CANADIAN PHILATELIST



Journal of the
ROYAL PHILATELIC SOCIETY of CANADA

VOLUME XXII NUMBER 3

GRAND RIVER COLLECTORS

April 1, 1971.

Dear Friends:—

On February 25th. I was the guest speaker at the Grand River Valley Philatelic Meeting held in Hamilton. I had prepared my talk anticipating about 25 or 30 members and had samples and material for an intimate group of this size, however, upon arriving at the meeting, there were over 150 members and I had to just forget what I was going to say and start from scratch. It was a great crowd and it was a pleasure to speak to them. Afterwards it was fun to meet and talk with old friends and new ones. One gentleman, a Mr. Thorpe from Stratford, Ontario, came up and showed me an invoice that I had written out to him in 1953, when I had sent along with other Canadian stamps a 12d. for $750.00. Mr .and Mrs. Thorpe at that time had an important decision to make, whether to buy the 12d. or a piece of farm equipment that was needed. The farm equipment was the final decision and the 12d. was returned to me. Mr. Thorpe laughed however, saying that the farm equipment was worthless today, but the 12d. was probably worth $7,000.00 and he wished that he had decided to keep the stamp.

Mr. Fred Atkinson, a life time collector and a very old friend was kind enough to present me with a booklet about stamps that was printed by Empire Stamp Company in 1937 when we were located at 349 Lippincott Street. In this book we listed a number of Canadian stamps for sale and for your pleasure a few of them were as follows:

#158 ,the 50c. Bluenose mint was listed at 85c. (now $20.00) and the $1.00 Parliament at $1.60 (now $40.00). #C2 the 5c. Airmail at 10c. mint or used, (now $5.00) however, the #C4 Ottawa airmail stamps was already scarce at that time and was listed at 25c. mint (now $2.50). Orders from this booklet are respectfully declined.

The murder of the Toronto stamp dealer, Mr. Milton L. Ritter, came as a great shock to me. Actually I have known Mr. Ritter for over 35 years and had done some business with him. I well remember back in about 1936 selling him 600 — 5c. very fine copies of the Beavers for $150.00 (now $2,500.00+). That was a big and important deal for me at the time. He had a tremendous hoard of stamps and they are reputed to have a value of about $250,000.00. Until his death no one, to my knowledge, had ever seen all his stamps. There were many rumours in Toronto about what Mr. Ritter actually did have, and now it will all be proven when the stamps are finally put up for sale. Toronto newspapers reported that there is enough there that would actually depress some items on the Canadian market. I hardly think this is likely.

Please remember at Empire, we are still buying stamps of all countries, accumulations, collections and job lots, so when you have something for sale, please get in touch with me.

Philatelically yours,

Harry Martin Jr.

HARRY B. MARTIN, Jr.

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(Telephone 921-8967)

THE CANADIAN PHILATELIST

EDITOR
KENNETH ROWE, Apt. 403, 90 Warren Road
Toronto 195, Canada

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CONTENTS

The Illustrated Postcard in Canada
by Kenneth Rowe 105

The Registered Letter Stamps of Canada
by Dr. R. A. Chaplain 111

Highlights from the Early Days of the
Cunard Line X by Dr. J. C. Arnell 127

Squared Circle Oddities
by N. Pelletier 137

Muskoka District — The First Post Offices
by Max Rosenthal 146

REGULAR FEATURES:

Editorial 198, New Issues 103, Varieties 117, What's New 121, Postmark London 135, Coming Events & Mailbag 139, Society Reports 140, Classified 143, Chapter Meetings 144.

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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

"If you think you have all the answers you probably haven't asked all the questions"

* * * * *

In an early editorial I queried the costs of stamp catalogues in Canada and last year the Society made representations to the Department of Finance regarding removal of the current federal duty. I was interested to note that Michael Millar writing in the Barrie District Stamp Club Bulletin has this to say about Gibbons catalogue prices in Canada.

He says: "I had been aware of this situation for some time now ever since I bought the first edition of the GB specialised catalogue volume 2 at our exhibition in 1967. The price I paid was $7.50, retail in England it was 35/- and in New York $5.50. At that time the rate of exchange was around $3.10 so had I sent to England for this book it would have cost me around $5.75 including postage, packing, money order fee etc. The rate of exchange is now $2.45 to the pound and Gibbons have now issued the 3rd edition of the GB specialised catalogue at 45/-, volume 1, 2nd edition at 45/-, volume 2 and 1st edition at 30/-, volume 3. I am now going to do some simple mathematics (the only kind this simpleton can do) for you. Total price for the three above catalogues, £6, this equals $14.70 at the present rate of exchange. To this we add $1.23 for postage and packing, 50c. money order fee (buy a Sterling draft at the bank, its cheaper than getting a money order from the Post Office, and 15c. for your airmail stamp for your letter. This comes to $16.58. The suggested list price here for the three catalogues is $9.50 for volumes 1 and 2 and $7.50 for volume 3. This adds up to $26.50 or a difference of $9.92. Even allowing for such things as customs duty and brokerage fees on large shipments, there is really little excuse for such an example of flagrant profiteering such as the one outlined above."

Queries placed with Gibbons were answered promptly by Mr. F. S. Wall who says in part:

"The problem of agents is a difficult one. There is no philatelic organisation big enough in Canada to handle the gods in view of the size of your country. And so far as book agents are concerned then there are the terms and practices of the book and publishing trade with which it is normally required to conform. This makes English books, **published in England,** dear in Canada, but I do not think anyone is profiteering. Certainly we are not, for our agents get very keen terms from us, and I am quite sure Saunders will tell you that they are not. Canada is, unfortunately, a small and relatively slow philatelic market."

And the Canadian distributors — Saunders of Toronto Ltd. answered a direct query from me. Mr. R. McDonald Vice President of Saunders writes:

"Out of our markup of 50% on the landed cost must come our overhead expenses. This includes the cost of warehouse space, the salaries of warehouse and office staff, the salaries and expenses of our salesman, the cost of advertising and catalogues, and the cost of financing our stock and our customers. A very small percentage of this markup is left as actual profit. It should be remembered that as soon as the goods land in Canada, all costs, salaries selling expenses and discounts to customers are on a Canadian standard not a British one.

Anyone making comparisons between British and Canadian prices should ask himself if he would be happy to accept his own salary in Canada on a British standard rather than a Canadian one. (Editors Note: "I don't see what that has to do with it!")

We suspect that many individuals who import direct evade or escape paying the 12% sales tax and 17½% duty which should be collected.

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2. "Canada's Registry System: 1827-1911"

By Horace W. Harrison (of Maryland)

(A Member of the Royal Philatelic Society of Canada)

Like all good monographs, this fascinating study starts at the very beginning — Money Letters: Forerunner of the Registry System. Other chapters cover Registry Letters Prior to the Issuance of Registered Letter Stamps (1855 to 1875), including domestic use, letters to the United Kingdom and United States, and then into the period of Registered Letter Stamps (1875-1893). Also of prime coverage, with illustrations, are the RPOs and their registry markings.

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(Editors Note: A 35/- Catalogue=$7.46)

It would appear therefore that Saunders markup is the normal one and that the actual culprit is, as Mr. McDonald implies, the amount of federal tax plus the 50% retail markup by the wholesaler (dealer?).

The Society has been in communication with the Department of Finance with a view to reducing or eliminating the duty on stamp catalogues. It is our view that catalogues are works of reference—not price lists. Our proposals are under consideration.

You can assist our efforts in this regard by writing to your Federal M.P. and requesting him to bring this point to the Minister of Finance.

☆ ☆ ☆

PRE-CANCEL COLLECTORS

Pre-cancel collectors will soon have their own organization in North America. Now in process of being formed the organization will cover the interests of world pre-cancel collectors. Information can be obtained from Mrs. B. Kloss, 10500 Rockville Pike, Apt. 1418, Rockville, Maryland 20852, U.S.A.

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SORRY

The gremlins struck again in the last issue — Emilio OBREGON'S name was mispelled in the Speakers List on page 57. On page 63, Paragraph 2A should read — "Provision for the Annual Meeting of the Society. Provision for the Presidents Reception and Banquet."

On page 69 of Chapter Listings East Toronto Stamp Club was listed twice. Correct listing is for Cedarvale Avenue Meeting Location.

☆ ☆ ☆

We are sorry to note the death of Arthur W. McIntyre of Edmonton. An Honorary Life Member of the Society he was active in philatelic journalism and affairs until the end.

☆ ☆ ☆

NEW SLIDE SHOWS

We are pleased to add two more programmes to our list of slide shows:

#34 A Philatelic Horoscope by Bill Vis.

#35 R.P.O. Ornaments of British Columbia by R. T. Fraser

☆ ☆ ☆

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1 June — "100 Years of Measured Progress", Centennial of National Census Taking

1 June — "Speaking to the World", Opening of New Canadian Broadcasting Corporation International Service Transmitters

16 June — Maple Leaf in Four Seasons —Summer

20 July — 100th Anniversary, British Columbia's entry into Confederation

11 August — 100th Anniversary, Death of Paul Kane

3 September — Maple Leaf in Four Seasons — Autumn

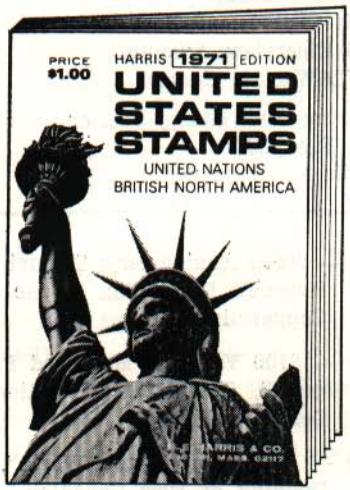
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Figure 1 — A very early illustrated advertisement on Canada's first postcard (1400) St. Thomas to Hamilton March 19, 1874

THE ILLUSTRATED POSTCARD IN CANADA

By KENNETH ROWE

Canada became the thirteenth country to issue postcards in June 1870. Although some authorities consider May 8th to be the day of issue the earliest date so far recorded is June 13th.

Although there are conflicting claims as to which country gave birth to the first private postcard no one can dispute that of Austria as the issuer of the first official postcard.

Almost as soon as it was issued the postcard was used for printed notices and advertising of various kinds but it was not until 1872 or 1873 that the first non-advertising viewcards were introduced in Europe. These early cards were available at a few resort areas in Germany, Austria and Switzerland and are usually found with the view printed vertically at one end of the message side of the card.

Between 1890 and 1895 they became more popular and were issued in greater numbers. Germany was responsible during this period for the popularization of a type of view card known as the "Gruss Aus" or "Greetings From" card. Usually printed by finely detailed chromolithography these cards initiated the postcard collecting craze which afflicted almost every country in the world at the end of the 19th and beginning of the 20th centuries.

The use of photography and photo-

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124	29.00	14.00	15.00	5.00
125	3.00	1.40	.85	.10
126	1.50	.75	1.50	.70
127	4.75	2.25	1.00	.10
128	2.50	1.25	.75	.15
129	1.70	.85	.85	.12
130	14.50	6.50	—	.70
131	1.00	.50	1.25	.50
132	7.00	3.50	—	2.75
133	28.00	13.50	28.00	13.50
134	2.60	1.30	2.60	1.30
160	6.50	3.25	6.50	3.00
161	3.50	1.75	.85	.25
178	3.00	1.50	3.00	1.50
179	1.40	.70	1.25	.50
180	.90	.45	.75	.35
181	2.00	1.00	1.50	.35
182	2.30	1.15	1.50	.15
183	3.20	1.60	.85	.12
205	7.50	3.75	.80	.35
206	3.00	1.50	.35	.12
207	2.20	1.10	.20	.07
228	5.00	2.50	.95	.40
229	3.00	1.50	1.00	.12
230	2.60	1.30	.65	.07

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C-S D-A



Figure 2 — A multicoloured advertising illustration on postcard #1414 dated July 16 1895. Printed in five colours by Toronto Litho Co.

gravure for printing and the relaxation of regulations regarding the location of the message, which allowed for the divided back card, not only flooded the market with cheap cards but it also killed the collection of postcards as a popular pastime.

In Canada as in other countries the postcard was soon used for commercial purposes (Figure 1). Although initially such usage did not include the use of illustrations the advantages of the pictorial representation of products soon became apparent and after 1875 more and more illustrated advertising can be found printed on the officially issued postcards (Figure 2).

European influence soon led North American printers to issue viewcards of scenic points and it seems probable that Niagara Falls was the first such spot in North America to be so honoured. The card illustrated is an early example and it is obvious that the printer had seen examples of the early European view cards and had used one as his model (Figure 3).

C-S D-A

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Figure 3 — A very early non advertising view on postcard #1413 from Niagara Falls to New York October 2 1893.

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Figure 4 — An early private postcard dated February 19 1889.

The 1894 regulation which allowed Private Postcards in Canada opened the way for an increasing number of illustrated cards to be issued. In rare instances private cards can be found dated earlier than 1894 (Figure 4) but the vast majority came into being from 1895 and the trickle rose to a flood when the 1897 regulation allowed almost the whole face of the card to be used for advertising. The railroad companies in particular took advantage of this relaxation to publicize their routes and hotels.

Privately issued view cards also became possible under this regulation and as they were sold without the postage premium necessary on the official issues they soon became very popular.

The first types available in Canada were produced by either German or U.S. manufacturers and are similar in style to the ones available in those countries. As in the United States, the issue of the special souvenir cards to commemorate the Columbian Exposition in 1893 had a great influence on the design of Canadian view cards and in 1898 when Toronto Lithograph Co. introduced their attractive series of Canadian scenes their resemblance to previous European and U.S. designs is apparent. There are a wide variety of designs and issues in this series. Of roughly the same vintage are the Wilson Patriotic cards and envelopes which exist in many designs and printings. Both of these series are interesting enough to deserve an article devoted to them alone.

The author would be glad to hear from collectors who are interested in this field. A listing is being prepared of the 19th Century View and Illustrated Advertising Cards for eventual publication.

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AUSTRALIAN POST OFFICE



THE REGISTERED LETTER STAMPS OF CANADA

by DR. R. A. CHAPLIN #7605

Registration of letters, as we know it, was initiated in Canada on 1st May, 1855 and it cost one penny for domestic mail and 7½ pence to United Kingdom. In his report dated 28th January, 1868, the Postmaster General suggested "that it would be an improvement on the system if the charge for registration were made pre-payable by a stamp instead of by money as at present."

In October, 1856 the Registration system was expanded to include letters to the United States. In the Post Office Circular No. 43 dated 1st March, 1859 the following registration rates are recorded: for the United Kingdom 7½ pence, for British Colonies or Possessions via England 1 shilling 3 pence, for France or other foreign countries sent via England the amount exactly equal to the postage rate.

When Canada adopted the decimal system the registration rates became, effective 1st July 1859, for British America two cents, for United Kingdom twelve and one half cents, for the United States five cents and other countries at equivalent decimal rates. On 1st February, 1866 the registration charge to the United Kingdom was reduced to eight cents and to British Colonies or Possessions via England twenty-five cents.

In his report dated 1st March, 1873, the Postmaster General stated that "it seems expedient to adopt some distinctive postage stamps to be used only in prepayment of the Registration charge." The Registration charge on registered letters between the United Kingdom and Canada has been reduced from 8 to 5 cents by the Post Offices of the United Kingdom". Howes quotes the Stamp Journal issued in 1878. "After January, 1878 the cost of registering letters to Great Britain has been fixed at 5 cents, the same as to the United States". The use of the eight cent registered letter stamp was thereafter very limited and none were issued after that year.

The Post Office Act of 1889, effective 8th May, increased the domestic registration rate to five cents. The surplus two cents stamps were authorized to be

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used with postage stamps to make up the required five cents. In 1876 there were 937,000 issued. This increased to 2,808,400 in 1889 . There were 14,850 issued in 1891 and none were received after 1890.

Finally in August 1893 the eight cents small green was issued to prepay the registration charge and postage. The registration stamps were discontinued and the last 307,900 of the five cents value were issued in 1894.

The registered letter stamps were plates for the two cents, three plates for printed by the British Americas Bank Note Company in Montreal until 1888 and then in Ottawa. There were two plates for the two cents ,three plates for the five cents and one plate for the eight cents.

In 1875 a plate was made for each value. In 1878 the plate for the eight cents was scrapped. The plate for the two cents was re-entered in 1886 and plates #2 for each of the two and five cents were made that year. In 1888 plate #1 of the five cents was re-entered and plate #3 produced.

The original plate for each denomination printed sheets of fifty stamps, ten horizontal rows of five stamps each. The second plate of the two and five cents were made so that they would print one hundred stamps each. The two cents plate consisted of two parts, one above the other, and would print two panes of fifty stamps. Plate two of the five cents consisted of ten horizontal rows of ten. This plate was not satisfactory and never properly finished. It was not used for many years and then only when it became a necessity. Plate three of the five cents was designed to print two panes, an upper and a lower, of fifty stamps each arranged in ten horizontal rows of five each.

On each of the first plates the imprint "British American Bank Note Company, Montreal" appears in each of the four margins. This had two thin continuous outer frame lines which became worn and are difficult to identify on the sheets from the re-entered plate. It is also in this worn state in plate two of

1935 — UNUSED
B. C. JUBILEE'S

Ascension	8.90
Basutoland	1.10
Canada	2.75
Ceylon	1.15
Cook Islands	1.50
Falkland Islands	1.40
Hong Kong	.70
India	1.40
Mauritius	9.90
Nauru	1.70
Papua	2.50
Seychelles	1.90
Sierra Leone	1.60
Somaliland	2.50
South-West Africa	5.50
South Africa	6.40
Southern Rhodesia	1.10
Straits Settlements	.80
Swaziland	.95

1948 — UNUSED
SILVER WEDDING'S

Aden	3.25
Ascension	2.45
Bahrain	5.00
Bechuanaland	1.95
Br. Solomon Is.	1.60
Gambia	3.50
Gr. Br. Tangier	3.45
Mauritius	3.70
No. Borneo	3.25
Somaliland	1.60
Swaziland	2.00

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the two cents and exists only at the top and bottom of each pane. There is no imprint on plate two of the five cents. "British American Bank Note Company, Ottawa" is the imprint on plate three of the five cents and appears at the top and bottom of each pane.

The value of the stamp is sometimes in the margin. It may be the printed word and/or number. TWO CENTS appears on the left side and the number 2 on the right side of the top margin of plate one. TWO CENTS appears on the left top margin of plate two and there is no number on the right side.

Plate one of the five cents had the word FIVE in the left of the top margin. Plate three had FIVE CENTS in the left of its margin. There are no numeral counters on the five cents plates. Plate two has no marginal marks.

The eight cents plate has the word EIGHT and the numeral 8 in similar locations on the top margin.

Sometimes the letters A, B or R appear reversed on the top margins above the imprint. A is found on the upper pane and B on the lower pane on those plates which printed two panes. The letter R is found above the top imprint on the re-entered five cents plate. There are Guillotine Guide lines between the upper and lower panes in plate two of the two cents and plate three of the five cents.

In plate two of the five cents the vertical gutter is 5 m.m. wide and the horizontal gutter usually 2 m.m. wide, but examples exist where it is only 1½ m.m. wide and 1 m.m. wide. This resulted in stamps so narrow that they could not be perforated in one operation because the wheels of the perforating machine would not go closer together than 20 m.m. To perforate the horizontal gutters would require two operations with the fheels spaced to perforate every second row. The plate was put away never completed.

In 1889 the Postmaster General issued 514,700 five cents stamps. Because of the change in rate this number increased to 1,466,950 in 1890 and 2,154,350 in 1891. The earliest stamps from plate two are found dated 1892. The Dominion Philatelist noted the new sheet arrangement in 1892. Probably the old plate which had never been properly finished was taken out of storage and put to use to supply the great increase in demand for the five cents stamp. The stamps have many guide lines, position dots and blemishes which are normally burnished off before printing. Stamps from this plate vary considerably in width because of the difficulty in perforating.

There are several plate flaws. Three very obvious examples on the two cents are, a vertical flaw extending upwards near the base of the "T" of two in the top right, a horizontal flaw through the right frame opposite the "T" of cents and an oval flaw in the top margin opposite the "C" of Canada.

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Who have reached the stage where good copies of early material, is out of their reach, are invited to look to the group Perforated, or Overprinted OHMS and 'G'. The Canada Post Office accredited their use to certain Government Departments, for use anywhere in the Postal Union.

To those that have these in their collection, I offer the new 4th. edition OHMS CATALOG at $3.00. To those who might be interested in these, I offer the previous 3rd edition for 25c. postage, with approval selection. These will describe fully, illustrate, and price the 234 major varieties, ranging from the 1912 Admirals to the 1962 Q.E. 'G', and 1963 Change of Typeface.

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#047	2c.	1.00	4.00	1.00	4.00
#048	4c.	1.50	5.00	1.50	5.00
#049	5c.	.50	2.00	.50	2.00
1963 CHANGE of TYPEFACE				Mint	Used
#50	10c. Eskimo			1.00	.50
#51	20c. Paper			9.00	3.00
#52	50c. Textile			5.50	3.50

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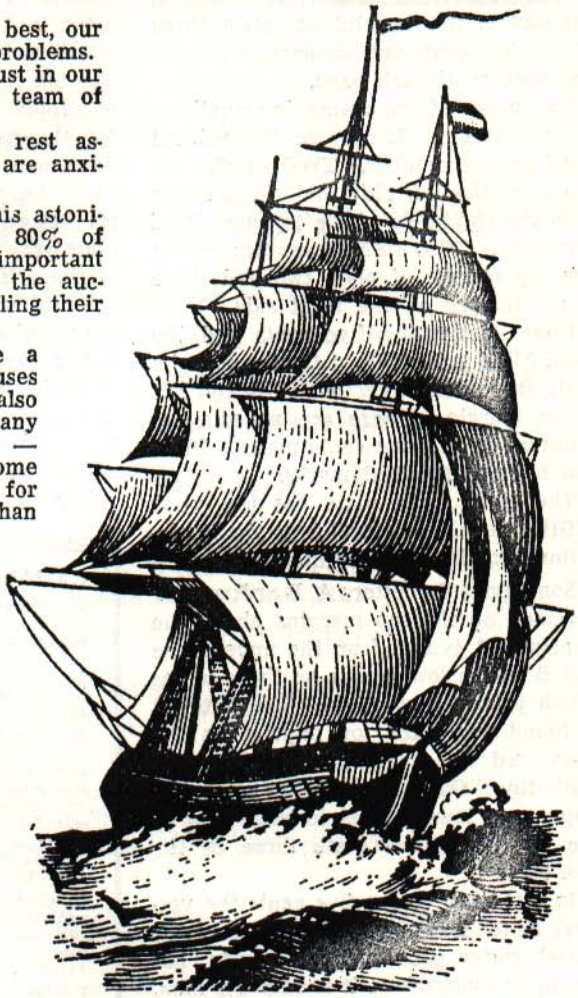
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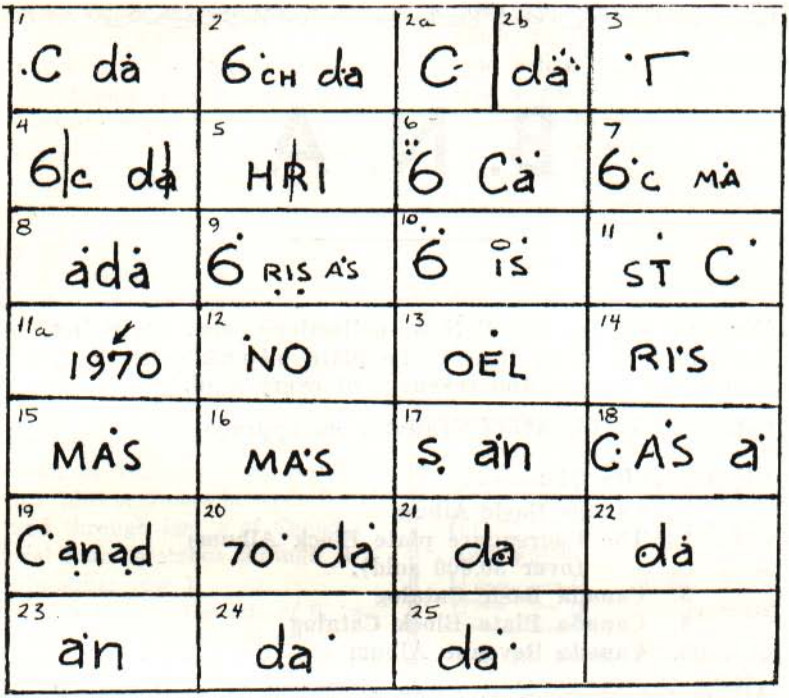
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VARIETIES ON THE 1970 CHRISTMAS ISSUE

KEN PUGH 9503

The 1970 Christmas Issue has become for the specialists, a most interesting source for various varieties. Issued on Oct. 7, 1970 by the Canadian Bank Note Co. the set was four colour lithographed in red, blue, yellow and black.

For the five and six cent values, the most obvious varieties are the 37 block of four combinations, as well as 5 vertical pairs, and 5 horizontal pairs. Double this for the tagged issues.

An interesting perforation error has been discovered consisting of a pane of the six cent value, with the horizontal perfs slipped down well into the stamp design. When torn apart the "6 Canada" appears in the bottom of the stamp instead of the top.

No specialized collection of this issue would be complete without some mention of perfins used. The only one reported so far is a CPR perfin. In the normal position the CPR runs diagonally downward to the right. The P has six holes on its vertical bar, and is seven mm. high. Varities I have seen so far have the CPR either inverted or reversed.

Plate varieties of this issue are common but difficult to accurately plate. Sheets of 400 were cut into 4 pane of 100 each. Due to the present method of marginal inscriptions, it is difficult to determine if the plate variety is from the UL, UR, LL, or LR pane. In order to complete a complete list of plate positions future reports from you are essential.

Due to the large no. of stamps in this issue I list only the constant varieties on the 6 cent Church. The others will follow at a later date. If you recognize some of the unplated varieties please

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ERRORS

New printing procedures in Canada have produced several major errors and despite the dependence on computer run printing machines will produce more. We are most eager to purchase anything that may be discovered in the way of errors and varieties and will pay handsome prices for anything attractive. In 1959, for example, we purchased 105 copies of the Seaway Invert, nearly all at high prices.

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report them to me by writing to 644 13th St. Brandon Man.

6 cent Church (27,200,00) designed by Joseph McMillan of Summerside P.E.I.

varieties—caused by minute particles denting or scratching the plate.

1. black dot to the left of c, blue dot above da
2. black dot between 6 and CH, blue dot between da
3. (a) same as above but curved red line in front of C
   (b) same as 2, but 4 blue dots above last a of Canada
3. blue dot by UL corner of design
4. vertical blue scratches between 6 and C, and through last a of Canada
5. vertical blue scratches through H of Christmas row 1
6. three blue dots to the left of 6, two blue dots above first a of Canada
7. red dot between 6 and CH, blue dot above MA row 5 no. 10
8. black dot above second and third A of Canada row 1 #6
9. blue dot by 6, black dots under R and S of Christmas
   black dot between AS, and above last a of Canada row 6 no. 10
10. blue and black dot above 6
    yellow dot above i of Christmas, blue dot above S of Christmas
11. black dot above ST, and above and to the right of C of Canada
    (a) same as above but with black between tip of 7 of 1970
12. black dot above N of noel, blue dot above TM
13. blue dot between L of Noel, and R of Christmas
14. blue dot between R and S of Christmas
15. black dot above A, of Christmas
16. black dot between AS of Christmas row 9 #7
17. red dot below S of Christmas and above first a of Canada
18. black dot in C of Canada
    red dot above AS of Christmas
    black dot below t and to left of d
    blue dot above last a of Canada
19. black dot to right of C of Canada, and below an, and ad of Canada row 4 #9
20. black dot to the right, and above of the 0 in 1970
    black dot above last a of Canada
21. black dot in last a of Canada
22. blue dots in d, and above last a of Canada
23. red dot between an of Canada
24. black dot to the right of da
25. black dot above last a of Canada, blue dot to the right

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Br. Antarctic Territory Decimals Cpl Mint to 5P	53c.
Falkland Islands Decimals Cpl Mint to 25P	$2.09
Falkland Islands Decimals Cpl Mint to 5P	53c.
South Georgia Decimals Complete Mint to 50P	$3.69
South Georgia Decimals Complete Mint to 5P	53c.
St. Helena Decimals Complete Mint to 50P	$3.64
St. Helena Decimals Complete Mint to 5P	53c.
Tristian Decimals Complete Mint to 50P	$3.97
Tristian Decimals Complete Mint to 5P	48c.
British Virgin Islands Complete Mint to $5	$12.89
British Virgin Islands Complete Mint to 15c.	69c.
Pitcairn Current Definitives Mint to 40c. Cpl $2.34, Used	$3.00
Pitcairn Current Definitives Mint to 10c. .... Cpl $51., Used	61c.
Ascension Decimal Definitives Cpl Mint	$6.11
Ascenson Naval Crests Cpl Used	95c.
Ascension Fish III Cpl Used	90c.
Pitcairn Fish Cpl Mint ..... 61c., Used	85c.
Pitcairn Flowers Mint ..... 39c., Used	64c.
Pitcairn W.H.O. ..... Used	81c. Cpl.
Pitcairn Handicrafts Cpl Used ..... 85c., Mint	75c.
Pitcairn Bligh Used	$1.05
Tristan Crawfish Cpl Used	89c.
Tristan Savings Stamp ..... Mint 10c., Used	14c.
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Falklands 1968 Flower Definitives Cpl Mint	$4.80
Falklands 1968 Flower Definitives to 1/- Mint	46c.

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WHAT'S NEW IN OLD CANADA

by FRED STULBERG

TORONTO BRANCH OFFICES, 1881-1900 — PART 3

(This is part 3 of a 4 part series based on a paper awarded the Herbert Dube Lectureship of the Philatelic Specialists Society of Canada for the 1969-70 season. Ed.)

DATERS

To avoid confusion with the next article which will deal with "duplexes", it is necessary to establish the difference between a dater and a duplex. The former is defined as a postal device of a single component which, when struck, registers the name of the post office and the date that the postal item was handled by it. The latter is a double component instrument having a dater and a stamp canceller (killer) on the same hammer. This article deals only with the single component implement.

When the Toronto East, North and West Branch Offices, established in 1881, were renamed according to the streets on which they were located in 1886, they, and almost all the Toronto Branch Offices until 1900 used at least one circular dater. The one exception is Peter Street (1888) and although this post office may well have received a device of this type, no examples of its use have yet been noted, although many duplex strikes are found.

An interesting aspect of this group of postmarks was the use of provincial (ONT) designation rather than TORONTO for some of the post offices that were set up directly as Branch Offices and were not former suburban offices that continued to use postal devices already on hand. These were Balmy Beach (1900), North Toronto (1893) and Toronto Junction which became part of the Toronto Branch System in 1892 and co-incidentally changed its name from West Toronto Junction the same year. The York Street dater showed both the province and the city.

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104	1c.	Yellow Green	.65	1.00	1.50
c		Dp Yellow Green	.75	1.15	1.75
d		Blue Green	.75	1.15	1.75
e		Dp Blue Green	.75	1.15	1.75
105	1c.	Yellow	.65	1.00	1.50
106	2c.	Rose Red	.65	1.00	1.50
c		Carmine	.65	1.00	1.50
d		Pale Rose Red	1.00	1.50	2.25
e		Dp Rose Red	1.00	1.50	2.25
107	2c.	Yellow Green	.55	.75	1.15
a		Dp Green Thin Paper	.65	1.00	1.50
d		Dp Green	.50	.75	1.15
108	3c.	Dp Brown	.70	1.00	1.50
b		Brown	.70	1.00	1.50
c		Yellow Brown	1.60	2.40	3.60
109	3c.	Carmine Die I	.45	.75	1.15
		Die II	3.00	4.50	
110	4c.	Yellow Ochre	2.25	4.00	6.00
b		Olive Yellow	2.25	4.00	6.00
111	5c.	Gray Blue	6.50	12.00	18.00
b		Indigo	7.75	14.00	21.00
112	5c.	Violet	1.35	2.00	3.00
a		Dp Violet Thin Paper	1.35	2.00	3.00
c		Redrawn Frame Line	2.00	3.00	4.50
113	7c.	Yellow Ochre	2.25	3.50	5.25
a		Olive Bistre	6.30	9.50	14.25
114	7c.	Red Brown	2.80	4.25	6.50
115	8c.	Blue	2.95	5.00	7.50
116	10c.	Brown Purple	10.80	18.00	27.00
a		Red Purple	11.25	17.50	26.25
117	10c.	Blue	4.00	6.00	9.00
118	10c.	Bistre Brown	2.70	5.40	8.10
b		Yellow Brown	4.00	6.00	9.00
119	20c.	Olive	5.50	11.00	17.00
b		Olive Redrawn	6.30	9.45	15.00
c		Olive Green	5.65	9.00	13.50
120	50c.	Black Brown	4.75	7.50	11.75
a		Black	16.50	24.00	35.00
d		Brown Black	16.50	24.00	35.00
122	$1	Brown Orange	9.00	12.50	18.75
b		Red Orange	9.00	12.50	18.75

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	Mint	Ave.	Fine	Superb
139	1 Line	10.00	15.00	22.50
140	2 Lines	3.25	5.00	7.50
184	Perf 12 x 8	.45	.75	1.15

COILS

Perf. 8	Horiz	Single Ave.	Single Fine	Pairs Ave.	Pairs Fine	Joint Pair
123 1c.	Green	16.00	20.80	35.00	45.00	55.00
124 2c.	Carmine	16.00	20.80	35.00	45.00	55.00
Perf. 8	**Vert.**					
125 1c.	Yellow Green	1.25	2.00	2.70	4.75	6.25
a	Blue Green	1.25	2.00	2.70	4.75	10.50
126 1c.	Yellow	.70	1.00	1.50	2.25	3.00
c	Orange	.70	1.00	1.50	2.25	3.25
127 2c.	Carmine	2.00	3.00	4.50	7.00	10.00
a	Rose Red	3.25	6.50	7.50	15.00	19.00
128 2c.	Green	1.15	1.50	2.30	3.00	7.25
129 3c.	Brown	.80	1.00	1.70	2.25	4.25
130 3c.	Carmine	6.00	9.00	15.00	22.50	29.00
Perf. 12	**Horiz.**					
131 1c.	Dp Yellow Green	.55	.75	1.10	1.50	2.50
a	Blue Green	3.00	4.50	6.00	9.00	12.00
132 2c.	Carmine	3.00	4.50	6.00	9.00	19.00
133 2c.	Green	12.25	16.50	26.50	35.00	69.00
134 3c.	Brown	1.20	1.95	2.40	3.90	5.75

Imperf. Between & Imperfs.		Single	Pair	Block
126a 1c.	Yellow 2nd Print		2.75	5.50
128a 2c.	Green 2nd Print		2.75	5.50
136 1c.	Yellow	8.00	17.50	35.00
137 2c.	Green	8.00	17.50	35.00
138 3c.	Carmine	2.75	6.00	12.00

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TORONTO BRANCH OFFICE DATERS — 1886-1900

Post Office Designation	Date	Size	Type	Indicia	R.F.
BALMY BEACH ONT.	1900	22 mm.	SR	Blank	10
BATHURST ST. TORONTO	1886	23½ mm.	FR	AM/PM	8
BLEEKER ST. TORONTO	1886	22½ mm.	FR	Blank	7
BLEEKER ST. TORONTO	1887	21½ mm.	FR	Blank	8
BLEECKER ST. TORONTO	1890	24 mm.	FR	Blank	4
BLOOR STREET TORONTO	1890	23½ mm.	FR	AM/PM	3
BROADVIEW AVENUE TORONTO	1893	24½ mm.	FR	Blank	3
BROCKTON ONT.	sub.	23½ mm.	FR	AM/PM	5
BROCKTON TORONTO	1889	25 mm.	FR	AM/PM	7
CARLETON ST. TORONTO	1886	23½ mm.	FR	Blank	9
CARLTON STREET TORONTO	1899	25 mm.	FR	AM/PM	1
CLINTON STREET TORONTO	1893	25 mm.	FR	Blank	4
DUNDAS ST. TORONTO	1886	24½ mm.	FR	AM/PM	7
ELM SREET TORONTO	1894	25 mm.	FR	AM/PM	2
GERRARD ST. TORONTO	1892	24½ mm.	FR	AM/PM	4
LEE AVENUE TORONTO	1896	25 mm.	FR	Blank	9
NORTH TORONTO ONT.	1893	21 mm.	SR	Blank	2
PAPE AVENUE TORONTO	1896	25 mm.	FR	AM/PM	8
PARKDALE ONT.	sub.	23½ mm.	FR	AM/PM	6
PARLIAMENT STREET TORONTO	1891	23 mm.	FR	AM/PM	2
QUEEN STREET CENTRE TORONTO	1900	22 mm.	SR	Blank	10
QUEEN ST. EAST TORONTO	1886	21½ mm.	FR	Blank	6
RIVERSIDE ONT.	sub.	23 mm.	FR	Blank	9
RIVERSIDE B'CH TORONTO	1891	23½ mm.	FR	Hourly	2
RUSHOLME ROAD TORONTO	1890	23½ mm.	FR	AM/PM	3
ST. JOSEPH STREET TORONTO	1893	23 mm.	FR	AM/PM	1
SPADINA AVE. TORONTO	1886	23½ mm.	FR	AM/PM	5
STRACHAN AVENUE TORONTO	1892	23½ mm.	FR	AM/PM	1
TORONTO JUNCTION ONT.	1892	23½ mm.	FR	Blank	1
YORK STREET TORONTO ONT.	1892	23½ mm.	FR	AM/PM	2
YORKVILLE ONT. CANADA	sub.	24 mm.	FR	AM/PM	3
YORKVILLE ONT.	sub.	24 mm.	FR	AM/PM	2

"FR" denotes single full ring "SR" denotes single split ring

"sub." means that the dater was used when the post office was a suburban office and carried into the branch era.

R.F. (Rarity Factor) is based on a scale from 1 (most common) to 10. There is no differentiation between rarity on cover or on stamp although some strikes are virtually unknown as stamp cancellers. Factors are valid only for this period of study.

The chart below shows the wording (but not punctuation) found in the dater. However it fails to give the idiosyncracies of a few of the most notable usages. They are:—

BLEECKER ST. TORONTO (1890)— Inverted and misplaced indicia were common.

BROCKTON TORONTO (1889)— Identical with the daters of the numbered duplexes issued to Parkdale, Spadina Ave., Yorkville and Riverside the same year.

BROCKTON ONT. (sub) — Found in purple (usual) and black. This is the only coloured dater of the Toronto Branch Offices in this period.

SQUARED CIRCLES

Squared circles are actually hybrids of daters and duplexes. Those used at the Toronto Branch Offices are easy to classify since they are all of the same type and designation as those illustrated above. They were issued to Bleecker Street (two hammers), Parliament Street, Queen Street East, Spadina Avenue, Strachan Avenue and York Street. The first Bleecker Street hammer showed the early spelling (BLEEKER) of the post office and was replaced with a correct one after a few months of use.

A complete story of these marks can be obtained from the handbook entitled The Squared Circle Postmarks of Canada (third edition) by Alfred Whitehead.

(Next: Toronto Branch Office Duplexes)

B.N.A.P.S. HANDBOOKS

ESSAYS & PROOFS of B.N.A. (E.P. Scty)	$15.00
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Supplement (1970) (Shaw)	$ 1.50
BOOKLETS OF THE ADMIRAL ISSUE (Marler)	$ 3.00

The above books are obtainable, postpaid, at the prices noted from

R. J. Woolley, Apt. 206, 1520 Bathurst St.,

TORONTO 349, ONT.



Double weight letter from Brighton, England, dated 2 June 1847 to London, Canada West. This letter was originally rated as a single and marked as 1/2 postage due. This was crossed out and 2/4 substituted. As this assessment was in sterling, it was subsequently converted to Canadian currency and 2/7½ placed below the other figures.

Highlights From The Early Days Of The Cunard Line

by J. C. ARNELL, RPSC 8170

X. An Estimate of the Passenger and Freight Business

Although the Admiralty sailing packets had carried a limited number of passengers on their monthly transaltlantic voyages with the Mails, they were slow in comparison with other privately owned vessels plying the same route and hence did not attract much commercial business. This was the way the British Government wanted things to be, for its only concern was to ensure the carriage of the official letters and despatches for the British officials serving in British North America and the United States. It was the pressure for better communication, especially in winter, between Great Britain and the British maritime provinces that resulted in the replacement of the sailing packets with the Cunard steamships.

The early contracts negotiated with Samuel Cunard make no reference to the possibility of using the new mail steamers to carry passengers or freight for profit across the Atlantic. That this was recognized as being Cunard's intention is to be found in two paragraphs towards the end of both the 1839 and 1841 contracts, which commit the Company to give priority to a limited number of official passengers and freight up to a specified maximum. These paragraphs read as follows:

"That the said SAMUEL CUNARD his Executors and Administrators shall and will when and as often as in Writing required so to do by the said Commissioners or by such Naval or other Officers or Agents as may be authorized by them to act in that behalf (such Writing to specify the rank

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No. 1004 CANADA ONLY LARGE STAMPS (Commemoratives & High Val. from 8c. to $1.00) on paper	$8.50	$75.00	
	1 oz.	8 oz.	1 lb.
No. 1005 CANADA from Q. Victoria to date small only, *off paper.*	$3.50	$24.00	$40.00
No. 1006 CANADA from Q. Victoria to date large only, *off paper.*	$7.00	$48.00	$80.00
No. 1007 CANADA from Q. Victoria to date, large & small *off paper.*	$5.00	$36.00	$60.00
	1 oz.	8 oz.	1 lb.
No. 2000 BR. EMPIRE From Aden to Zanzibar used & mint mixtures off paper. (small & large)	$3.50	$25.00	$48.00
No. 2001 BR. EMPIRE from Aden to Zanzibar used & mint mixt. *off paper large ONLY*	$7.00	$50.00	$96.00
	¼ lb.	½ lb.	1 lb.
No. 2002 BR. EMPIRE mixtures *on paper,* including large stamps too. *on paper*	$3.00	$ 5.50	$10.00
No. 2003 BR. EMPIRE Better Grade *on paper*	$6.00	$11.00	$20.00
No. 2004 BR. EMPIRE De Luxe, Best. *on paper*	$12.00	$22.00	$40.00
	1 lb.	5 lb.	10 lb.
No. 3000 WORLD WIDE Mixtures *on paper* (with some commemoratives)	$2.75	$12.50	$23.00
No. 3001 WORLD WIDE Mixtures *on paper,* better grade	$5.00	$23.00	$45.00
	1 oz.	8 oz.	1 lb.
No. 3002 WORLD WIDE Mixtures *off paper,* many large including Topicals too	$1.35	$ 9.00	$15.00
No. 3003 WORLD WIDE Mixtures *off paper,* all large including many Topicals too	$3.95	$29.00	$49.00
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Schilling & high Franc Val. etc.		$50.00 & $100.00	
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No. 4001 NETHERLAND *On Paper* large stamps only, incl. many colourful semi postal too.	$6.95	$32.95	$63.95
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No. 6000 UNITED STATES OF AMERICA *On Paper* Office mixtures incl. some large stamps	$1.25	$ 5.50	$10.25
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or description of the Person or Persons to be conveyed and the accommodation to be provided for him or them) CONVEY provide for and VICTUAL on board each and every or any of the Vessels to be employed in the performance of this Contract in addition to the Naval Officer or other Person who may be in charge of Her Majesty's Mails and Despatches any number of Officers in the Navy Army or Civil Service of Her Majesty, not exceeding Two as Chief CABIN PASSENGERS and any number not exceeding Two as FORE-CABIN PASSENGERS and any number of Soldiers Seamen or Marines not exceeding Ten charging for such Passengers the following Sums only namely For each CHIEF CABIN PASSENGER from Liverpool to Halifax or from Halifax to Liverpool the Sum of THIRTY POUNDS for each FORE-CABIN PASSENGER the Sum of FIFTEEN POUNDS and for each Soldier Seaman or Marine the Sum of FOUR POUNDS and from HALIFAX to BOSTON or from BOSTON to HALIFAX also from PICTOU to QUEBEC or from QUEBEC to PICTOU for each CHIEF CABIN PASSENGER the Sum of FIVE POUNDS for each FORE-CABIN PASSENGER the Sum of THREE POUNDS and for each Soldier Seaman or Marine the Sum of TWO POUNDS."

(For comparison, an early advertisement in the Halifax **Nova Scotian** quoted the fare for a passage from Liverpool to Halifax, including Provision and Wines and the Steward's Fee, at 35 guineas and the return passage at 125 dollars.)

"And that the said SAMUEL CUNARD his Executors or administrators shall and will RECEIVE on board each and every of the said Vessels employed in the performance of this Contract any number of SMALL PACKAGES containing Astronomical Instruments Charts Wearing Apparel or other Articles and convey the same to from and between all or any of the said Ports or Places to or from Which Her

19th CENTURY CANADA

Scott #	Descrip.	Used	Scott #	Descrip.	Used
1	3d Red	70.00	29a	15c. Gray Violet	17.50
2	6d Violet	90.00	30a	15c. Gray	17.50
4	3d Red	20.00			
4a	3d Brown Red	20.00	21c	½c. Thin Paper	6.00
4c	3d Ribbed Paper	45.00	22b	1c. Thin Paper	6.50
4d	3d Thin Paper	20.00	24b	2c. Thin Paper	4.25
5	6d Slate Gray	90.00	25b	3c. Thin Paper	3.50
7	10d Blue	100.00	27c	6c. Thin Paper	6.00
8	½d Rose	50.00	28b	12½c. Thin Paper	6.00
8a	½d Ribbed Paper	150.00	29e	15c. Thin Paper	12.00
9	7½d Green	190.00	33	3c. Laid Paper	40.00
10	6d Thick, soft paper	200.00			
11	½d Rose	70.00			
12	3d Red	40.00	34	½c. Black	.50
14	1c. Rose	2.75	35	1c. Yellow	.05
15	5c. Vermilion	2.25	36	2c. Green	.10
16	10c. Black Brown	175.00	37	3c. Dull Red	.25
17	10c. Red Lilac	8.50	38	5c. Slate Green	1.50
17a	10c. Violet	8.50	39	6c. Yellow Brown	1.00
17b	10c. Brown	8.50	40	10c. Rose Lilac	5.75
18	12½c. Yellow Green	6.00			
18a	12½c. Blue Green	6.00	35a	1c. Orange	1.50
19	17c. Blue	12.00	36d	2c. Blue Green	.45
19a	17c. Slate Blue	14.00	37a	3c. Rose	1.25
20	2c. Rose	20.00	37b	3c. Copper Red	2.50
20a	2c. Claret	20.00	37c	3c. Orange Red	.15
21	½c. Black	4.00	40a	10c. Magenta	5.75
22	1c. Brown Red	6.00	40b	10c. Deep Lilac Rose	5.75
23	1c. Yellow Orange	8.00	35d	1c. Perf 11½x12	1.50
24	2c. Green	4.00	36e	2c. Perf 11½x12	2.00
25	3c. Red	1.50	37d	3c. Perf 12½	90.00
26	5c. Olive Green	9.00	37e	3c. Perf 11½x12	.90
27	6c. Dark Brown	4.50	38a	5c. Perf 11½x12	3.50
28	12½c. Blue	6.00	39b	6c. Perf 11½x12	3.25
29	15c. Gray Violet	3.25	40c	10c. Perf 11½x12	15.00
30	15c. Gray	3.25			
23a	1c. Deep Orange	10.00	41	3c. Vermilion	.03
27a	6c. Yellow Brown	4.50	42	5c. Gray	.45
29b	15c. Red Lilac	4.50	43	6c. Red Brown	1.40
30b	15c. Blue Gray	3.75	44	8c. Gray	.50
21a	½c. Black	5.00			

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35 MM SLIDE PROGRAMS

1. Animals on Stamps — 42 Slides — Part 1
2. Animals on Stamps — 42 Slides — Part 2
3. Birds on Stamps — 44 Slides — Part 1
4. Birds on Stamps — 44 Slides — Part 2
5. Admiral Issues of Canada—40 Slides—by Gerald Drew-Smith, Galt, Ontario. (F)
6. The DeLaRue Key Types of the British Empire Stamps — 40 Slides by H. G. Gosney, Toronto, Ontario.
7. Faroe Islands — 39 Slides — by W. J. Banks, Toronto, Ontario.
8. Provisional Cancellations of Germany 1945-46 — 36 Slides by H. C. Meier.
9. The Private City Post Stamps of Germany — 36 Slides — by H. C. Schulz, Altedena, California.
10. Germany Postal Stationery Part 1 — 36 Slides by H. C. Schultz, Altedena, California.
11. Russian Zone Handoverprints of Germany 1948 — 35 Slides by HOP Research Group, Germany Philatelic Society, Inc.
12. The 1945 Overprints or Corkmarks of East Germany — 35 Slides.
13. Coins on Greek Stamps by George Angelis.
14. The Age of Discovery and Exploration — by W. J. Banks, Toronto, Ontario.
15. Canada — An Introduction to the Admiral Issues by Hans Reiche, Ottawa, Ontario
16. Music on Stamps by Neils A. Miller and Ann Ovens.
17. Medical History on Stamps by Dr. Alden W. Squires, Togua, Maine.
18. Canada Maple Leaf Issue 1897-98 — by W. J. Banks, Toronto, Ontario.
19. Geology on Stamps by Wm. H. Baur, Chevy Chase, Md.
20. Preparing your Collection for Exhibition and Pleasure, by Dr. F. G. Stulberg, Toronto, Ontario. (F)
21. Denmark — The "Wavy Lines" Typographed Issues 1905-33 by W. J. Banks, Toronto, Ontario.
22. Canada —The Duplex Cancellations of the Victorian Era 1860-1902 by Dr. F. G. Stulberg, Toronto, Ontario.
23. Norway — The Cancellations and Usages of the Skilling Issues 1855-1875 by Svend Yort, Chevy Chase, Md.
24. Canada — The Registration System 1827-1893 by Horace W. Harrison, Pikesville, Md. (F)
25. Stamp Errors* — by L. N. & M. Williams.
26. Hints for Stamp Collecting* by Stanley Phillips.
27. Isreal—It's Story on Postage Stamps. Isreal Phil Agency
28. Canada—Perf & Imperf by Dr. F. G. Stulberg.
29. Irish Free State—Overprint Issues 1922-37—V. Linnell
30. Canada—100 Years to Confederation (Jun) A. Ben David.
31. Holy Land Postal History 1850-1950—Dr. A. Friedburg.
32. Canada—½c. Small Queen Issue—Dr. F. G. Stulburg.

* Black & White.

(F) In both French & English



Much of the early mail was commercial in nature and usually contained several enclosures. As a result, quadruple weight (1 oz.) letters were quite common. A typical such letter is shown here with a due postage of 4/8 sterling or 5/2½ currency. Thus the average cost per letter used by Rep. King of 50 cents is reasonable.

Majesty's Mails and Despatches are to be conveyed in the performance of this Contract when as and as often as directed by the said Commissioners or their Secretary or Agents duly authorized FREE of all Costs and Charges And also shall and will receive on board each and every of the said Vessels and convey to from and between all or any of the same Ports or Places any NAVAL or other STORES not exceeding FIVE TONS in weight at any time at the USUAL rate of FREIGHT charged by the said SAMUEL CUNARD for private Goods on receiving from the said Commissioners or their Secretary for the time being Two Days' previous Notice if its being their intention to have such Stores so conveyed"

No firm statistics of the actual amount of mail, freight or passengers carried by the Cunard Line during the early years were published in any of the sources used for this series. The nearest thing to such statistics were some estimates quoted by the Hon. T. Butler King of Georgia at a public dinner in New York in the spring of 1847, and published in the Halifax Nova Scotian. Representative King had been the main motivator in the U.S. House of Representatives in getting a Bill passed during the previous session to encourage the development of American ocean steam navigation. The purpose of his dinner remarks was to show both the magnitude of the traffic and mail carried by the Cunard vessels and the large revenue resulting therefrom in order to encourage some American competition. His data were all obtained from American sources, mainly in Boston, and therefore did not give the whole picture. They are still both useful and interesting.

With respect to the quantity of mail carried, the Boston Postmaster estimated that the average number of letters and newspapers sent from and received at the Boston Post Office, on each passage, together with the estimated average postage collected were as follows:

Number of letters per passage	Estimated postage
American 30,000 at 50 cents	$15,000
British 30,000 at 50 cents	15,000
Number of newspapers per passage	
American 20,000 at 4 cents	800
British 20,000 at 4 cents	800
	$31,600

The number of round trips (two single passages) each year, together with the postal revenue received by the British Government, based on the above estimates of postage were as follows:

Year	Round trip	Revenue
1841	21	$1,327,200
1842	21	1,327,200
1843	20	1,295,600
1844	20	1,295,600
1845	21	1,327,200
1846	19	1,264,000
	Six year total	$7,836,800

Subtracting the British Government's annual subsidy of approximately $425,000 to Cunard over six years (2,550,000) from this total revenue, an estimated profit to the Government for the period of over $5,000,000 was obtained.

Turning now to the estimate of passenger revenue received by the Company. The number of passengers landed at Boston from Liverpool was known for each year and the fare paid by each was $150. While the number sailing from Boston for Liverpool was not known, the Customs Collector at Boston estimated that there were ten percent fewer passengers in the easterly direction. This reflected the preference of some travellers for sailing ships when the times of passage were not too different; eastbound, the difference in passage time was less than a week, while westbound, it might be as much as three weeks.) The eastbound fare was $130. The passenger figures were as follows:

Martin Apfelbaum:



In the course of examining the thousands of collections we buy or auction each year, we frequently conclude that the owners are engaged in a conspiracy to hide or damage their best material.

This column is provoked by a lady who asked us to sell her collection recently. My father remembered selling her a major rarity a few years ago, and yet that space in the album was empty. When we asked about it, we were told, "Oh, I didn't want to lose it, so I taped it to the back cover." Sure enough there it was, firmly attached with "scotch" tape, its saleability annihilated.

While that may be the worst example that comes to mind, there are many others. May we offer a few suggestions on things not to do to enhance the sale price of your collection:

Don't hide mint plate blocks inside first day covers.

Don't leave a small number of good covers in the bottom of a box with common covers on top of them.

Similarly, if your duplicates include better stamps, don't leave them loose in envelopes, or crammed overlapping in a stockbook, so that the common items hide the good ones.

We are firm believers in hinges, but please use them properly Put them at the top of the stamps, don't slobber all over them, and never reuse them. If you must use mounts, use good ones (one of the best selling brands is extremely dangerous over long periods) and don't augment them with tape.

We sincerely want to get you every dollar we can when we sell your collection. Don't hurt yourself by hiding or damaging your most valuable stamps.

Martin L. Apfelbaum

Executive Vice-President.

Earl P. L. Apfelbaum, Inc.,

1503-05 Walnut Street, Phila., Pa., 19102, LOcust 7-6288, Area Code 215.

Year	Landed at Boston	Landed at Liverpool	Fare revenue
1841	1436	1223	$340,410
1842	1004	904	268,120
1843	1146	1032	306,060
1844	1590	1430	424,530
1845	1823	1641	476,780
1846	1540	1386	411,180
			$2,227,080

To this figure must be added the mail subsidy for six years of $2,550,000 for a total revenue to the Company of $4,777,080 for passengers and mail, exclusive of the revenue from cargo. Apparently no figures were available for the amount of freight handled at Boston. However the declared value of goods and specie imported into Boston was given and this shows the increase in this trade.

Year	Value of Goods & Specie
1841	$ 769,684
1842	1,720,770
1843	9,300,632 (6,650,000 in specie)
1844	4,443,695
1845	4,026,382
1846	4,444,999
	$25,715,812

While it is possible to take exception to some of the figures used by Representative King, they show the financial success of the Cunard undertaking to both the Company and the British Government, even if they are discounted by fifty percent. When the reliability of the service is taken into account, it can be seen why in a few short years the Cunard Line gained such widespread support on both sides of the Atlantic, which it was able to retain even after it was challenged by the American steamship companies, such as the Collins Line.

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THE EXPERTS

In a recent issue of **The Criminologist** appeared a life-history of the late Dr. Edmond Locard, Director of the Scientific Police Laboratory in Lyons, and one of the most famous criminologists of this century. Among the many works that he wrote was a seven-volume work **"Criminology"**. Dr. Locard was a philatelist of distinction but his research projects were so costly that during the last few years of his life he had to sell piecemeal the rarer stamps from his collection and, at the time of his death on 4th May 1966 he was almost penniless.

When Jean de Sperati was prosecuted at the Court of Chambéry on 7th April 1942, he disputed the valuation of the selection of stamps which he had illegally exported. On 30th November 1942, at the Court of Appeal Chambéry, Sperati asked that Dr. Locard should make a report which was heard by the Court on 12th July 1943. Dr. Locard gave it as his opinion that all the stamps were genuine and had a current value of 223,400 francs. At this time Sperati revealed that all eighteen of the stamps in this case were forgeries made by himself.

On the 4th January 1944, Dr. Locard made a second report of which we have a copy. It is a long document giving logical reasons for the conclusion which read **"With all certainty and evidence, all stamps mentioned above are NOT imitations."** Sperati produced more sets of the eighteen stamps which caused the Court to appoint three experts, one of which was Dr. Locard, to decide whether the stamps were genuine or forged. All three refused the appointment.

On 31st January 1948 a report was given to the Court by the famous French expert, Leon Dubus, who stated that not one of the stamps was genuine and that most of them could easily deceive an inexperienced collector.

* * * *

Dr. Locard was not an inexperienced collector and as a professional criminologist it might first appear extraordinary that he made eighteen mistakes in one case. The fault lay in the fact that the forgeries were photographic reproductions printed on genuine paper, and where watermarked and perforated, with these features genuine. The expert did not know what is now common knowledge, that impressions of common genuine stamps could be removed from the paper leaving the genuine foundation on which the forger could apply his craft.

Of course all experts make mistakes because it is from these that they learn most. An expert is a person having special skill and knowledge with which weapons he makes fewer mistakes than the average man.

If he is an expert philatelist he may be expert in the stamps of one country or one issue, or he may be a general practitioner with a broad knowledge covering the stamps of many countries. He has to handle stamps every day, recognise the various methods of printing and the work of the different printers. If he also knows the work of different forgers his expertise is greater.

Many philatelic experts limit the field on which they will express an opinion, to one of which he has intimate knowledge and adequate reference.

In our walk of life we meet all classes of experts. In Europe, it is usual for an

expert to work alone on a limited field and, in the case of some of the best, their opinions are backed up with a reference giving the reason for their opinion. This is an excellent practice, for in writing the reason for an opinion, the expert has to give greater consideration to the facts.

In some countries, a group of experts work together, pooling their expertise, and for some patients this is an excellent treatment, for while one of the group may have the personal knowledge to establish the genuineness or otherwise of a stamp, another pair of eyes may spot a fault or repair which might have been overlooked. Of course no one group knows everything about all stamps but providing one of their members knows the subject well, in theory the joint opinion of a group should make fewer mistakes than the individual expert.

However, one of our collector readers who has served for many years on an expert committee once made a wise observation, **"I would rather have the opinion of one man who knows his subject than the opinion of a dozen that do not. It is a common weakness of groups to feel that they MUST express an opinion when they are not qualified to do so."**

There are also the professional and the amateur experts and in answer to our question this came **"A professional expert pays for his mistakes and for that reason alone is likely to make less than an amateur who accepts no responsibility."**

Which brings us back to Pem's classic comment **"It may be genuine but I would not buy it."**

Some collections comprise a series of expert certificates but there is nothing as good as knowing the stamps that you collect. Knowledge is more valuable than the collection.

R.P.S.C.
A.P.S.
A.T.A.
N.P.S.

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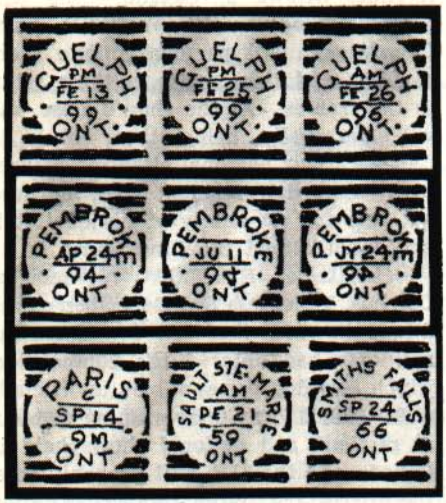
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SQUARED CIRCLE ODDITIES

by N. PELLETIER 7110



Guelph — Population in 1896: 10,500
Postmaster David Stirton

Earliest known date: MR 1 94. I have in my collection a small Queen Guelph squared circle cancelled FE 13 99. One day earlier than reported for an error that should have been '96'. All copies, until the 26th of February, show the same error. Tracings for the 13th and 25th are shown. Have included the corrected date for the 26th. Perhaps the postmaster was away during the two weeks. Two missing dates are FE 16 99 and FE 23 99. Both are Sunday dates Was the postoffice closed?

* * * *

Pembroke — Population in 1896: 4,400
Postmaster Alex Moffat

Earliest known cancel: March 19 1894. I illustrate an early date: AP 24 94 with the proper '4' used in two positions. My collection has two squared circle covers for Pembroke. Both show errors with the strange use of a positive '4'. The postmaster had tried using it the proper way and inverting it with no success. Did that bit of type come from Ottawa with the original hammer? It would be difficult to find an answer after 75 years. A few later copies of Pembroke are correct except MY 24 95. The postmaster or clerk had somehow inverted the '4'.

* * * *

Paris — Population in 1896: 3,100.
Postmaster Peter H. Cox

The postmaster of this town must have been a careful man with his many clean and well struck squared circle cancels. An oddity did happen, thanks to a copy of a stamp acquired from Clarence Kemp who owns a fine specialized collection of Paris.

For a description of the stamp tracing I quote Alfred Whitehead: "From SP 5 93 to SP 29 93 the '3' of '93" was always sideways and face down. I called it a prone '3' but H. M. Dilworth called it a 'lazy 3', to my great enjoyment. So 'lazy 3' it will be in the future."

* * * *

Sault Ste Marie—Population in 1896: 1,500. Postmaster Mrs. M. C. Pim

With the Christmas rush a clerk on the morning of DE 21 95 made an error by placing in the hammer: '59' for the year '95".

* * * *

Smiths Falls — Population in 1896: 3,860
Postmaster D. A. Ferguson

On SP 24 96, the '66' was placed in hammer for '96'. I have found many errors with the use of squared circle hammers. For many years I have collected the regular small Queen cancels for Ontario, and have failed to find errors among them.

III International Philatelic Exhibition Exfilima - '71

INTER-AMERICAN STAMP EXHIBITION SET FOR LIMA, PERU.

Lima, the City of Kings, capital of Peru, will be host this year to the 3rd Interamerican Philatelic Exhibition EXFILIMA 1971 under the patronage of Interamerican Federation of Philately and the auspices of Ministry of Transport and Communications - Direction of Post and Telegraphs of Peru.

The chosen date, November 6 to 14 will provide the right combination of late spring weather with a wide range of events which take place during that time of the year; the 7th Pacific International Trade Fair, the bullfighting season, religious festivities, such as the Procession of Our Lord of Miracles, etc. Lima is located near sea-resorts and beaches which can be reached in only a few minutes. Inca and Pre-Inca ruins are also nearby and can easily be visited. Trips and excursions to interesting sites among which Cuzco and Macchu-Picchu are prominent can be arranged for visitors.

The exhibition will include the usual classes and categories of the recent interamerican shows and general regulations will be ready during March, including entry forms and further information.

National commissioners for all North, Central and South countries members of FIAF have already been appointed, and the Committee looks forward to receiving important collections from abroad. Chairman of the Organizating Committee is Henry Harman de Izcue and other members are Captain (P.N.) Ascar Barco S. as Vice-President, Luis Paredes S. as General Treasurer and Luis Guzman as Executive Secretary.

The name and address of the Canadian Commissioner is Mrs. G. M. Geldert, Honorary Secretary of the Royal Philatelic Society of Canada, Apartment 1510, Island Park Towers, 195 Clearview Avenue, Ottawa 3, Canada. She will accept custody of the exhibits from Canada and will personally take them to Lima and then assist in their setup in the frames. At the show's close, she will personally bring them back to Canada. This personal attention assures every Canadian resident that he need not fear for the safety of his exhibit if he cannot attend the Lima show.

Officials at EXFILCA '70 held at Caracus, Venezuela last December voiced disappointment that too few Canadian residents had entered the competition, which awarded prizes valued unofficially at $10,000.00. Any prize-winning material at regional and national shows held in Canada and the U.S. will probably meet the necessary Inter - American show standards. Why not plan now to arrange for your prize-winning collection to be considered for entry at EXFILIMA '71. Take the first step today by writing the Canadian Commissioner for the show and request a copy of the prospectus, which also includes an official entry form. The prospectus is scheduled for release sometime in March.

During EXFILIMA '71 several parallel meetings will take place, such as the III General Assembly of FIAF, the meetings of the group of American Philatelical Journalists created in Caracas last year, groups of Topical collectors, and of Official Technical Advisors.

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MAY 8 - 9 — Annual Exhibition R. A. Stamp Club. R. A. Centre, 2451 Riverside Drive, Ottawa.

1971 INTERNATIONAL EXHIBITION — CAPETOWN, MAY 22-31 Commissioner J. N. Sissons 37 King St. E., Toronto.

AUGUST 26 - 29 — B.N.A.P.S. Convention Hotel Nova Scotia, Halifax.

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

HARMONEX 71 — First German Philatelic Convention and Exhibition (October 15 - 17). Sponsored by the Harmonie Stamp Club (Chapter 94, RPSC). Information: HARMONEX 71, 410 Sherbourne St., Toronto, Ontario.

NOVEMBER 6 to 14, 1971. Third Inter-American Philatelic Exhibition (EXFILIMA '71) under patronage of Inter-American Philatelic Federation (F.I.A.F.) at Lima, Peru. Commissioner, Mrs. G. M. Geldert, Apartment 1510, Island Park Towers, 195 Clearview Avenue, Ottawa 3, Canada.

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

1978. TORONTO INTERNATIONAL EXHIBITION

MAIL BAG



Dear Sir:

I am presently engaged in writing a history of the Montreal and Toronto Railway Post Office, the oldest RPO in North America. In connection with this I am also doing a study of the postmarks used. I would like to request RPSC members who have RPO collections to send me a list of the covers or other items they have of the following:— Montreal & Brockville, Montreal & Kingston, Montreal & Toronto, Kingston & Toronto, Toronto & Kingston and Toronto & Montreal. I would like full details of the datestamp as well as direction or train number and the full date. I would like to hear particularly from anyone who has very early markings in their collections as well as examples of either of the two postmarks. Both of these impressions are from the proofbook in the Post Office library and I have not seen either one in use. You will note that the earlier one has an impossible date as leap years only come on even years, every four years.

Yours sincerely,
Michael Millar, RPSC 7537

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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)

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Baynes, Dr. Thomas E., Jr., Georgia State University, 33 Gilmer Street, Atlanta, Ga. 30303 USA
Buggeln, Robert W., 325 Camp Hill Road, Fort Washington, Pa. 19034 USA
Chapman, Dr. C. H., 405 Post Office Building, Lethbridge Alberta
Desjardins, J. Paul, 25 Woodbridge Crescent, Apt. 815, Ottawa 14, Ontario
Fraser, Mrs. Janet M., Apt. 367, 2550 Four Cedars, Foresthill, Calif. 95631, USA
Hetherington, A. E., 23 Oakwood Place, Hamilton 17, Ontario
Higginson Owen, 3505 Ste. Famille, Apt. 1501, Montreal 130, P.Q.
Kowalski, P., Box 74, Station "P", Thunder Bay, Ontario
Kricfalusi, Michael, 2635 Ulster Crescent, Ottawa 8, Ontario
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% Gordon Jarrett, 102 Cumberland Street, Cornwall, Ontario
No. 58—Kawartha Philatelic Society,
% Arthur R. Dixon,
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WEST TORONTO STAMP CLUB

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MEETINGS:
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VISITORS WELCOME

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Meetings: Every Thursday at 7 p.m.
Except during the summer months
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5311 Côte St-Antoine Rd.
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ST. CATHARINES STAMP CLUB

(Chapter 53 of the R.P.S.C.)

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74 Ghent St., St. Catherines, Ont.
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LAKEHEAD STAMP CLUB

R.P.S.C. Chapter No. 33

Meets second Wednesday and last Friday of each month in
Confederation College, 8 p.m.
— Visitors always welcome —
Donald Jack, Secretary-Treasurer
Apt. #9 - 2830 Victoria Ave.,
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Sarnia Stamp Club

Chapter No. 45
Royal Philatelic Society of Canada
2nd & 4th Wednesdays
Royal Trust Co. Colborne & Cathcart Blvd. Sarnia, Ontario Canada
Pres. Alex. Csucs
Sec't. Arthur J. Bentley
290 So. Vidal St., Sarnia, Ont.

CHAPTER MEETINGS

OTTAWA PHILATELIC SOCIETY

R.P.S.C. Chapter No. 16

Meet 8:00 p.m. Thursdays
September through May
CHATEAU LAURIER
Secretary: S. W. MacLeod,
840 Springland Drive (Apt. 427)
Ottawa 8
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CHAPTER 5 OF THE ROYAL
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SECOND and FOURTH THURSDAYS
(except in July and August)
— at —
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33 Melrose Avenue
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NORTH YORK PHILATELIC SOCIETY

Meets on the 1st and 3rd Wednesdays of each month (July & August excepted) at the North York Memorial Community Hall.
5090 Yonge St., Willowdale, Ontario.
Secretary—Mrs. M. Summerfield,
Phone 221-0375
— VISITORS WELCOME —

Chapter Fifty-one



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Downtown
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(CHAPTER 41, RPSC)
MEETS 7.30 p.m. EVERY MONDAY at
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(Except June, July and August)
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Meets 1st and 3rd Thursdays
4th Floor, Free Press Bldg.
300 Carlton St. 8:00 p.m.
Secretary
ROBERT FOURES - Phone 233-6522
Visitors Welcome

VANCOUVER ISLAND PHILATELIC SOCIETY

Meetings on the SECOND THURSDAY of each month, (except July and August) at 7.45 p.m.
SECRETARY: Chas. W. Marshall,
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Room 112, B.C. Provincial Museum
Visitors always most Welcome.

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Chapter #3 Rue - 525 Beaubien E. Street
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7.00 - 11.00 p.m.
Publisher of Philatelic ECHOS
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Cedarvale Park Building
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Muskoka District -- The First Post Offices

By MAX ROSENTHAL

"You will greatly oblige me by sending me at your convenience a list of the lots of land for sale by you in the Townships of Draper and Macauley, as I am desirous of purchasing a lot in one or the other of those places".

So wrote James H. Jackson from Orillia on October 13, 1859 to Crown Lands Agent Roche, in Lindsay. The previous year the government had begun the building of a road north from Washago across the Severn River into the interior of the Muskoka District, to open it for settlers. The year he wrote the Muskoka Road had been opened to the South Falls of the Muskoka River. R. J. Oliver was appointed land agent, and issued at Severn Bridge the first location tickets for land adjoining the road. Jackson chose land in Morrison Township right at the Severn Bridge entrance to Muskoka, rather than the townships indicated in the above mentioned letter from the Ontario Archives.

In his Report on the Muskoka Road for 1859, land agent Oliver commented: "Steps are being taken to secure a post delivery once a week. On my journey up the road last week, this was universally called for and I have promised to see to it." (Canadian Archives)

It was not until the beginning of 1861 that the first post office in Muskoka, Severn Bridge, was opened, with Jackson as postmaster. In his agency report of November 4, 1962 on settlers on the Muskoka Road, Oliver noted: "James Jackson, resident, good home, post office, store, shanty, stables and large clearing." (Ontario Archives)

The previous year Oliver had reported: "There are in operation now two offices, one on the Severn and the other at the Great Falls of the Muskoka." (Canadian Archives) The latter post office had just been established at the South Falls, on the South Branch of the Muskoka River, at the western boundary of Draper Township. Richard Hanna was the first postmaster of Muskoka Falls, while H. J. McDonald was a general merchant, with a hotel and saw mill.

Washington Irving's Names

The report from Oliver of November 4, 1862 mentioned before includes this item: "Jas. McCabe, resident, good tavern, post office, stables and large clearing." This was McCabe's Landing, in Muskoka Township, at the southeast corner of Lake Muskoka, but the post office was called Gravenhurst, recently opened by McCabe in his Masonic Arms Hotel.

Thus it was that on December 31, 1862 Oliver could report that Muskoka District already had: "Three post offices, schools, lumber mills, a grist mill in building, stores, &c. The North Falls of Muskoka is destined to become a village. A new town, store, lumber mill are now in the course of erection." (Ontario Archives)

The previous year Oliver had crossed the North Branch of the Muskoka on a pine log "bridge", and met the first two settlers north of the falls. There was one house on the river, where Alexander Bailey lived. There, in Macaulay Township, in 1864 was opened Bracebridge post office.

In August 1936 Mrs. Constance K. Sissons, of Toronto, wrote to the Bracebridge newspaper: "My uncle, W. D. Lesueur, for very many years Secretary of the Post Office Department at Ottawa, named these two places Bracebridge and Gravenhurst, also a hundred or more post offices which gave their names to towns.

"Bracebridge and Gravenhurst are names that occur in the same book by

Washington Irving, entitled 'Bracebridge Hall'." Mrs. Sissons also quoted Aubrey White, Deputy Minister of Crown Lands in the 1860's as stating that "an assistant in the Postmaster-General' Department was without a doubt reading 'Bracebridge Hall' when the request for names of post offices at North Falls and McCabe's Landing was received."

Muskoka Falls, three miles south of Bracebridge, had been laid out for a large town site, but Bracebridge was more conveniently reached by water. In 1866 Alexander P. Cockburn opened steam navigation in Muskoka with the arrival of the Wenonah, when there were not 20 people living in the village to greet it. From then on the Muskoka Navigation Company carried freight and mail from Gravenhurst to Bracebridge, assuring the latter's triumph over Muskoka Falls.

Meanwhile, in 1863 William Holditch had established Falkenburg on the Muskoka Road, at the western edge of Macaulay Township, four miles southeast of the latter's northern boundary. The same year ,in Draper Township, three miles west of Bracebridge, on the south bank of the North Muskoka River, J. B. Browning had opened Alport post office. where the Alport Road turned south. A few years later A. F. C. Alport became postmaster.

Two U's

1864 saw two post offices besides Bracebridge come into being in Muskoka. One gets the impression that they were chosen in alphabetical order from some list at the Post Office Department, for they were Uffington and Utterson; the former appeared in Draper Township, one mile south of the South Muskoka River, on the 6th concession road at sideroad 17.

Utterson opened in Muskoka Township on the Muskoka Road 2½ miles west of the southwest corner of Mary Lake. In the book "Letters From Muskoka, by an Emigrant Lady", published in London, England in 1878, an Englishwoman tells of her arrival: "The drive from Bracebridge to Utterson, the nearest post-town to our settlement, was a long and fatiguing stretch of 15 miles. At the time of which I write, the autumn of 1871, there was neither store nor post-office nearer to us than that at Utterson, fully six miles from our land."

There, at the junction of the Muskoka and Brunel Colonization Roads, John McAlpine ran a saw and grist mill. James Hanes was Utterson's first postmaster, and a few years later Nehemiah Hanes would be driving the stage through there.

On November 29, 1867 the Orillia Expositor had this advertisement:

Bailey's Line of Stages will leave the "Victoria Hotel", Bracebridge, daily, at 8 a.m. for Orillia. Returning will leave the "Royal Hotel", Orillia, daily at 8 a.m. for Bracebridge, stopping at Washago, Gravenhurst and Muskoka Falls, and connecting with the stage for Parry Sound. A. Bailey, Proprietor, Dec. 1, 1867.

Bailey was still postmaster of Bracebridge, but two years later Robert E. Perry became that official, with his son Robert P. as assistant. The latter was to take over from his father, and hold that position until 1938.

Post Offices On The Lakes

On the Parry Sound Road, three-quarters of a mile north of the northeast corner of Three Mile Lake. Raymond post office opened in 1867, in Watt Township. In concession 8 of the latter, on the east shore of Lake Rosseau, Windermere was established in 1868 by the same John McAlpine who had built the mill at Utterson. Itself on a scenic body of water, Windermere was named for the famous English lake.

In 1866 Benjamin Hardcastle Johnston built a house at "Indian Village" on Lake Rosseau also, but in Medora Township, on an island near rapids. In 1868, through the influence of A. P. Cockburn, a canal was cut through to connect Lakes Muskoka and Rosseau, and locks were built. A village sprang up around the outlet on Lake Rosseau, named by John-

ston Port Carling, after a friend, Sir John Carling, M.P. for London, Ont., from where Johnston had come. Johnston opened Port Carling post office in his island home in 1869. The steamer Wenonah called there daily with the mail from Gravenhurst, 22 miles southeast.

The same steamer called at Bala, five miles closer to Gravenhurst, on the west shore of Lake Muskoka, but also in Medora Township. Its post office, opened in 1870 by Thomas Burgess, was named by him after the largest lake in Wales.

On the Parry Sound Road, in Watt Township, a half mile south of the southwest corner of Skeleton Lake, Ullswater post office was opened by George Bunn in 1870.

Ullswater, Raymond and other post offices on the Parry Sound Road had a weekly mail. Those on the Muskoka Road, including Alport on the nearby Alport Road, as far north as Bracebridge, had a daily mail by 1870. Farther north, Utterson got mail three times a week; Uffington, off to a side southeast of Bracebridge also had a tri-weekly mail. Although steamers called at Bala daily, mail came only weekly.

George Hunt's Village

In 1871, in a slim book entitled "The Free Grant Lands of Canada", Thomas McMurray wrote:

"Huntsville is situated on the Vernon River near its mouth or confluence with the the waters of Fairy Lake, in the Township of Chaffey. The Huntsville post office was opened January 1870. Two stores are now being built. The Muskoka Road has been extended to this place a few months ago, and a very substantial bridge spans the waters of the Vernon."

George Hunt, in 1869, was the first man to build a house in the area later surveyed as Huntsville. The land he selected was on the east side of the river, near the place chosen for the crossing of the Muskoka Road, which was still three miles away that year. Captain Hunt managed the work required to open its last few miles to his location. He it was who opened the post office, and it was named for him.

By 1878 Alexander Kirkwood and J. J. Murphy would write in "The Undeveloped Lands In Northern And Western Ontario". "Huntsville, within the chain of steamboat communication connecting Fairy, Mary and Vernon Lakes, 25 miles from Bracebridge, and accessible from it by tri-weekly stage in the winter, or by steamer Northern, from Port Sydney, in the summer, contains over 200 inhabitants."

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