vessel. Whenever a commercial sailing vessel was chartered by the Admiralty to augment its own packet fleet in the carriage of the Mails, a naval Lieutenant was normally assigned to each such vessel to have complete charge of the Mails and to ensure that all conditions of the contract were fulfilled. This practice was continued with the introduction of the Cunard steam packets on the Atlantic, as well as on the mail boats, operating in North American waters, such as the **Unicorn** between Pictou and Quebec City.

In anticipation of the maiden voyage of the first Cunard steamer, on 22 July 1840, John Barrow, the Secretary of the Admiralty, sent instructions to the Senior Officer of H.M. Ships and Vessels at

Halifax regarding the provision of naval lieutenants to act as Admiralty agents between Halifax and Boston and between Pictou and Quebec City. This letter (Adm. 128/10 pp. 433-44, Microfilm B-2353, Pub. Arch. of Cda) stated in part:

"These Lieutenants will be granted the same pay as Lieutenants in command of Small Vessels with such allowance as shall make it up to £200 a year each, with £15 a year which is to include the maintenance of a Servant on shore when not embarked, and Wages for the Servant throughout the year; and such Lieutenants so employed between Liverpool, Halifax and Boston are to be provided with a Table at the expence of the Contractor during the whole absence from England, and those employed between Pictou and Quebec during the whole time the Vessel is engaged in the conveyance of the Mails.

The duties of these Officers will be to receive, take entire charge of and deliver the several Mails and Despatches, and to see that every stipulation contained in the Contract be faithfully and punctually fulfilled on the part of the Contractors their Servants and Agents—

In case of my failure herein, the Admiralty Agent is to address a written remonstrance to the officer in command of the Steam Vessel, calling upon him to comply with the terms of the Contract without delay; and every such case of failure is immediately to be reported to you, or to Commander Bevis conducting the Packet Service at Liverpool as the case may be."

Recognizing the inherent difficulties of the relationship between such an officer and the captain of a ship, the letter continued:

"Their Lordships however desire that the Agents employed on this Service, shall on no account enter into a verbal altercation or discussion

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with the officers in command of the Vessels, or with any other Servants of the Contractors; but my Lords expect that they will on every occasion do all in their power consistently with their public duty, to conciliate the Servants of the Contractors, with whom they must necessarily to come into contact, and to maintain with them a friendly feeling, and good understanding . . .

In order to maintain their respectability and authority as officers in Her Majesty's Naval Service, the Lieutenants thus employed, are always to wear their proper uniforms, whether on shore, or on board the Vessels to which they are respectively attached."

The remainder of the letter dealt with the reports to be kept by the agents and the need for them to "be entirely governed by the instructions they may from time to time receive." The letter concluded with an instruction to the Senior Officer at Halifax that he was "to take care that the Vessels proceed to sea, at the earliest possible moment, on the days appointed, after the Mails are embarked, or received for embarkation."

The original contract that Samuel Cunard signed with the Lords Commissioners of the Admiralty on 4 May 1839 described the responsibilities of the Admiralty agents and their relationship with the steamship company in far more detail than did John Barrow's letter. The pertinent part of the contract began:

"That the said SAMUEL CUNARD his Executors or Administrators shall receive and allow to remain on board on all and each of the Vessels to be employed in the performance of this Contract while they are so employed and also while remaining at any of the said Ports or Places for return Mails an OFFICER in Her Majesty's Navy or any other person TO BE APPOINTED by the said Commissioners and also a Servant of the said Officer or other person as aforesaid if re-

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quired and that every such Officer or other person shall be recognized and considered . . . as the Agent of the said Commissioners IN CHARGE OF Her Majesty's MAILS and Despatches and as having full authority in all cases to require a due and strict execution of the Conditions of this Contract . . . and to determine every question whenever arising relative to proceeding to Sea or putting into Harbour or to the necessity of stopping to assist any Vessel in distress or to save human life and that the DECISION of such officer or other person as aforesaid shall in each and every of such cases be FINAL and binding."

With respect to the accommodation for these officers, the contract stated:

"That a suitable first-rate Cabin with appropriate Bed BEDDING and Furniture shall at the cost of the said Samuel Cunard . . . be PROVIDED . . for and to the exclusive use and for the sole accommodation of each and every of such Naval Officers or other persons authorized as aforesaid and also a proper and convenient place of deposit on board under lock and key for Her Majesty's Mails and Despatches and that each and every of the said officers or other persons as aforesaid shall be VICTUALLED . . . as a Chief Cabin Passenger WITHOUT any CHARGE being made either for his Passage or Victualling and that should all or any of such Officers or other persons require a Servant such Servant shall be also provided with a proper and suitable Berth and be victualled . . . without any charge being made for the same."

In anticipation of the time when it might be decided to dispense with an Admiralty agent on each vessel, the contract provided for the appointment of the vessel's commander to have charge and custody of the Mails. In this event, such commanders were required personally to deliver the Mails and Despatches to the Postmaster at a port immediately on his arrival. Should there be an occasion when the steamer did not tie up alongside a dock, but anchored in the stream, the Admiralty agent

"shall whenever and as often as by him deemed practicable or necessary be CONVEYED ON shore and also FROM THE SHORE to the Steam Vessel employed for the time being in the performance of this Contract together with or (if such Officer or person considers requisite) without Her Majesty's Mails and Despatches IN A SUITABLE BOAT of not less than four oars to be provided and PROPERLY MANNED and equipped by the said SAMUEL CUNARD and that the directions of the said (agent) . . . shall in all cases be obeyed as to the mode of receipt and delivery of the said Mails and Despatches."

There were two other areas of responsibility which the Admiralty agents had under the contract. One related to the authority to carry out inspections on the vessels and their machinery and equipment and to order such alterations and improvements as may have been considered necessary. The other was directed at maintaining the established schedules along the various routes. A fine of one hundred pounds could be collected for any deviation in course, delay in departure or putting back into port of a vessel with the Mails on board without the sanction of the Admiralty agent. In addition, every twelve hour delay beyond the scheduled departure time from either Liverpool or Halifax on the transaltlantic route resulted in a five hundred pound fine, with a two hundred pound fine being levied for the same reason on the smaller vessels in North American waters.

There is an interesting incident relating to an Admiralty agent to be found in the Halifax Nova Scotian of 25 November 1844. The **Acadia** arrived at Halifax from Boston on 3 November on her way to England with the American Mails and the Despatches from the Bri-

tish Ambassador in Washington. The Mails from the Canadas had not arrived and Lord Falkland, the Lieutenant Governor of Nova Scotia, ordered the Mails from New Brunswick, Prince Edward Island and Halifax to be detained until they did. In accordance with his instructions, Lieutenant Ambrose, the Admiralty packet officer, because he already had the American Mails on board could not delay the **Acadia's** departure unless requested to do so by the Lieutenant Governor. Not receiving such a request, he ordered the **Acadia** to sail on schedule without any British North American Mails. He was apparently upheld for his action, so that apart from some editorializing the incident was soon forgotten.

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Argenteuil County -- The First Post Offices

By MAX ROSENTHAL

"The mails from Quebec to the several post offices on the Ottawa River, are made up and forwarded every Saturday at 4 p.m.". So noted the Quebec Almanac (in its 1821 edition, two years after the first five post offices along the Ottawa River, St. Eustache, St. Andrews, Hawkesbury, Grenville, and Hull was established. St. Andrews and Grenville were in what was to become the County of Argenteuil, in the Province of Quebec. Hawkesbury, across the river from Grenville, in Prescott County, with Thomas Mears postmaster, was the only one in Ontario.

In 1682 Count Frontenac, Governor of New France, granted a Seigneury to Sieur Chas. Jos. d'Aillebout on the north side of the Ottawa, extending from the foot of the Long Sault two leagues towards Montreal, and four leagues back from the river. The latter in 1697 sold the grant to his son Pierre d'Aillebout Sieur de Argenteuil. It went through several owners until sold in 1814 by Major Murray to Sir John Johnson. Johnson built a manor house on the left bank of the North River, near where it flows into the Ottawa.

The Seigneury was made into the Parish of St. Andrews in 1822, but in 1852 the Parish of St. Jerusalem d'Argenteuil was founded from over half of the northern area of the original Seigneury.

At St. Andrews village, situated near the Ottawa on the North River the first pioneers were Americans, who came in 1799. A paper mill which they built was the first industry there. Guy Richards came to St. Andrews after the War of 1812. He bought the property of surveyor Theodore Davis, enlarged the house, and used one section of it as a store. There he opened the post office in 1819.

In 1802 Archibald McMillan and his clansmen from Scotland came to Montreal. They settled in Grenville Township, two townships west of St. Andrews, among others. In 1810 McMillan himself took up residence at the north of the Kingham River, moving into a log house he had erected the previous year. He was postmaster of Grenville from 1819 to 1829.

Edwin Pridham, who had come from England to Montreal 10 years earlier, in 1825 bought a lot in Grenville village from McMillan, and put up a house, in which he ran a general store. In 1828 McMillan made him his assistant in the post office. As McMillan was about to move to Montreal, he sold Pridham 110 acres.

Before the advent of steamships on the Ottawa River, between Carillon and Lachine, a decided improvement was made when a line of covered stages, each drawn by four horses, began to run from Montreal via St. Andrews to Grenville. The trip was intended to be made in three days, or two trips a week each way. They also carried the mail. The arrival of the stage was heralded by the driver's horn. After the steamships were established, stages were taken off the through line, and placed between Carillon and Grenville only. There was also, for many years, a winter line of stages on the same route from Montreal to St. Andrews. The stage house in St. Andrews, where horses changed, was kept by John Russell next to postmaster Richards' store.

Grenville's postmaster Pridham wrote later of the year he took over that position, and this was quoted by C. Thomas in his book on the "History of the Counties of Argenteuil, Quebec and Prescott, Ontario", (published in 1896 by John Lovell, Montreal).

Pridham's Reminiscences

"In March 1829, Mr. Stayner the new Dep. Postmaster General, came here and found me in possession of the post office. He visited every post office in Canada, which was not many, there being but 80 in the two provinces. After learning how I was in charge, he said that would not do, as the postmaster must be a resident at his office, and thus he would have to make a new appointment. In the year 1815, when I came over, Mr. Stayner was on the vessel in which I came to Canada, he then being in the Commissary Department. I became acquainted with him on the voyage, though he had quite forgotten me till I mentioned the circumstances of our meeting. He said he would make inquiry respecting me of the officers on the canal, and if they gave me a good character he might appoint me postmaster. On the 1st of April, about two weeks after he was here, I was gazetted postmaster of Grenville.

"The mails used to go up on the Hawkesbury side of the river from Montreal; they came via St. Eustache and St. Andrews, and crossed at Carillon to Point Fortune, and so up the south side of the river. The engineer officers advised Mr. Stayner to have the mails come up on this side of the river, which he consented to do, and directed me to forward them by the north shore, which I did. Mr. Mears, who was postmaster at Hawkesbury, did not like that, as he had to send his mail for Montreal and Hull to the Grenville office.

"Mr. Stayner wrote me, that if the postmaster at Hawkesbury did not send his mail over, I should have a courier send on the mail to Hull, and as the postmaster did not send over his mail at the appointed time, I hired a courier and sent on to Hull and Ottawa (then By-Town). The man I sent took the mail on his back as it was not heavy, and the roads were beginning to break up. It took him 1½ days to go up and the same to return, the mail being sent only twice a week, and his salary was $8 a trip.

"Mr. Stayner approved my course, and I learned that Mr. Mears had represented to him, that on account of the bad state of the roads, it would be impossible to send the mail on the north side of the river. The steamer commenced running about the 19th April that year, and immediately after her first trip Mr. Mears wrote to the Postmaster General that the steamer picked up the courier I had sent on the 5th of April. Mr. Stayner wrote me at once to learn if this was the fact. I then wrote to the postmaster at Bytown (Ottawa), asking him to inform me at what time the courier I had dispatched on the 5th of April arrived at his office. He immediately wrote me that he arrived on the evening of the 6th. This letter I forwarded to Mr. Stayner, and he then wrote a letter to Mr. Mears, reproving

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him sharply. The latter answered, making an humble apology for his mistake, saying he had understood the captain of the steamer, that the courier he picked up left Grenville on the 5th."

Canals Improve Navigation

The Grenville Canal, on the north shore of the Ottawa River, carried navigation around the Long Sault Rapids. It was completed in 1829, the Carillon Canal, around the Carillon Rapids. in 1833. The next year the steamer St. Andrews made the first passage through them, and small vessels could now go through to Kingston. Before that, goods were brought from Lachine, at first by batteaux, afterwards by steamship, landed at Carillon, freighted by team to Grenville, and thence shipped by boat to Bytown.

Reverend Richard Bradford came to Chatham Township between St. Andrews Parish and Grenville Township, about 1810, the first Church of England clergyman in Argenteuil County, settling in the south west section. There in 1829 Theodore Davis opened Chatham post office. Reverend Bradford's grandson George Bradford about 1846 opened a store where his grandsire had lived. and in company with his brother Henry did a large business. George engaged in lumbering. while Henry managed the store, nevertheless in the 1850's it was the former who officially became postmaster of Chatham. A few years later George built a saw mill a few miles away, on a stream called the Muddy Branch.

The pioneer saw mill owner and merchant at Chatham was Lemuel Cushing. His eldest son, James Brock Cushing, entered his father's store as a clerk in 1856. About five years later, James, with his two sons, opened a mercantile business. He became postmaster, and in 1865 the name of the post office was changed to Cushing.

Lachute

The capital town of Argenteuil County. on the North River nine miles from the Ottawa got its name from the chute or falls there. In 1796 Hezekiah Clark, from Vermont, planted the first cabin there. He was the only inhabitant for two years, when John S. Hutchins, also from the Green Mountain State came. A son, Hawley Hutchins, engaged in trade at Lachute, and opened a post office in 1835. In 1851 the mail came twice a week.

In 1809 a few Scottish settlers had joined the Americans at Lachute, and they continued coming for many years. John Meikle came in 1830 and put up a general store. In 1836 he was appointed postmaster. He was to hold this position for half a century.

In 1839 Henry P. A. McArthur became postmaster of St. Andrews, kept in the general store of Finlay McMartin, who became assistant postmaster. His father John McMartin had come from Perthshire, Scotland in 1801, to build a log house by the River Rouge. His son Finlay, after working on the homestead for 34 years, went into business for himself at St. Andrews.

In 1840 George Wanless opened Carillon post office. The name means in French a chime of bells. It is on the Ottawa River, in Chatham Township, two miles west of St. Andrews. Peter McArthur was the first settler in the area, on Carillon Hill, but in the village itself Capt. Jacob Schagel built the first house, in 1804.

To the west of Grenville Township, in the Augmentation of Grenville, the first settler was Archibald Campbell, about 1816, followed by other Scottish people. The first post office in this narrow township, Pointe au Chene, was opened in 1852 by Peter McTavish.

The Back Townships

The first post office in the townships north of those fronting on the Ottawa River appeared in 1852, when Lakefield was opened in the south of Gore Township, north of St. Andrews Parish, by George Rodgers. It was so called from the proximity of two small lakes. The first settled was Frederick Rodgers, who came from County Mayo, Ireland about

1814, and took up the east half of lot 10, 3rd range. The hamlet itself was also called Gore Villa.

North of Grenville Township is Harrington Township, and its first settlers were Kenneth Campbell, about 1837, and Dugald Campbell, about 1845. A. Campbell opened Harrington post office in 1856, Capt. D. B. Campbell kept a general store. Mail came weekly .

Between Gore and Harrington, and north of Chatham, is Wentworth Township. It was organized in 1855, although William Smith, from Yorkshire, England had been the first settler, about 40 years earlier, in the northeastern section of the township. When Dunany post office was established in 1855 he became its postmaster.

North of Harrington Township is Arundel Township. Until 1857 the only people who penetrated its wilds were hunters, and lumbermen driving their logs over the cataracts of the River Rouge. The first permanent settler was William Thomson who bought that year 300 acres, lots 10 to 12 in the 2nd range. As it was necessary that a post office be established, it was done at once, and Thomson appointed postmaster of Fitz Alan. This was no doubt facilitated by the local Member of Parliament, from whom he had bought the land.

In 1862 Fitz Alan was closed, but it reopened in 1868 as Arundel, with the same pioneer postmaster.

Northeast of Wentworth Township, Morin Township got its first settlers in 1850. George Hamilton from Cavan County, Ireland, came from Gore Township two years later. He opened Britonville post office in 1857. Mail was weekly.

PHILYMPIA FRAMES ALLOCATED

Following a slight delay due to the December/January flu epidemic affecting the staff situation, every applicant for competitive frame space at PHILYMPIA 1970—Britain's big international stamp exhibition which takes place at the Empire Hall, Olympia, London from Friday, September 18th to Saturday, September 26th—has now been advised of the frame allocation for his/her entry.

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