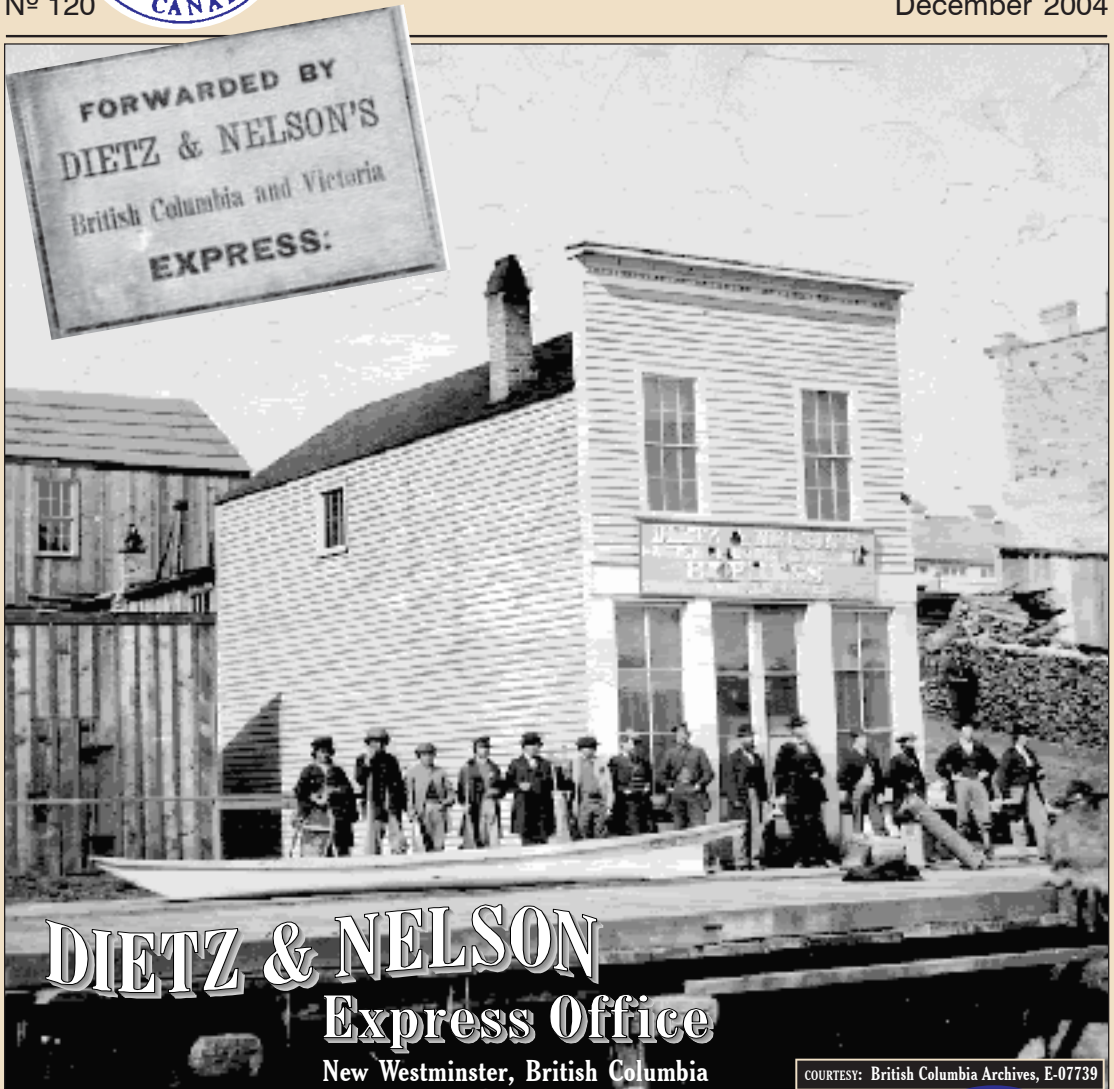




# PHSC Journal

Nº 120

December 2004



**DIETZ & NELSON**  
**Express Office**

New Westminster, British Columbia

COURTESY: British Columbia Archives, E-07739

ISSN 0714-8305

**\$6.25**

CANADA POST AGREEMENT NUMBER 40069611

# Firby, or not Firby? That is the question.



When the time came to dispose of their collections these specialists asked, *"What can Charles G. Firby do for me?"* The results of each auction said it all!

- 1** We conduct several philatelic auctions as well as the world's largest philatelic literature auction each year. Catalogs are prepared with exacting descriptions, quality photographs and realistic estimates to assure our vendors the highest in realizations.
- 2** Through private treaty, our knowledge of many markets can place your collection or specialized items in the hands of discriminating collectors around the world.
- 3** And in **all** cases we are in the position to buy collections outright, when instant payment is essential.

We have helped many collectors, prominent and obscure, to realize top dollar for their collections. And for consignors of Newfoundland, Canada and other British North America areas, we offer the strength of the US dollar as well as one of the finest client lists available.

We look forward to the opportunity to discuss the disposal of your collection...through auction, private treaty, or outright purchase. Just call for an honest analysis.

## The obvious answer is yes!

**Charles G. Firby**  
AUCTIONS

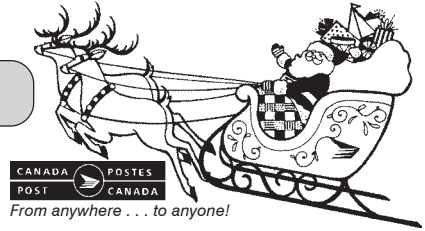
6695 Highland Road, Suite #107  
Waterford, MI 48327-1967  
(248) 666-5333 • Fax (248) 666-5020  
E-mail: Admin@FirbyAuctions.com

122



# The Editor's Word

## J. (Gus) Knierim



With this issue I would like to wish all of our readers the very best of this Holiday Season! May you have a relaxing, peaceful time as you visit with family and friends. In your spare moments after Christmas, on those frosty January evenings let there be time for your favourite pastime.

I am happy to report that this issue of the *Journal* has contributions from members in the US, British Columbia, Alberta, Ontario, and Quebec. Our topics are equally spread across the country covering Quebec, Ontario, Alberta and British Columbia. The balance of the articles would best be categorized as general in nature and applying to all parts of Canada.

My New Year's wish is that we would have participation from all provinces and territories covering subjects reflecting those very same provinces and territories. Would it not be wonderful if we could claim that a certain region or province had 100% participation of its members contributing to the *Journal*. It sounds far-fetched but is a lot closer than we realize to becoming a reality. I challenge each one of you to make that your New Year's wish and to make it a reality for the Society.



### ✉ CONTENTS

#### Features

- 2 British Columbia: Dietz & Nelson Express Labels – Dale Forster
- 8 The State of the Art of Printing in the mid-1800s – Gus Knierim
- 10 Changing of Timemarks – Gray Scrimgeour
- 14 Notes of the Beare Correspondence – Don Ecobichon
- 20 Errors, Freaks, and Oddities of Ontario Broken Circle Postmarks – Robert C. Smith
- 24 The Sociology of Supermailboxes – Dale Speirs
- 31 Extant Canadian Columbia / Ielfield Postmarking Dies – Reg Morris
- 34 Free Franked Mail: A Subsidized Rate – Bill Pekonen
- 49 A Straight-Line Postmark from the "Way Office" Isle Bourdon, L.C. – Cimon Morin
- 53 Universal Stamping Machine Company – R. W. Irwin
- 57 An Unusual Type of Handstamp – C. Ron McGuire

#### Departments

- 1 The Editor's Word: J. Knierim
- 58 Book Review
- 60 *Ontario Broken Circles*: New Discoveries – R.C. Smith
- 62 Study Groups Report
- 66 Society News
- 67 Editorial Guidelines
- 3 Correspondence
- 1 Coming Events
- 3 Secretary's Report: Norm E. Wagner
- 5 Classified Ads
- 3 Officers of the Society

The very best of the  
Season to all of you.



Gus Knierim, editor

# BRITISH COLUMBIA DIETZ & NELSON EXPRESS LABELS



Dale Forster

Dietz & Nelson was a British Columbia express company operating between Victoria and Yale from 1862 to late 1867 when they were bought out by Barnard's Express. Dietz & Nelson had a printed frank, handstamps, and occasionally used adhesive labels. Both the Gerald Wellburn auction (Eaton & Sons, October 6, 1988, lot #1109) and the recent Dale-Lichtenstein sale (H. R. Harmer, May 11, 2004, lot #142) had identical un gummed sheetlets of 4 different types of unused Dietz & Nelson labels on vermilion paper. According to Wellburn's exhibit page, his example was once in the Ferrary collection. This article examines the Dietz & Nelson labels, provides a census of the types recorded, makes some suggestions about their status, and suggests where and by whom they were printed.

Fig. 1 shows the vermilion Dale-Lichtenstein sheetlet. Note the "FOHWARDED" misprint on the second label, a constant variety. It seems strange that any commercial job printer would go to the trouble of setting type for four different sizes and styles of label, all of which would serve the same purpose. No D&N labels are illustrated in Bruce Mosher's 2002 *Catalog of Private Express Labels and Stamps*. The only reference I have found in the philatelic literature to the sheetlet is in Gerry Wellburn's November 1945 article "Dietz & Nelson's British Columbia & Victoria Express" in *Popular Stamps*. Wellburn stated: "Dietz & Nelson's Express also had its own adhesives,

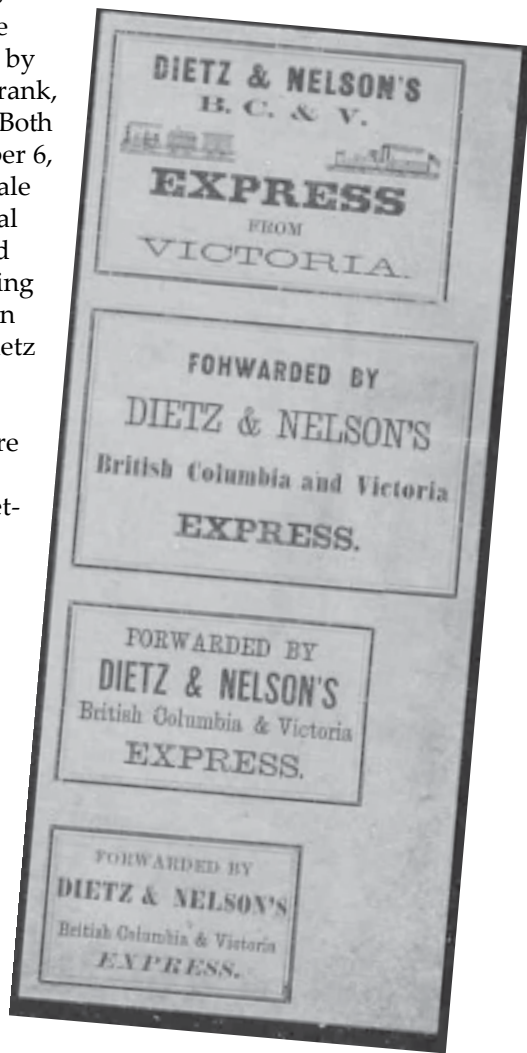
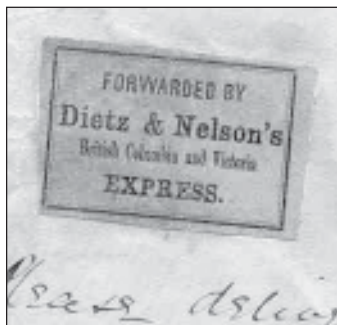


Fig. 1 – Vermillion sheetlet of Dietz & Nelson Express labels. All of the labels illustrated in this article are vermilion.

printed on red coated paper in small sheets of four different types. These were not used in quite the same manner as Barnard's PAID and COLLECT adhesives, but were in the nature of registration stamps. A letter of value entered separately on the way-bill would be distinguished by an adhesive 'Forwarded by Dietz & Nelson's Express' on the envelope." I agree with Wellburn's above remarks, which explain why Dietz & Nelson adhesive covers are much rarer on covers than Barnard adhesives.

What Wellburn apparently didn't realize is that the two covers and the piece in his own collection bearing used vermilion Dietz & Nelson adhesives have different types of labels from those in the sheetlet. It is possible he had not yet acquired the covers and piece at the time he wrote the article. Figs. 2, 3, and 4 show used Dietz & Nelson labels from known entires and pieces. I record one example of Fig. 2 (32 mm x 21 mm), one example of Fig. 3 (40 mm x 25 mm), and three examples of Fig. 4 (51 mm x 34 mm.). Possibly

Fig. 2 – The 32-mm x 21-mm D&N label.



other covers exist, but I would be surprised if more than 6 covers with these Dietz & Nelson labels have survived. It is interesting to speculate whether or not these three different-sized labels were also printed together on the



Fig. 3 – The 40 mm x 25 mm D&N label.

same sheet—apparently no multiples exist and no other evidence has been found.

The Dale-Lichtenstein British Columbia auction, lot #294, contained a large (106 mm x 60 mm) Dietz & Nelson vermilion C.O.D. label folded over the cover; the label has the printer's imprint of Agnew & Deffebach, San Francisco. I do not illustrate it since my scan does not show the imprint well. That label dates from the period 1862–1867, the same period as the other used D&N labels. The fact that one Dietz & Nelson label was printed in San Francisco makes it seem very likely to me that all Dietz & Nelson labels were printed in San Francisco.

Barnard's Express vermilion PAID and green COLLECT adhesives dating from the 1860s are not as scarce on cover as the Dietz & Nelson labels. The definitive article "Barnard's Cariboo Express" by Henry Hitt and Gerald Wellburn appeared in Harry Lindquist's *Stamp Specialist* black book of 1945. The authors describe the small type differences in the many varieties of labels, noting that no multiples of the PAID labels have survived, but illustrating a soiled and creased sheet of 12 unused green COLLECT labels. The sheet has the same 3 types in each row of three, with the last two rows of three printed tête-bêche (upside-down) relative to the first two rows. This sheet appeared in the Dale-Lichtenstein sale in lot #141. In their 1945

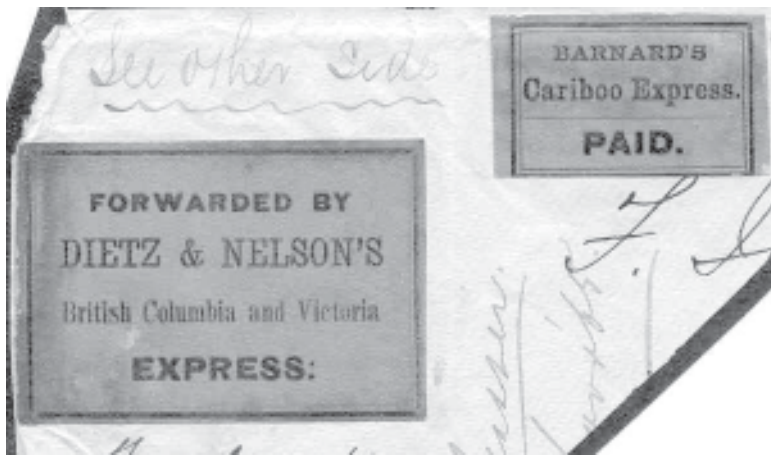


Fig. 4 – One of three examples seen of the 51 mm x 34 mm D&N label, used with Barnard's Cariboo Express label.

article Hitt and Wellburn postulated that all the Barnard's labels were printed locally. No direct evidence was offered, only speculation that the printing press must have been a very small one since the overlapping of two of the four rows on the COLLECT sheet of twelve indicates that each row of three was printed in a separate printing operation. Although I can offer no direct evidence of who printed the 1860s Barnard's labels, for the reasons below I believe they were probably printed in San Francisco. The Barnard COLLECT tête-bêche sheet of 12 is similar to the Gahagan & Howe San Francisco local stamp which was also printed tête-bêche in a small sheet of twenty (See Siegel's November 13-14, 2000 Hall sale, lots #644 and #645). Fig. 5 shows a large (116 mm x 73 mm) Barnard label printed after British Columbia joined the Canadian Confederation in 1871. Note the printer's imprint at bottom of "Bacon & Co. Print, S.F." The 1869 Barnard's collection envelope illustrated on page 29 of the *Stamp Specialist* article has a printer's imprint of Deffebach & Co., S.F. at the top. I have also seen an 1876

Barnard's Express receipt with the printer's imprint of Bacon & Company, San Francisco, the printer of Wells Fargo's California printed franks.

There is no doubt in my mind that the ribbon franks of both Barnard's and Dietz & Nelson were printed on envelopes in San Francisco, although there is no printer's imprint incorporated in either frank. Note in Figure 6 the similar printed express franks of Dietz & Nelson, Barnard, Tracy, and Beekman. The last two are Oregon expresses with San Francisco printer's imprints of Eastman-Loomis and Butler & Co. incorporated in the franks.

Another indication that the British Columbia printed franks were done by San Francisco printers is they sometimes were printed on Wells Fargo franked envelopes for use on mail turned over to Wells Fargo at Victoria for delivery in the United States. Sometimes the Wells Fargo printed frank was moved from its usual position at top-centre of the envelope to make room for the Dietz & Nelson or Barnard printed frank. We know



Fig. 5 – A large (116 mm x 73 mm) Barnard's Express label showing an imprint of "Bacon & Co.'s Print, S.F." at the bottom.

that Wells Fargo printed franks were produced by Bacon & Co. (formerly Towne & Bacon) in San Francisco. It is also relevant to note that Dietz & Nelson was Wells Fargo's agent on the British Columbia mainland, sharing an office with Wells Fargo in Victoria. Additional circumstantial evidence is provided by Dale-Lichtenstein lot #291, a Dietz & Nelson envelope addressed to Harrison Eastman, engraver, San Francisco. Eastman is the same individual with his printer's imprint on the Tracy ribbon frank. Wellburn lot #1265 was another intra-company envelope with an uncanceled stamp addressed to Wells Fargo in San Francisco. These covers show that D&N and Barnard's were regularly in contact with San

Francisco printing establishments that were experienced at printing envelopes for many western express companies.

The question remains: What is the status of the Dietz & Nelson sheetlets? A USA postal history expert suggested to me that they were quite possibly fakes. The paper, however, is identical to that used for other western express labels, unlike the crude Barnard's label fakes which are on entirely the wrong paper. Also the train and ship cuts on the top label are standard "blocks" used on Wells Fargo and other express company labels. I think it is likely the sheetlets are proofs printed by a San Francisco printer. The most likely printers for all the Dietz & Nelson labels



Fig. 6 – Note the similarity of these four printed express franks.

would seem to be Bacon & Co., Agnew & Deffebach, or Harrison Eastman.

In determining the status of the sheetlets, there are two complicating factors that have recently come to light. First, Lichtenstein-Dale lot #286 is an 1865 Wells Fargo cover from San Francisco to New Westminster. At Victoria a 2½ pence BC&VI adhesive was affixed and cancelled with the blue Dietz & Nelson double-circle handstamp. On the back of the envelope is affixed a Dietz & Nelson vermilion label, which is identical to the top label in the sheetlet of four. In my opinion it is unlikely this label belongs on the cover. There is no excess brown glue as usually seen around the label and the margins on the label are very even. It is the only label seen on an incoming cover, and the only label applied to the back of a cover. If Wellburn is correct that the labels were used on registered or money letters, there is nothing to indicate this envelope would qualify. In fact Dietz & Nelson would not have known the contents when Wells Fargo turned the envelope over to them in Victoria. Even if I am wrong to

question whether this label belongs on the cover, my theory that the sheetlets are proofs might still be correct. I think it more likely, however, that someone dressed up this cover after the fact with a label cut from an unused sheetlet. We know that at least three sheetlets must have been printed, the two existing intact sheets of four, plus this example which may be from the same sheet as the unused single sold with the sheetlet at the Wellburn auction, lot #1109. Although I have not seen it, Jack Wallace tells me there is a third intact sheetlet in the Tapling Collection in the British Museum. The second complicating factor is a yellow Dietz & Nelson label recently shown to me by Western Express collector John Drew. It is very similar to but slightly larger than the top label in the sheetlet. The yellow paper and the blocks of the train and ship are similar to the paper and the blocks used for Langton's Express labels and some Wells Fargo labels. It appears to be the product of a San Francisco printer, but its status is uncertain.

Figure 7 shows a cover last sold in Toronto



by Jim Sissons at the Stuart Johnstone sale of April 19, 1972. It is the only full cover recorded with labels of both Dietz & Nelson and Barnard's Cariboo Express. It originated at Richfield in the Cariboo Mines and has Barnard's straight-line RICHFIELD/B.C. handstamp and a vermilion Barnard's PAID label. Barnard carried it south to Yale and turned it over to Dietz & Nelson, who applied their blue double-circle handstamp, their blue oval PAID handstamp, and their large label illustrated in Figure 4.

If any readers have other Dietz & Nelson labels on or off cover, the author would appreciate receiving photocopies. Dale Forster, P.O. Box 686, Portland OR 97207 U.S.A. ✉

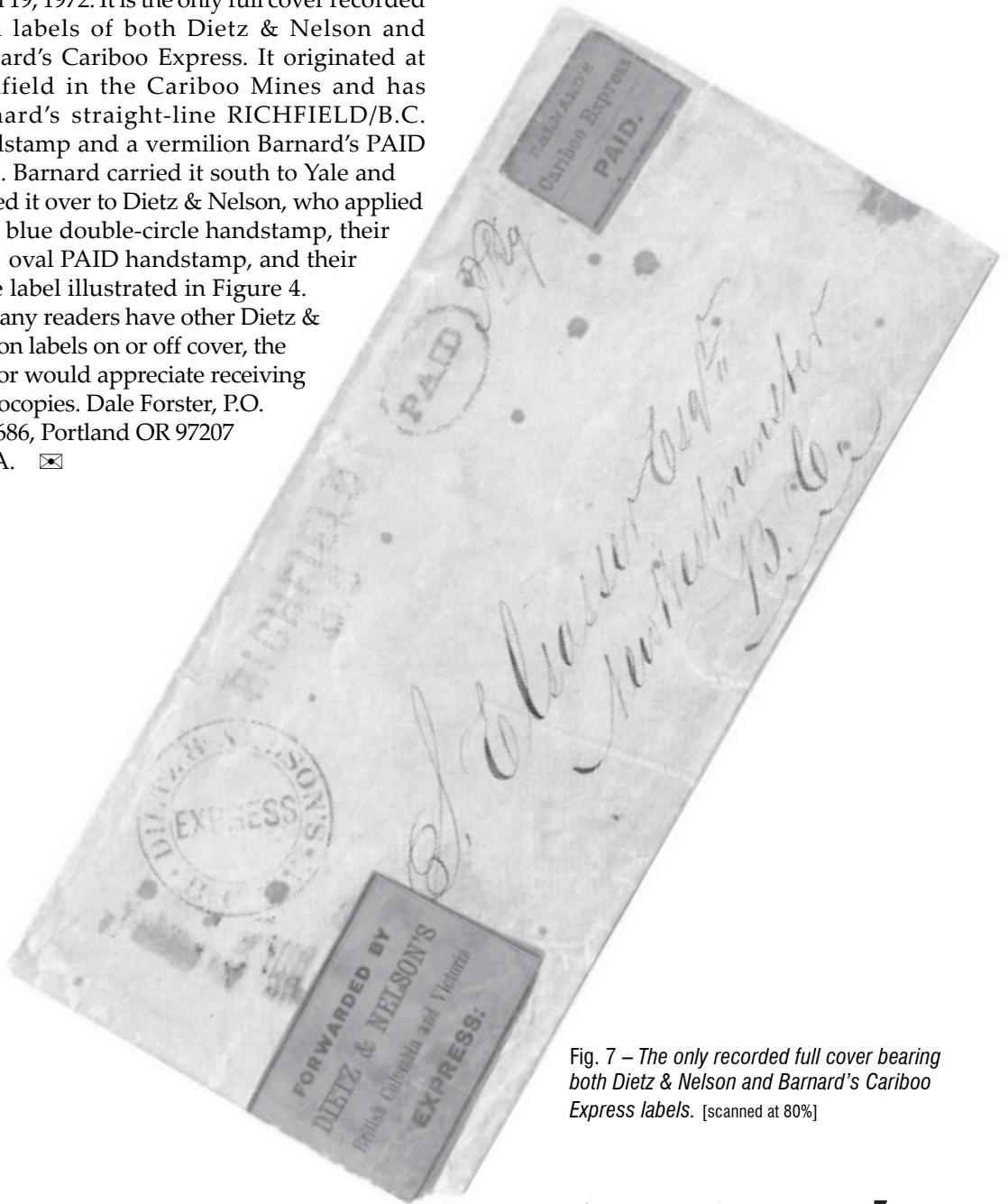


Fig. 7 – The only recorded full cover bearing both Dietz & Nelson and Barnard's Cariboo Express labels. [scanned at 80%]

# The State of the Art of Printing in the mid-1800s



*Gus Knierim*

This article was inspired by the previous article in this *Journal*. Here we have the challenge of producing labels for an express company on the frontier of the nation. As the frontier moved west in North America, the printer was never far behind. His craft was needed to pronounce the news.

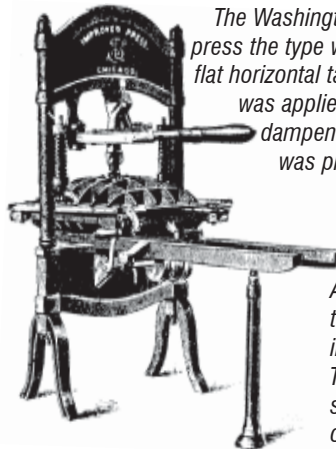
Printing, as we know it today, is very much a different craft from the one that was practised in the mid-1800s.

Printing from metal type began in the 1500s and had evolved to a point where printers no longer made their own type, but rather were able to buy type from type foundries. Mechanized typesetting, such as the linotype or monotype casters, had not yet been developed

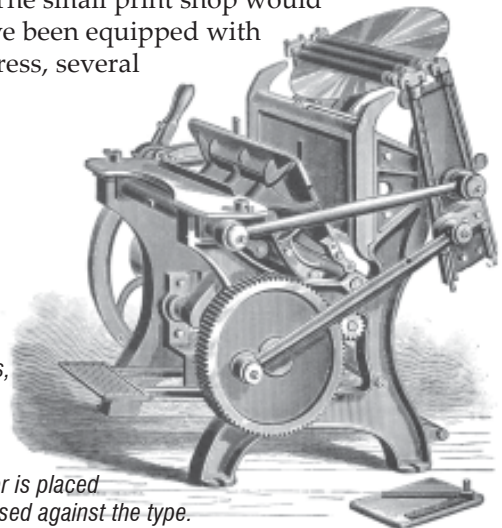
and were not to be seen until the mid 1880s. Instead, all typesetting was still done by craftsmen known as compositors, and was done by hand. Lithography, as an art form, was developed in the late 1790s by Alois Senefelder and had not yet made an impact on the practice of printing in the mid-1800s insofar as ordinary printers' job work was concerned.

Printing presses had undergone design changes from the vertical platen "Washington" press to the opposing clamshell platen and the cylinder presses in the early part of the 19th century.

The small print shop would have been equipped with a press, several



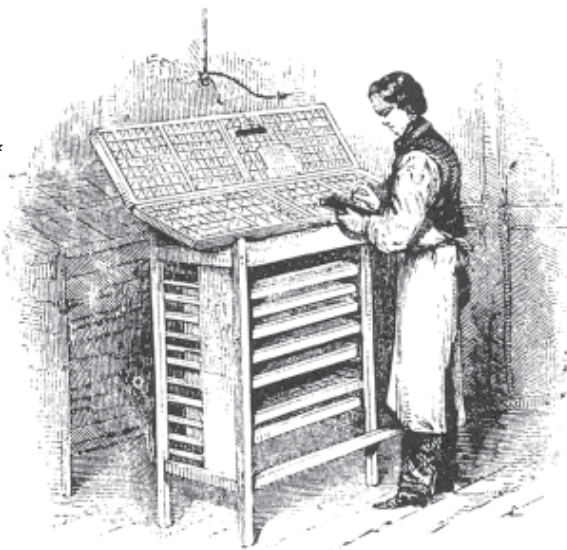
*The Washington Press. On this press the type was placed on the flat horizontal table and pressure was applied by the platen. A dampened sheet of paper was placed on the type.*



*An early "clamshell" platen press, the most common press found in small printing establishments. Type is locked vertically on the stationary bed of the press. Paper is placed on the moveable platen and pressed against the type.*



*An elaborate type foundry catalogue from which the printer ordered his supplies of type, dingbats, brass rules, type spaces, etc. Dingbats would come in a number of different sizes to suit the task. Although foundry type did show signs of wear over long periods of use, it did not discourage the printer from using it, hence many broken letters, etc. If the printer ran out of a certain letter he simply switched to a similar font, thus the "wrong font" typo.*



*The compositor, a printing craftsman at work setting type in a composing stick.*

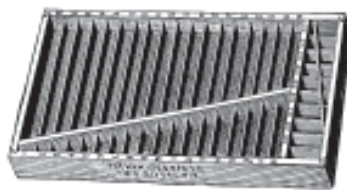
type cabinets each consisting of maybe 25 cases of foundry type. The contents of each type case consisted of one size and design of type. The whole cabinet of 25 type cases would have had several sizes of the same typeface. If the shop was large enough then the printer may have had several different type families (different type designs or as the computer designer calls "fonts"). The luxury of many type families did not exist in many printshops until a later era.

Rules, to make boxes, as we see in the Dietz & Nelson labels, were pre-cut and made of brass which the printer purchased from a type foundry. Lead rules were an invention of a later time.

All typesetting was done by hand using a composing stick that the compositor held in his left hand. He would pick his type out of the type case with his right hand and assemble it in the composing stick.

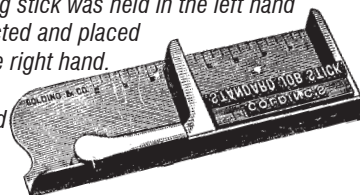
Problems arose for the compositor when setting multiple units of the same item ( such

as the labels), for there was never enough type in the type case. The answer was to substitute type from similar type families. That is the reason for type-font errors in early printing. It was not a lack of skill but rather a necessity. A similar situation arose with the brass rules. There were never enough to make the same size box. This may well be the reason for the different size Dietz & Nelson labels. In all of this "necessity was the mother invention". ☒



*A wooden case for brass rules, sorted according to style and length.*

*A printer's composing stick was held in the left hand with type being selected and placed into the stick with the right hand. At this point the line needed to be justified to make it fit tightly into the press chase.*



# CHANGING OF TIMEMARKS

---



*Gray Scrimgeour*

Our hobby, postal history, requires examination of the date stamps applied to envelopes. Postmasters have always been instructed to stamp each letter carefully with the date stamp of their office (see for example Department Circular No. 43, March 1, 1859 reproduced on pages 19-B and 20-B in Volume 2 of Boggs's *The Postage Stamps and Postal History of Canada*). People mailing letters trusted that the dates applied to their letters were accurate. As more and more mail was sent, timemarks were applied, with ever increasing precision. Circular P.O.S. No. 118, dated October 25, 1938—reproduced below—shows that there was some confusion on setting the timemarks in daters at some larger post offices, and provides both direction and explanation for changing the hours of the daters.

Post Office Department, Canada,  
Post Office Service,  
Ottawa, October 25, 1938.

Circular P.O.S. No.118

To District Directors of Postal Services  
and Postmasters in charge of Staff and  
Letter Carrier Delivery Offices.

RE: Changing Hour Type in  
Cancelling Machines and  
Hand Dating Stamps.

The practice followed at Staff Post Office and offices where letter carrier delivery is in operation in connection with changing the hour type in the postage stamp cancelling machines and hand dating stamps is far from uniform.

In cases of disputes concerning alleged delay in the transmission of articles of mail such as tenders, price quotations, legal documents, insurance and other business papers, notices of meetings, answers to

commercial and other contests, and similar items, impressions of Post Office date stamps frequently play an important part in determining the approximate time at which the articles were actually mailed.

While it is not possible, owing to variation in the hours fixed for the closing of despatches of mail and departures from the office of letter carriers on their delivery trips, to have the hour type in cancelling machines and hand dating stamps changed at exactly the same time in each Staff and Letter Carrier Delivery Post Office, yet it is essential that the practice followed at each office should be the same in principle.

With this end in view the instructions outlined hereunder are to be observed in future.

#### Hours Shown in Date Stamp Impressions.

The hours to be shown in the date stamp impressions of the cancelling machine and hand dating stamps are to be governed by the hours fixed for the last "draw" or clearance of mail from the Post Office outside and inside receivers and which coincide with the time set for the closing of the mail to connect with a specific despatch by train, water or air, or for inclusion in a given letter carrier delivery trip.

#### Hour Type in Cancelling Machines.

Generally speaking the type used in cancelling machines indicate the hour periods such as "8 A.M." or "4 P.M.", etc.

In some instances the larger offices have been provided with type indicating the half hour periods such as "8.30 A.M. or "4.30 P.M. ", etc.

#### Hour Type in Hand Dating Stamps.

The 24-hour system is used to indicate the hours in the hand dating stamps and for this purpose type 1 to 24 inclusive is provided.

At offices where type 1 to 24 are not available a requisition for a complete set for each hand dating stamp in use is to be forwarded immediately to the Department (Equipment & Supply Branch), Ottawa, accompanied by a sample impression of each stamp. This does not include hand rotary cancellers.

Samples of the 24-hour system are given below:

Type	"1"	represents	1 A.M.
"	"13"	"	1 P.M.
"	"4"	"	4 A.M.
"	"16"	"	4 P.M.
"	"7"	"	7 A.M.
"	"19"	"	7 P.M. and so on.

and the 24-hour system is to be put into effect as soon as possible at all offices where it is not at present in operation.

#### Cancelling Machine and Hand Stamp Impressions to Coincide.

Except in cases where the half-hour type is used the hours shown in the cancelling machine and hand dating stamp impressions must coincide, i.e., when the cancelling machine impression indicates "10 A.M." the hour in the hand stamp will be "10"; when the machine is "2 P.M." the type in the hand stamp will be "14" and so on.

At offices where half-hour type is used in the machine the hour indicated in the hand stamp will be a half hour behind the machine, i.e., if the machine impression shows "10.30 A.M." the hand stamp will indicate "10"; if the machine is "2.30 P.M." the hand stamp will be "14".

#### Intervals Between Changes of Hour Type.

Except for the period between the closing time of the last despatch for the day (including the receipt of the last street letter box collections) and the closing time of the first mail despatch or first letter carrier delivery on the following day, the elapsed time between the changes of the hour type should not exceed one hour even when there are no despatches or letter carrier deliveries to be taken into consideration.

Further, except where half-hour type is used, the type changes should be made on the hour.

To remove any ambiguity the figure "12" (without either the letters "A.M." or "P.M." which are not applicable) is to be used in the cancelling machine at noon only and not at midnight. When the type is changed at 11 P.M. or 11.30 P.M. - whichever is the usual time for making the change - the hour in the cancelling machine should read some time after midnight, i.e., 12.30 A.M. or 1 A.M. This will avoid any uncertainty as to the hour intended as the figure "12" will be used at noon only.

#### Hour Type Must be in Advance.

The hour type in the cancelling machine and hand dating stamps must be changed in advance.

For example, if the type is changed at say 9 A.M. the stamp impressions should indicate 10 o'clock and be used to date stamp mail posted between 9 and 10 o'clock.

At offices where half-hour type is utilized in the cancelling machine, and a type change is made at 8.30 or 9 A.M. to 9.30 A.M., this latter hour will appear on mail run through the machine between 8.30 and 9.30 o'clock

or between 9 and 9.30 o'clock according to the time the change in type is effected. During this period the hour in the hand stamp would indicate 9 o'clock and be continued until the next change is made in the cancelling machine type at 9.30 A.M. Thus, in such cases, the hand stamp type will read a half hour behind the cancelling machine.

#### Application.

The instructions herein are particularly applicable to cancelling machines and hand dating stamps used to date stamp ordinary mail matter posted either for forward despatch or local delivery.

Also the same principle is to be applied to dating stamps used in the Registration Branch to date stamp articles presented for registration.

#### Hand Rotary Cancellers.

At offices where hand rotary cancellers are provided with hour type and are utilized for date stamping bulky letter mail, the practice outlined above as regards changing the hour type is to be followed.

In the case of hand rotary cancellers for which hour type is not provided the "A.M." type is to be inserted as soon after 12 o'clock midnight as it is required and immediately at 12 o'clock noon it is to be replaced by the "P.M." type .

#### Record of Changes of Type.

A record is to be kept each time the type is changed in the cancelling machine by placing on file an impression of the die on a blank facing slip which is to be initialled and marked with the exact hour the change is made by the employee making the change.

A record of changes of type in hand dating stamps used for date stamping mail matter is to be kept on form 129 B, the exact time the change is made to be marked and initialled, in the spaces provided, by the employee effecting the change.

#### Acknowledgment

Please acknowledge receipt of this circular by completing, signing, detaching and returning the acknowledgment hereunder.

(Signed) S. J. Underwood  
Chief Superintendent of Post Office Service.

# NOTES

on the

## *Beare Correspondence*

*Donald J. Ecobichon*

Periodically, one sees mention of the “Beare Correspondence” in philatelic literature, and frequently one sees one or more lots of advertising covers addressed to Mr. John Beare of Armadale, Ontario. My awareness of this material began with my acquisition of a Guelph “crossroads” on a cover from the W. Bell & Company, manufacturer of organs, pianos and melodeons (Fig. 1). These covers advertise a wide range of agricultural implements – wagons, hay rakes, ploughs, gleaners, binders, reapers, grain drills, cultivators, cream separators as well as “gents’ furnishings”, clothes, boots, shoes, etc., all addressed to Mr. John Beare. All of the major farm machinery manufacturers of Ontario are represented: Massey, Noxon, Masson, McLaughlin Carriage Co., Dingle, Essex Mfg. Co., Sylvester Bros., Mount Forest Carriage, among others. My collection of covers runs from 1871 to 1908, and it appears to me that Mr. Beare operated an extensive business, only one facet being agricultural implements. Examples of a few such covers in my possession are shown in Fig. 2-4. I became interested in John Beare as a businessman and began to search for information.

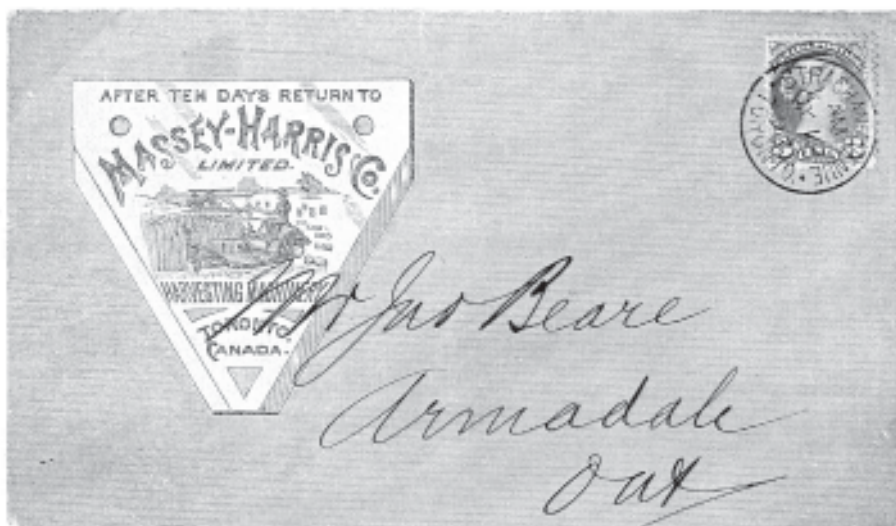
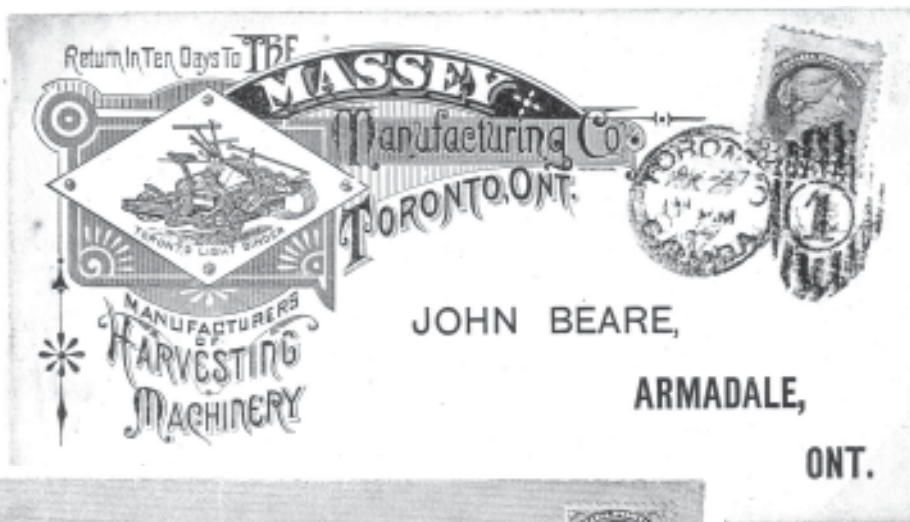
While nothing has been recorded in the philatelic literature, a friend looked at an internet genealogical website and came up with a Beare family history, but nothing clearly



Fig. 1 – An 1875 advertising cover from W. Bell & Company to Mr. John Beare, Armadale, Ontario, showing a Guelph “crossroads” obliterator.



Fig. 2 – Advertising covers from Massey-Harris (1893) and Massey Manufacturing Co. (1897) to John Beare, Armadale, Ontario.



identifying this particular John Beare. However, a name and address was given and soon, to my surprise, I was in contact with John Beare's son and his grand-daughter, vital sources of family information.

Armadale is located in York County (Scarborough Township) on Highway 48, south of Markham (Manchee, 2003). A search of the National Archives site, carried out by another friend, revealed that a post office was

opened in Armadale on April 1<sup>st</sup>, 1869 but had an irregular existence, opening and closing frequently (Table 1), possibly due to the fact that the reported annual income was less than \$50/year in the period 1870 to 1880 (Campbell, 1972). Smith lists an Armadale post office from the same date until July 1<sup>st</sup>, 1915, with another office from April 17<sup>th</sup>, 1917 until August 31<sup>st</sup>, 1918 (Smith, 1988). The National Archives gives no closure date, only a

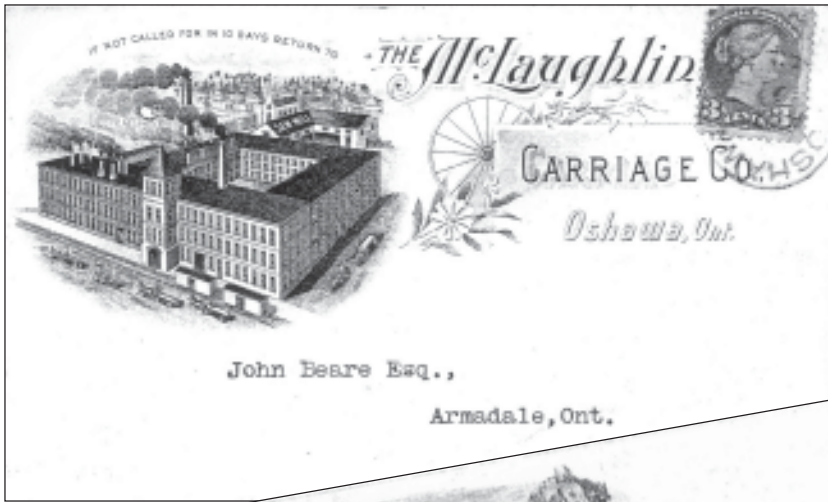
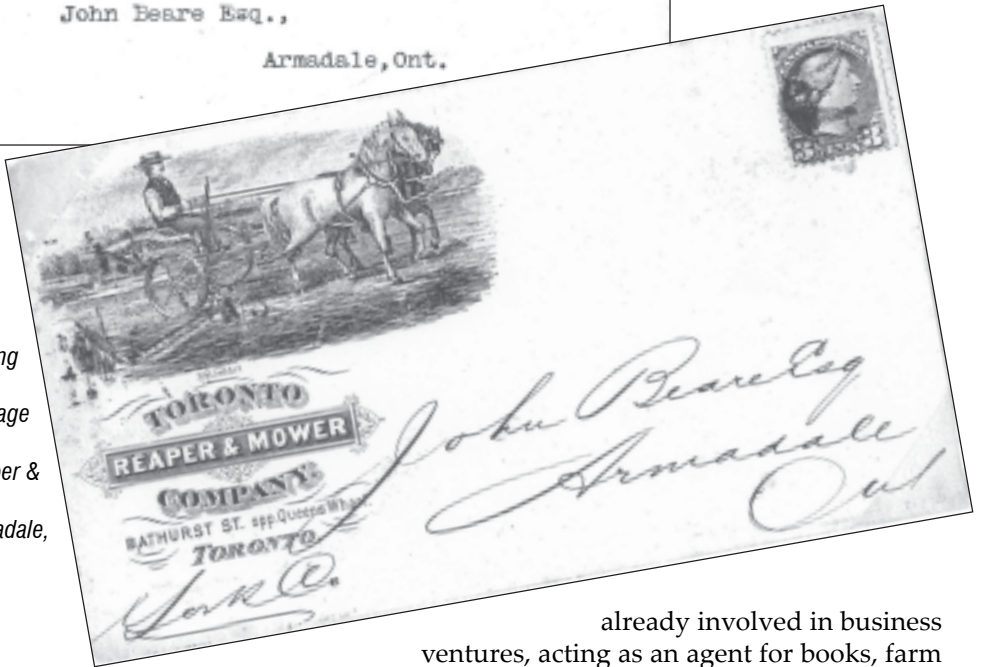


Fig. 3 – Advertising covers from the McLaughlin Carriage Company (1892) and Toronto Reaper & Mower (1880) to John Beare, Armadale, Ontario.



notation of RRMD (rural route mail delivery). According to Graham (1999), the Armadale post office used two, A1-type hammers (21 mm diam, broken circle date stamp), having arcs of 3.0 or 3.5 with either ONT or ONT. An example of the postmark is reproduced from Campbell (1972).

John Beare (Fig. 5) was born on December 25, 1854 and, before the age of 18, was

already involved in business ventures, acting as an agent for books, farm implements, as well as Bell organs, pianos and melodeons. It is understood that his implement business was conducted out of the drive sheds that were part of an inn located at the Markham Road – Steeles Avenue corner. In 1878, he purchased a general store at the same corner (Fig. 6), buying 70 acres of adjacent land, re-selling 48 acres, holding 22 acres for an apple orchard and later building a large home there. (*Think of the price tag on this*

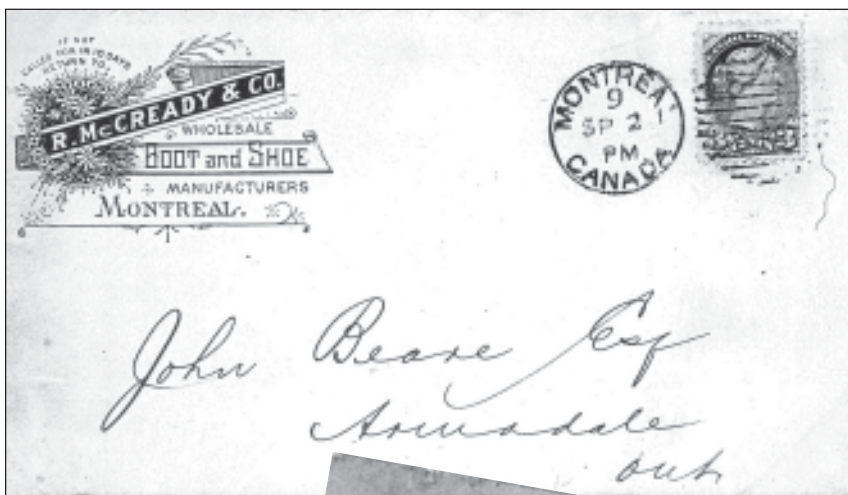
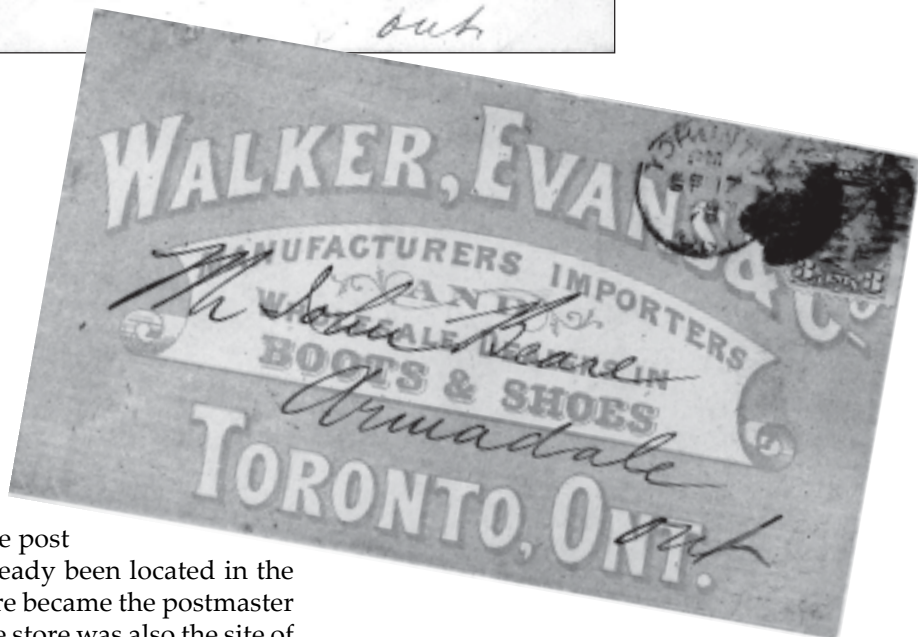


Fig. 4 – Advertising covers mailed to John Beare, Armadale, Ontario from two different boot and shoe manufacturers, Walker, Evans & Co. (1878) and R.M. McCready & Co. (1885).



property today!!). The post office may have already been located in the store, since Mr. Beare became the postmaster on April 1, 1878. The store was also the site of the telephone switchboard from 1878 until 1917. He was postmaster for 39 years. John Beare sold the store in 1917 and, in 1920, with his brother (Thomas) and a brother-in-law (Ernest Clayton), opened an early General Motors dealership in Markham under the name of Beare Brothers and Clayton. John Beare died July 28, 1941.

To return to the subject of the “correspondence”, John Beare was a meticulous businessman, always opening his letters on the right hand side and, after responding to the contents, methodically filing the letters in their envelopes in large wooden boxes approximately the dimensions of a modern refrigerator and made out of one-inch lumber.

Fig. 5 – A sepia-toned photograph of John Beare, at age 26 – circa 1880.



Fig. 6 – John Beare's general store, post office, telephone exchange and original home at the corner of Markham Road and Steeles Avenue, circa 1912 –1914. I believe that the gentleman standing in front of the store is Mr. Beare.



Postmark as shown by Frank W. Campbell, Canada Post Offices, 1875–1895. Quarterman Publications, Inc. Lawrence, Mass., 1972.

Originally, these crates were packing cases for disassembled cream separators that had been sold. Each box held 7 rows high, 4 to 5 rows wide of stacked 3½ inch x 6 inch envelopes (how many envelopes deep?). When each box was filled, the boxes were nailed shut to exclude vermin and were stored in a dry place. When the store was sold in 1917, this correspondence, some 6 to 8 large boxes, was stored by Mr. Beare until around 1930 when an antique dealer, Mrs. T. A. Paterson of Agincourt, wanted to purchase the letters, along with other antiques. Mr. Beare agreed to sell the boxes but insisted that the letters be removed due to the personal nature of the contents. This was done and his son, Russell,

remembers the letters being burned in the orchard next to the store. According to Russell Beare, the boxes of envelopes were sold for approximately \$10 each and could be taken away, only two at a time, by Mrs. Paterson and her son in their two-horse democrat wagon.

The Beare family has no idea what happened to the envelopes after 1930, but they began to appear in antique and philatelic auctions and sales in Canada and the United States around 1983. As recently as 1998, a Beare family member obtained 12 envelopes at an antique sale. In philatelic auctions, these advertising covers regularly command premium prices of the order of \$150 to \$200+.

For the most part, these envelopes are still in excellent condition except for some discolouring due to the quality of paper used in those days. The envelopes are never “entires” for the reason given above. I have never seen an Armadale receiving postmark on the back of any envelope with the exception of an indistinct one in 1877. From 1878 onward, the absence of receiving cancels can be explained, with Mr. Beare becoming the postmaster, but the absence before 1878 is unusual, particularly since this was all business mail. However, there are Unionville transit marks on the back of most envelopes, suggesting that the mail was brought from there to Armadale.

The Beare family have “retrieved” 52 envelopes, and I have acquired some 50 business envelopes representing a cross-

section of Mr. Beare’s commercial activities. I have seen nothing later than 1908. Given the size of the packing crates and the volume of envelopes that each could contain, there is an unbelievable amount of philatelic material still to appear in the marketplace. Where is it?

ACKNOWLEDGEMENTS

I would like to thank my colleagues Miles Gordon and David Platt of the Perth Stamp Club for their assistance on internet searches. Most particularly, this article could not have been written without the kindness of Bette Williamson and Russell Beare, granddaughter and son of John Beare, who graciously shared their family history and photographs with me and answered my many questions. ☒

TABLE 1

*History of the Armadale Post Office*

OPENING	CLOSURE	POSTMASTER
April 1, 1869	September 30, 1870	Robert Harrington
August 1, 1871	October 14, 1873	John Stonehouse Jr.
January 1, 1874	February 10, 1877	George Stonehouse
April 1, 1877	February 18, 1878	Simond Dumond
April 1, 1878	June 30, 1916	John Beare
April 1, 1917	Rural Route Mail Delivery	John Beare

**[www.canadacovers.ca](http://www.canadacovers.ca)**



# ERRORS, FREAKS, AND ODDITIES

of

*Ontario*

## BROKEN CIRCLE POSTMARKS

*Robert C. Smith*

As occurs with the manufacture of any kind of product, errors are made, and the manufacturers of the broken circle postmarking devices used in the Province of Ontario were not immune to this problem. Misspellings, incorrect provincial designations, and major deviations from standard design are all encountered. I am sure that such errors, freaks, and oddities have occurred in many of the different handstamp types in all of the provinces – after all, the history of such errors on postmarking devices stretches back at least to the 1829 issue of handstamps (NAPANACE for NAPANEE, CHIPPAIVA for CHIPPAWA) – but since my main interest is in Ontario single broken circles, I shall use them as illustrations of the kinds of thing one meets. Many of these markings have been reported individually in previous issues of the *Journal*, and will be referenced as appropriate.

### Misspellings

The village of Billings Bridge, in Carleton County, was named for one Bradish Billings, an early settler in this area on the Rideau River. It has had an incredible history of receiving postmarking devices with errors of one sort or another on them<sup>1</sup>. The broken circles in Fig. 1 show two different errors for this town's name: BILLING BRIDGE / ONT



Fig. 1

and BILLING'S BRIDGE / ONT. If an apostrophe is appropriate at all in the latter device, it should follow the 'S' rather than precede it. It has been observed in use on covers dating from 1896 to 1917, so no one was in any great hurry to replace it with a corrected version.

Another type of spelling error, most likely due simply to a lapse or oversight on the part of the person making the device, is shown on several different markings in Fig. 2: BRACEBRIDCE / ONT. (for Bracebridge), CALLANTRAE / ONT (for Ballantrae?), GLEN WILLIAM / ONT (for Glen Williams), PEFFFRLOW / ONT (for Pefferlaw), and WOODROOFFE / ONT. (for Woodroffe)<sup>2</sup>. Frank Campbell's favourite such misspelling

Fig. 2



was CHRISTINA BLAND / N.S. for CHRISTMAS ISLAND / N.S.<sup>3</sup>

Other kinds of spelling errors are less easily understood, as illustrated by the markings shown in Fig. 3. GORRIES CROSSING / ONT<sup>4</sup> is probably an error for Curries Crossing in Oxford County; PIERSON / ONT<sup>5</sup> is perhaps an error for Pearson in the Timiscaming District. SEGEUN FALLS / ONT<sup>6</sup> is certainly an error for Seguin Falls in the Parry Sound



Fig. 3



Fig. 4



Fig. 6

District. As noted elsewhere, many of these interesting marks have shown up only on small pieces ("cut squares") or on stamps, and this makes it difficult to know with any degree of certainty exactly what was intended by the person who ordered the device. In fact, in some cases it is not at all clear, as exemplified by those shown in Fig. 4. Was BRISKVIEW / ONT a misreading of a handwritten order for a Ruskview postmark<sup>7</sup>? Was LANGDON / ONT meant to be Langton<sup>8</sup>?

Another kind of spelling error was in fact made by the Post Office Department, as seen



Fig. 5

in the marking NANTYE / ONT in Fig. 5. Early editions of the *Canada Official Postal Guide* in fact also show this misspelling of Nantyre (Simcoe County).

There is also the possibility that certain impressions are not really of error hammers, but are rather simply imperfect strikes of a perfectly correct hammer. One shown in Fig. 6 looks at first glance to be WATERGROVE /

ONT, but this is probably a misreading of UPTERGROVE / ONT. A similar situation is found in the marking which looks like NARISTON / ONT, but on closer examination turns out to be WARISTON / ONT. This reminds me of the time when, at a stamp show back in the early 1990s, a well-known collector approached me to say that "I've found a postmark from a post office that's not in your book, Bob – it reads GOLDEN WALLET / ONT." That did sound intriguing, but a careful examination unfortunately revealed the marking to be a skipped strike of the GOLDEN VALLEY / ONT. broken circle.

### Incorrect Provincial Designations

Then there are those marking with the wrong province shown at their base. FRENCH HILL / P.Q.<sup>9</sup>, GRANTLEY / Q<sup>10</sup>, and



Fig. 7

ONTARIO BROKEN CIRCLE "ERROR HAMMERS"				
NAME ON POSTMARK	WHAT THE NAME SHOULD BE	COUNTY	EARLIEST	LATEST
BILLING BRIDGE / ONT	BILLINGS BRIDGE / ONT	CRL	AP 15 / 84	SP 24 / 95
BILLING'S BRIDGE / ONT	BILLINGS BRIDGE / ONT	CRL	FE 27 / 96	SP 25 / 17
BRACEBRIDCE / ONT	BRACEBRIDGE / ONT	MSK	AU 12 / 72	OC 31 / 78
BRISKVIEW / ONT.	RUSKVIEW / ONT.?	DUF?	SP 1 / 97	-
CALLANTRAE / ONT	BALLANTRAE / ONT?	YRK?	NO 5 / 42	-
CLARKSBURG C.W / space	CLARKSBURG / C.W	GRY	JU 25 / 63	-
FRENCH HILL / P.Q.	FRENCH HILL / ONT.	RUS	NO 26 / 13	-
GLEN WILLIAM / C.W	GLEN WILLIAMS / C.W	HLT	MY 25 / 69	DE 1 / 79
GORRIES-CROSSING / ONT	CURRIES-CROSSING / ONT?	OXF?	FE 18 / 92	-
GRANTLEY / Q	GRANTLEY / ONT	DUN	NO 24 / 70	AU 29 / 76
LANGDON / ONT.	LANGTON / ONT.?	NFK?	DE 2 / 97	-
NANTYE / ONT.	NANTYRE / ONT.	SIM	AP 5 / 86	-
NAPANEE MILLS	NAPANEE MILLS / ONT	L&A	AP 21 / 87	JU 9 / 87
PEFFFRLOW / ONT.	PEFFERLAW / ONT.	YRK	MR 14 / 92	MY 17 /
PIERSON / ONT.	PEARSON / ONT.?	TSK?	MR 12 / 30	92 -
ROSSEAU / QUE	ROSSEAU / ONT	PSD	NO 13 / 71	-
SEGEUN FALLS / ONT	SEGUIN FALLS / ONT	PSD	AP 28 / 73	MR 10 /
WATERGROVE / ONT	UPTERGROVE / ONT?	ONT?	JU 16 / 79	76 -
WOODROOFFE / ONT.	WOODROFFE / ONT.	CRL	JU 28 / 11	JY 11 / 16



ROSSEAU / QUE.<sup>11</sup> all show this type of error (Fig. 7); this possibility cannot be ruled out for the Langdon marking if it were in fact intended for the Alberta town of that name. What were they thinking when these postmarking devices were made?

### Non-standard Formats

Finally, there are those with a completely non-standard format, exemplified here by the NAPANEE MILLS device with an unbroken arc below it<sup>12</sup>, and the CLARKSBURG C.W. mark with a blank space where the provincial designation is usually found<sup>13</sup>, both shown in Fig. 8.



Fig. 8

The table to the left shows the periods of usage of these markings known to me. If readers know of other Ontario broken circle hammers with errors, I would appreciate learning about them.

### ACKNOWLEDGEMENT

I would like to thank Dr. Don Ecobichon for providing me with photocopies of the “Nariston” and “Watergrove” markings. ☒

### REFERENCES

- [1] Smith, R. C., *PHSC Journal* #47 (30 September 1986), p. 11.
- [2] Palochik, A., *PHSC Journal* #67 (30 September 1991), p. 141.
- [3] Campbell, F. W., *Canada Post Offices 1755–1895*, Quarterman Publ., Boston (1972), p. 33.
- [4] Smith, R. C., *PHSC Journal* #108 (31 December 2001), p. 43.
- [5] Smith, R. C., *PHSC Journal* #104 (31 December 2000), p.49.
- [6] Scrimgeour, K. G., *PHSC Journal* #86 (30 June 1996), p. 57.
- [7] Smith, R. C., *PHSC Journal* #107 (30 September 2001), p. 61 and #108 (31 December 2001), p. 93.
- [8] Smith, R. C., *PHSC Journal* #57 (31 March 1989), p. 32.
- [9] Kitchen, R., *PHSC Journal* #40 (31 December 1984), p. 35.
- [10] Eggett, P. K and K. G. Scrimgeour, *PHSC Journal* #38 (31 June 1984), p. 29 and #42 (28 June 1985), p. 37.
- [11] Scrimgeour, K. G., *PHSC Journal* #86 (30 June 1996), p. 57.
- [12] Scrimgeour, K. G., *PHSC Journal* #34 (30 June 1983), p. 55.
- [13] Smith, R. C., *PHSC Journal* #113 (30 March 2003), p. 54.



**ARTICLES for the PHSC JOURNAL** – short or long, new subject or old, written by anyone from first-time authors to Nobel prize-winners in literature. If your favourite topic has not appeared in the *Journal* recently, consider writing about it. Articles usually lead to new information from other members. If you have philatelic questions or are looking for something specific, ask our members. You may be pleasantly surprised by the answers you will get.

# THE SOCIOLOGY OF SUPERMAILBOXES



Fig. 1 – *Standard type supermailbox with private ads plastered to its sides. White patch along top of front side is a business card ad.*

*Dale Speirs*

## Introduction

In late 1986, Canada Post introduced supermailboxes into urban Canada. The difference between the traditional green boxes and supermailboxes was that the latter had a slot for outgoing mail and a box for incoming parcels. Supermailboxes were introduced as a response to budget cutting by the then Tory federal government. Canada Post calculated at that time in 1986 that door-to-door delivery cost \$113 per year but supermailboxes could be serviced at \$84 per year (both per address)<sup>1</sup>. The supermailboxes were designed by Ross J. Slade in the middle 1980s, when he was working for Canada Post. He now has his own consultancy, and as of 2004 his web site proudly stated he was the designer of supermailboxes<sup>2</sup>.

Canada Post only introduced supermailboxes for suburbs or urban infills built during or after 1986. There was a countrywide uproar against them, as suburbanites were paying city taxes but getting rural service. Rural areas had long been used to green boxes, but the urban areas expected door-to-door mail delivery as a right. Rural areas also joined the protests, not so much because of the supermailboxes *per se*, but because small post offices were being closed and replaced by a cluster of supermailboxes. Complaints about supermailboxes still come in over time. In 1994, residents of Port Langley, British Columbia, were petitioning the House of Commons against supermailboxes in heritage communities, and asked for an exemption<sup>6</sup>.

One issue about them was quickly resolved in the courts, which ruled that Canada Post was not obligated to provide door-to-door service<sup>3</sup>. A comment at the time<sup>7</sup> reminded Canadians that they couldn't complain about the federal deficit and bloated Crown corporations, then reverse their position when budget cutting hit too close to home. During the 1988 federal election, the Rhinoceros Party included in its platform a proposal to provide a supermailbox for every house<sup>8</sup>.

## Problems and Complaints

Matters were not helped by the fact that many of the first supermailboxes erected were shoddily constructed. Box keys could open

several boxes on one supermailbox, and many boxes could be opened by hand due to defective latches<sup>5</sup>. In Charlottetown, Prince Edward Island, vandals were tipping over the boxes from May 2004 onwards, necessitating replacement with a different style of supermailboxes<sup>15</sup>. This habit seemed confined only to that locality according to Canada Post officials.

One problem still ongoing is locks icing up in winter, particularly when the supermailbox faces into the prevailing winds. De-icing fluid does not always work, and often wets mail inside. Some boxholders have resorted to blowtorches to get their mail in winter<sup>12</sup>. Canada Post contracts out supermailbox installation and design. As one of its managers remarked in 1991: *"Our job is to get the mail there on time; we have no business de-icing someone's mailbox in Whitehorse."*<sup>13</sup>.

Litter was (and still is) endemic to supermailboxes. Some cities regulate supermailboxes but others don't. As examples, the City of Calgary does not address supermailbox litter except under general by-laws. The City of Pickering (Ontario), by contrast, specifically mentions supermailboxes and Canada Post by name in its by-laws, and makes Canada Post responsible for maintenance and cleanliness<sup>14</sup>. Many Canadians got their property taxes reduced because of supermailboxes next to their houses, which in turn shifted the taxes to other people.

## What Community?

At the time supermailboxes were introduced, Canada Post claimed in passing that they would help build a sense of community among the box holders. People would gather and gossip, much the same as they did at post offices. An Ontario legislator stated the obvious: *"In the middle of February in Markham*

*they are going to get together. We have eight months of winter and four months of bad skating in this country . . ."*<sup>9</sup> This fallacy of Canada Post ignored the fact that supermailboxes are exposed to the elements and few people will linger as they might in a post office box lobby or a retail postal outlet in a corner of a grocery store.

## Supermailboxes As Notice Boards

One thing I had noticed about supermailboxes is the number of posters plastered to their sides as I drove by. The narrow strip along the top of the front of the supermailbox commonly has business card sized ads. I assumed, without stopping to read them, that while many of the posters would be advertising by private firms, there would be a substantial number of community announcements, lost and found, and other items. People might not build a community by standing about and gossiping, but perhaps the supermailboxes were fulfilling that function by acting as poster walls.

I decided to test this by checking the posters on the supermailboxes. My working hypothesis was that private advertising would dominate but that there would be numerous community announcements as well, whether a Ladies Aid Society bake sale or a hockey league registration. I also speculated that the amount of advertising would correlate with income levels. Lower-income classes would be a preferred target for the type of small business that uses posters. Upper-income homeowners are not presumed to be interested in earning \$\$\$ at home.

I do considerable driving around Calgary suburbs in my job (about 150 km per day) and in my private life (everybody I know lives in the suburbs), so I was able to examine super-

mailboxes in every quarter of the city. The boxes are only in the new suburbs, of course, which are all middle class. Poor folk in Calgary live in the older, inner suburbs and rich folk are out on acreages or in inner city condominiums. Therefore, I subdivided my tally sheets by lower-middle, middle, and upper-middle economic classes. Lower-middle income neighbourhoods were defined as starter homes on narrow lots and cheaper duplexes and townhouses; rental units are common. Middle income was bungalows and split-levels, with few rentals. Upper-middle income was substantial two-story executive homes. This was a bit unscientific, but I didn't feel like sorting through Statistics Canada reports to find officially reported income levels by postal code groups.

I selected supermailboxes at random in all four compass corners of the suburbs, and at least far enough apart that I wouldn't be counting the same batches of ads on boxes that were on the same route. The survey was done in the second week of April 2004. If all the posters were torn off and only traces of tape remained, I counted that supermailbox as zero posters, even though at one time there had obviously been ads there. Only a handful of supermailboxes had no sign whatsoever of posters, not even tape, out of the 63 supermailboxes examined city-wide (Fig. 1). I noticed that cleaned-off supermailboxes seemed to occur in batches. It appears that some posties are more conscientious than others in maintaining the boxes. Surprisingly, graffiti was rare, even though it might be common on adjacent fences or utility poles. I suspect the reason is that vandals don't like their work being quickly covered up by posters. Driving from one part of the city to another, I noticed that many of the same ads were found 20 or 30 kilometres apart, usually

home business skills or Ma-and-Pa landscaping outfits.

## Results Of Advertising Survey

The 63 supermailboxes I examined carried a total load of 153 posters between them, an average of 2.4 posters each. I use the term 'posters' for ads, but this should also be understood to include business cards or folders taped to the supermailboxes with please-take-one ads. Only 6 posters in the entire city were for community events, 3 were lost-and-found, and 1 classified as 'other' (a notice from Canada Post about the supermailbox). This left 143 posters of advertising, and thoroughly demolished any idea that supermailboxes help build a sense of community. The posties (probably contractors) didn't seem too interested in keeping the supermailboxes clean; most of the ads had been there for long periods of time judging by their weathered condition. I made an enquiry with the Calgary post office as to whether or not contractors who service the supermailboxes were responsible for cleaning off posters, but Canada Post officials never replied.

When broken down by economic status, the supermailboxes in lower middle income neighbourhoods had an average of 3.2 ads. Middle-class supermailboxes had 1.9 ads, and upper income neighbourhoods had 2.3 ads. On a rough basis, it appears that advertising on supermailboxes is somewhat related to income level. For a thorough scientific analysis, a future study would also compare the volume of traffic on the road that the supermailbox is located on, as this may have an influence as well. Any graduate students interested?

## Parking Problems

Besides the inconvenience of having to drive over to a supermailbox, Canadians had other concerns<sup>4</sup>. They were difficult to access by the disabled and the elderly, especially in winter when snowploughs piled snow along the roadside. There were safety problems because of drivers swerving over to the supermailboxes or crossing the road to get to them. Parking complaints were dumped onto the municipalities.

“No Parking” signs set up specifically for supermailboxes appear to be rare. Calgary had only twenty of them by 2004, although strangely enough, the time limit on these signs was two minutes<sup>11</sup>. City of Calgary traffic engineers actually watched from a distance and timed how long it took to get out of a car, walk to the supermailbox, and back again.

An example of a two-minute warning is shown in Fig. 5, of a supermailbox on Douglas Woods Close SE, Calgary, adjacent to a park. If you want to chat with someone while standing at the supermailboxes and build a sense of community *à la* Canada Post, the City of Calgary has a different idea. To be fair to the City, they only set up these signs on the basis of homeowner complaints. In Calgary, parking takes precedence over a sense of community. You can't get a Calgarian to walk more than 3 metres from his car except under duress.

I seldom noticed any empty cars parked directly in front of a supermailbox. It seemed that social pressure usually kept the boxes clear for users stopping to pick up the mail. To test this hypothesis, in middle June 2004, I began keeping track of every supermailbox I drove by, marking off whether or not there were any vehicles parked directly in front. Of 207 supermailboxes examined, only five had

vehicles parked in front of them. Even on some crowded streets where parking was at a premium, the supermailbox was invariably left clear, despite the absence of any parking signs.

I checked at all times of the daylight hours between 06h45 (when I start work) and sunset, both weekdays and weekends. It might be argued that in midday everyone is out and about and thus no one would be parking. In the early morning hours when everyone was still at home, I was the only one driving through the neighbourhood. Parked cars were everywhere, but there were almost no vehicles in front of the supermailboxes. The supermailboxes were in all three of the middle-class type neighbourhoods I have mentioned, and were checked from one side of Calgary to the other. They were situated in a wide variety of street locations, such as adjacent to a park, to a house side yard, a house back yard, a shopping plaza, a multi-family housing estate, or a roadside boulevard with no residential access.

It is evident that there is some sort of very strong unspoken social pressure operating in this regard. It is not because Calgarians are especially law-abiding when it comes to parking. That only twenty supermailboxes out of hundreds had to have “No Parking” signs put up indicates that scofflaws are rare who ignore the neighbourhood norms. Since those “No Parking” signs are only erected on complaint, I suspect that the problem is one repeat offender at each location. We are all familiar with the neighbour who does not mow his lawn regularly or shovel the sidewalk immediately after the snowfall. It is not surprising that some such unsociable people will park as they please without respect for others.



Fig. 2 – Kiosk style of clustered supermailboxes in Douglas Glen.

## Kiosks

Canada Post has also experimented with larger sized supermailboxes grouped together in kiosks. These kiosks are roofed and have glass walls to keep out most of the weather, but no doors. They were first introduced in May 1989, and Nepean, Ontario, had the honour of the first one<sup>10</sup>.

The only one I found in Calgary was in the Douglas Glen neighbourhood (Fig. 2). What horrified me about this kiosk when I first saw it on 2004-04-11 was that mis-directed mail to people who had since moved was not marked Return to Sender by the new boxholder and re-mailed, but simply stuck in a crevice on the kiosk or tossed on the ground.

Fig. 3 – Close-up of one of the Douglas Glen kiosks. The letters scattered on the ground are mis-directed mail, including bank and credit card statements.



I noticed bank and credit card statements littering the ground (Fig. 3), and from their condition it was obvious that the contractor who sorted mail into the box numbers couldn't be bothered to pick them up and return them to the main sorting plant. This would be

fertile ground for identity thieves.

When I revisited the site on 2004-06-13, there were two large posters on the kiosk telling people to put misdirected mail back into the outgoing slot (Fig. 4). The poster neglected to state that such mail should be marked "Return to sender", not an obvious thing to some citizens. I suspect that mail

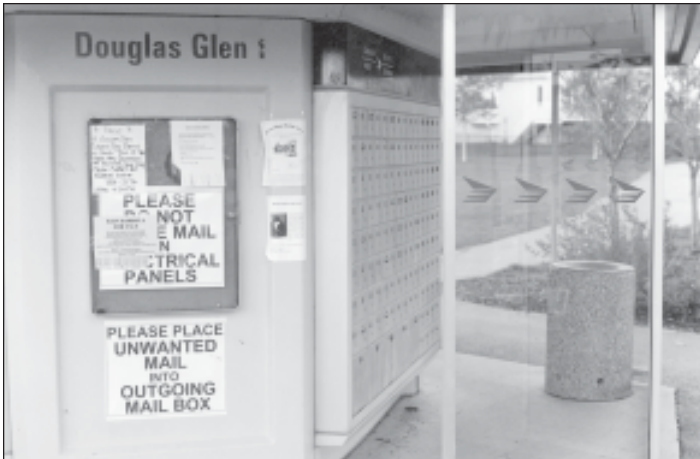


Fig. 4 – The same kiosk a few months later with admonishing poster.

dropped back into the slot would make a repeat trip. The posters were already starting to be covered with private advertising when I saw them.

What bothers me is that because this kiosk is adjacent to a major park, I know its history, and it has been in place since the middle 1990s. I did not observe it previously, but surely this problem did not suddenly arise in 2004 after a decade of service.

## Conclusions

Supermailboxes do not build a sense of community, any more than dumpsters or parking lots. Fringe businesses that cannot afford proper advertising have been quick to take advantage of the supermailboxes to reach a captive audience, and spam the boxes with photocopied posters. Community activists do not think of supermailboxes as part of their community and evidently rely on other means of reaching neighbourhood residents. Residents are only interested

in grabbing their mail and driving off.

I suggest that any graduate student in sociology or psychology who is looking for a thesis topic might like to consider a more detailed study and better scientific methodology. There aren't so many supermailboxes in a given city that one couldn't visit most or all of them on a monthly basis

and document the changes. Perhaps a few supermailboxes could be staked out and watched by the student to observe interactions of users. ☒

## REFERENCES.

- 1] Anonymous (Oct. 30, 1986) Superbox new term for same old item. *Windsor Star*, page B1.
- 2] RJS ID Inc. (downloaded April 14, 2004) ROSS J. SLADE INDUSTRIAL DESIGN INC. [www.rjsid.on.ca/rjspromo.htm](http://www.rjsid.on.ca/rjspromo.htm)

Fig. 5 – You have two minutes to get your mail in Calgary, or else!



- 3] Clark, W., and A. Holden (December 13, 1986) Home delivery not guaranteed in law, says judge. *Toronto Star*, page A1.
- 4] Cousins, W.D. (December 10, 1987) Super-mailboxes. HOUSE DEBATES OF THE LEGISLATIVE ASSEMBLY OF ONTARIO. 34th Parliament, 2nd Session, page 1140.
- 5] Gordon, C. (December 5, 1986) Super-mailboxes cause super-duper headaches. *Ottawa Citizen*, page A5.
- 6] White, Randy (February 17, 1994) Super-mailboxes. DEBATES OF THE HOUSE OF COMMONS OF CANADA, 35th Parliament, 1st Session, page 1461.
- 7] Dunham, D.C. (December 20, 1986) Super-mailbox concept a step in right direction. *Toronto Star*. page B3.
- 8] Henton, D. (October 8, 1988) Revived Rhinoceros party promises each home to have its own supermailbox. *Toronto Star*, page A3.
- 9] Mahoney, Steven (December 10, 1987) Super-mailboxes. HOUSE DEBATES OF THE LEGISLATIVE ASSEMBLY OF ONTARIO. 34th Parliament, 2nd Session, page 1140.
- 10] Tolson, Anne (May 24, 1989) Move over, supermailboxes, now there are mini kiosks too. *Ottawa Citizen*, page D1.
- 11] Pierson, Nova (June 11, 2004) Two minutes for delay of mail. *Calgary Sun*, page 3.
- 12] Hudson, K. (January 10, 1991) Man carries torch for Canada Post. *Toronto Star*, page A6.
- 13] Trimble, A. (February 13, 1995) Helping others keep it clean. *Toronto Star*, page C1.
- 14] City of Pickering (February 5, 1996) Newsbox by-law. BY-LAW #4639/95.
- 15] Associated Press (July 2, 2004) Box bashing holds up mail. CANADIAN BROADCASTING CORPORATION  
[http://pei.cbc.ca/regional/servlet/View?file\\_name=pe\\_boxdamage20040702](http://pei.cbc.ca/regional/servlet/View?file_name=pe_boxdamage20040702)

## YOU'RE INVITED TO JOIN THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

**BNATopics** (quarterly journal)

**BNAPortraits** (quarterly newsletter)

Benefits include annual conventions in Canada and the United States. More than 20 study groups actively investigating speciality areas, ranging from Large Queens to first-day covers. Regional groups are located in many cities in Canada and the U.S.

Contact: **Peter Jacobi**  
#6, 2168 - 150A Street  
Surrey, BC V4A 9W4, Canada

e-mail: [pjacobi@shaw.ca](mailto:pjacobi@shaw.ca)

Web site: <http://www.bnaps.org>



**BNAPS – The Society for Canadian Philately**



## *Extant Canadian*

# COLUMBIA / IELFIELD

## *Postmarking Dies*

*Reg Morris*

In the autumn of 1956, the 79-year-old owner of the Columbia Ielfield Co. of Silver Creek, N.Y., Mr John Slack, decided to sell his residual inventory of machines and machine parts to Mr William Hanley, an Erie, Pennsylvania based scrap metal merchant.

For the sum of \$15,000 Slack sold Hanley free and clear of all outstanding debts and encumbrances everything in the plant at 84 Hanover Street, Silver Creek, plus the few machines still out on lease.

Slack failed to mention the abortive attempts to sell his machines to the Canadian Post Office. He also failed to mention the fact that the US Post Office had already advised him that they would not favour the Columbia Ielfield Co. with any further business and that they were equipping all third- and fourth-class offices with small cancelling machines, as appropriate. This meant that no more orders for leased machines would be forthcoming.

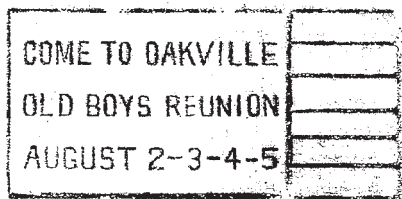
But to Hanley it sounded a good deal.

For a few years Hanley sold spare parts and date slugs for the dwindling base of postmaster-purchased machines, but this was troublesome for Hanley, for few of the parts were tightly toleranced. What fitted one machine would not fit any other!

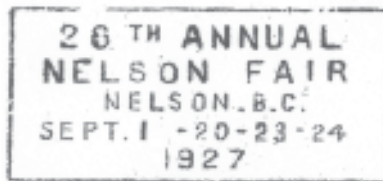
Hanley was forced to custom make many of the parts and sell them at Slack's published parts list prices. With hindsight it is not surprising that he neither sold nor leased a single machine in the USA and received only one single order from Canada (to the best of recollection of his son in law who succeeded him on his retirement). Elsewhere abroad there was no demand for parts or date type.

Shortly after the purchase, Hanley visited Washington for discussion with the Post

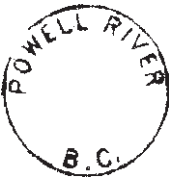















### Slogan Dies



S1  
OAKVILLE OLD BOYS REUNION  
(Ontario)



S2  
20TH ANNUAL NELSON FAIR 1927  
(British Columbia)

<p><b>POWELL RIVER, B.C.</b></p>  <p>Retired G Die, 1937</p>	<p><b>CHILLIWACK, B.C.</b></p>  <p>Retired G Die, 1946</p>	<p><b>LADNER, B.C.</b></p>  <p>Retired G Die, 1950</p>	<p><b>SALMON ARM, B.C.</b></p>  <p>Retired Med Die, 1949</p>
<p><b>BURLINGTON, ONT.</b></p>  <p>Retired G Die, 1942</p>	<p><b>DUNNVILLE, ONT.</b></p>  <p>Retired G Die, 1936</p>	<p><b>FOREST, ONT.</b></p>  <p>Retired Med Die, 1949* *only use reported 13 Aug 49</p>	<p><b>OAKVILLE, ONT.</b></p>  <p>Retired G Die, 1939 (2 dies known used)</p>
<p><b>UXBRIDGE, ONT.</b></p>  <p>Retired Med Die, 1967** **as the Columbia-Ielfield Co. closed in 1956, this must be an unused die</p>	<p><b>WHITBY, ONT.</b></p>  <p>Retired G Die, 1938</p>	<p><b>WESTON, ONT.</b></p>  <p>Retired G Die, 1938</p>	<p><b>COATICOOK, P.Q.</b></p>  <p>Retired G Die, 1946</p>
<p><b>NORANDA, P.Q.</b></p>  <p>Retired G Die, 1942</p>	<p><b>LA TUQUE, P.Q. CANADA</b></p>  <p>Retired Med Die, 1953*** *** known used 1 day only 3 Feb 53</p>	<p><b>TORQUAY, SASK.</b></p>  <p>Die cut error – no period</p>	<p><b>SELKIRK, SASK.</b></p>  <p>Die cut error – Selkirk is in Manitoba</p>

## COLUMBIA DIE CACHE Canadian Dies

Card	Town / Station	State	Dial
27	CHILLIWACK	B.C.	G
L142	LADNER	B.C.	G
L165	POWELL RIVER	B.C.	G
L142	SALMON ARM	B.C.	G
34	BURLINGTON	ONT.	G
L106	DUNNVILLE	ONT.	G
52	FOREST	ONT.	MED
89	OAKVILLE	ONT.	G
89	UXBRIDGE	ONT.	MED
L6	WHITBY	ONT.	G
L148	WESTON	ONTARIO	G
89	COATICOOK	P.Q.	G
89	NORANDA	P.Q.	G
L137	LA TUQUE, P.Q.	CANADA	G
L19	TORQUAY	SASK	G
37	SELKIRK	SASK.	G

Offive Supply Dept. They advised him of their procurement policy and that he had no obligation to support any Post Office installed machine, nor had they any obligation to purchase machines, parts or supplies from him. They confirmed that in effect he had bought \$15,000 of scrap metal.

In the early 1970s, all the remaining Columbia machines in various states of repair with all the remaining stocks of new and defective parts were loaded by Hanley into a trailer and scrapped . . . except the contents of one small sack.

This sack contained hundreds of old postmarking dies removed from machines returned for repair or at the end of a lease, and a few that were never used; miscut dies and frustrated unfulfilled leases.

The sack contained 16 Canadian postmarking dies. In addition one of the old employees had retained two Canadian slogan dies in his toolbox. These "finds" are shown herewith. Comparison of these residual postmarking dies with those known used in the Canadian offices has not been undertaken to date. ☒

### REPLY POST CARD CARTE POSTALE

To the *Editor* of the Journal

*Here is my latest research that I would like to share with fellow readers of the PHSC Journal.*



# *FREE-FRANKED MAIL: a subsidized rate*

*Bill Pekonen*

Free franking, drop letters, printed matter, bulk mail, book-post, Christmas cards, newspapers, post cards, ship mail, and soldier's / seamen's privileges are all examples of subsidized postal rates. These special rates have been subsidized by other postal users and general taxation revenues. The differences in the subsidy amounts are simply simply a matter of degree.

Free-franked government mail is a subsidized rate which was used by certain government officials and the general public under specified conditions. Within Canada, Free Franking mailing costs have been also subsidized by payments made by other government departments on behalf of the post office department. Looking only at Post Office postal guides, records and Acts produces misleading results.

A number of other free franked mail categories other than government mail are listed in various editions of the postal guide. Contrary to common belief, the government free franking privilege was *not* restricted solely to a Minister or Deputy Minister. Probably the closest comparison to the government subsidized rate are the books and sound recordings mailed free to the blind — an appropriate comparison, some might say.

Other reduced rates exist, but are not usually considered as being subsidized. This group includes missent letters, letters redirected on delivery, redirection of military personnel letters, letters redirected at post office, undeliverable mail, return for postage, "too late", letters forwarded without payment, and routes closed because of war. All of these involve handling within the post office, often without any fee being received.

The word "free" is a misnomer. The use of the word "free" means that postage due is *not* to be collected from the recipient by the mail delivery person when there is no postage stamp



signifying that postage was paid by the sender. It does not mean free of cost, as will be demonstrated later in this article.

Within the British Commonwealth, Royalty Mail is the only category which is *exempt* from postage. Although Royalty Mail is at the Queen's prerogative, the public within the United Kingdom can also send the original "Petitions and Addresses" to the King *exempt* from postage. There is a distinct difference between "*exempt*" and "*free*" in relation to postage paid.

"Free", as used on Canadian mail, is actually an abbreviation of the term "free of postage", the term used in the Post Office Act. Although the word "*exempt*" has been used on a few isolated occasions in Post Office communications (instead of "*free of postage*"), those mistakes were quickly (and quietly) corrected. "Pass free of postage" is another phrase encountered in a few Post Office documents, but this is also only a misinterpretation. The word "pass" has not been

observed in either Post Office acts nor postal guides.

In turn, “free of postage” is an abbreviation of the original term which was “free of the duty of postage”. In reality, the postage stamp is actually a revenue stamp representing a duty or a tax. That fact goes back to 1685 and The Rights and Powers of the King of England. The definition of a revenue stamp used by E. S. J. Van Dam is a stamp which indicates that some kind of tax has been paid. Kenneth A. Wood, in his 3-volume set of *This Is Philately*, agrees that postage stamps are revenue stamps in the broad sense. Richard McP. Cabeen, in his classic book *Standard Handbook of Stamp Collecting*, makes the following statement: “In the early days of stamp collecting, revenue stamps had a status equal or superior to that of postage stamps. . . .” The purpose of postage stamps is the same today as in the past – to raise revenues.

In principle, within the British Commonwealth, the mail service monopoly is the property of the Crown. Parliament leases that monopoly through the Civil List payments

made annually by the British Parliament. As a general rule, the government does not itself pay the duty it imposes on the public. For the Post Office, the *subsidized rate* is simply an accounting matter signifying foregone revenue. The annual amounts were a way of measuring the value of service provided by the Post Office for official public business on behalf of other government departments. In effect, it was used as a bargaining chip to raise annual post office budget increases. Much time and effort was expended by Post Office staff to maintain records in support of requests for budget increases. From another viewpoint, budget negotiations were a bureaucratic turf-protection strategy.

Other *reduced rate* categories (read as *subsidized*) have existed over the years within the postal system. One less well known rate is the reduced letter rate which applied to news reports addressed to the Editor of a newspaper. This rate was usually the same as the drop letter rate. Another example is this quote from *The Wartime Mails & Stamps of Canada 1939–46* by H. E. Guertin: “When the

domestic letter rate became 4¢ in April 1941, the 3¢ rate remained as a concession to men overseas. . . . The 3¢ rate remained throughout the war on ordinary letters . . .” During WWII, the volume of civilian mail almost doubled.

The subsidized rate conclusion may seem contrary to the belief by other philatelists whose collecting obsession is in the narrow terms of

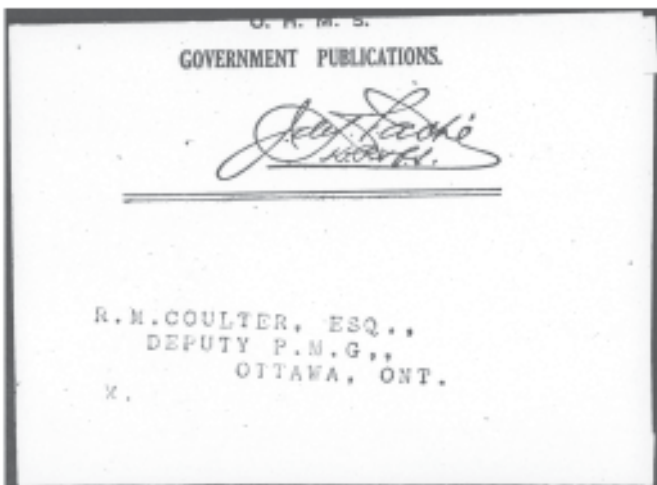


Fig. 1 – Example of newspaper wrapper addressed to R. M. Coulter, Deputy Postmaster General at Ottawa. circa 1890s

a postage stamp. The postage stamp is only one element in the posting and delivery of mail. There are other methods available to pay for postage. The subsidized rate makes sense when the history of the postal service is considered in context with other government operations. The world mail system began with government rulers corresponding with employed officials and the military, with other rulers and governments, and with the general public. Finally, the rulers realized that the expense of operating a postal system could be entirely paid for by the general public. (Today, this method is commonly referred to as the “user pay system”.) The only means of delivering correspondence in earlier days was by privately-operated mail systems. Commercial carriers have carried mail since early historical times, charging for that service. The Hudson Bay Company is one example within Canada. In Europe, the best example is the Thurn and Taxis courier service. It occurs even today in remote areas.

Charles I, in England, organized a public mail system in 1635. He allowed the mail system to be used by private business to generate income to pay the expenses and to raise money for his extravagances. (One quarter of his wealth was reportedly lost when being carried by a ship which sank in the Firth of Forth during a storm. As far as is known, that treasure has never been recovered.) Charles I also wanted to control the delivery of mail so that he could spy on his enemies both within the country and outside the boundaries. Thus was born the idea of the duty of postage – a tax currently represented by a receipt in the form of a postage stamp.

How much does it really cost to operate a postal system? It would take a small army of forensic accountants to come up with a reasonable answer. In Canada, since even

before Confederation, the federal government budget categories do not necessarily follow a logic which permits clear functional expense accountability for each department. Bureaucrats have found inventive ways to share surplus funds between departments before the end of each fiscal year, adding further confusion to a convoluted accounting system. That reality creates a headache for postal historians. Several examples illustrate the situation described by the *Oxford English Dictionary* as “mingle-mangle” or a “confused jumble”.

Here is one example. The amounts of mail subsidies paid out by the Department of Trade and Commerce to the shipping lines (instead of directly to the Post Office Department) can be found in various editions of the annual *Canada Year Book*. These mail subsidies have a direct relationship to the Post Office operations and are in addition to mail contracts between the ships and the Post Office. During the period 1868–1914, a total of \$30,615,338 was paid to various shipping firms. (Evidence can be found whereby a ship lost at sea carrying transatlantic mail was replaced at public expense. One wonders about which label was given to the expenditure.)

The total mail subsidy amount can be compared with the estimated cost of free-franked mail delivered by the post office on behalf of all government departments. During that same 1868–1914 period, post office records indicated that 275 million free letters were delivered. Although the Post Office counted free-franked mail, no values are indicated up to that point.

The approximate subsidy provided by the post office for free-franked mail can be estimated at 3¢ each for each year — totaling \$8,244,404 over the 1868–1914 period. The 3¢ multiplier result is probably overstated

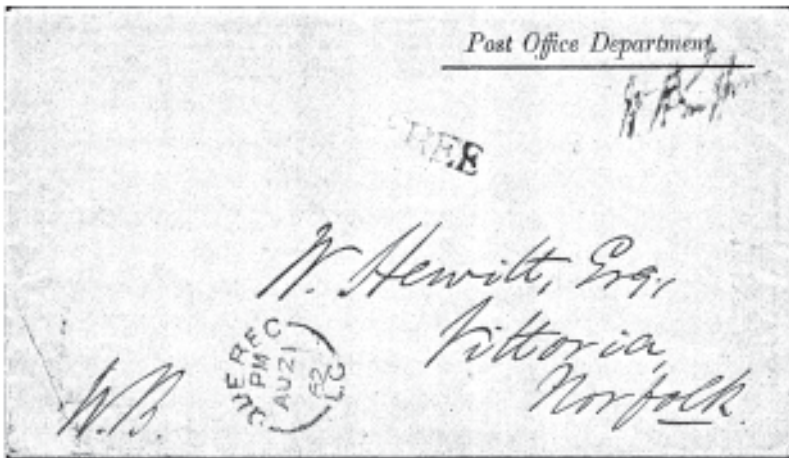


Fig. 2 – FREE franked by W.H. Griffin, DPMG — AU 22 / 62 - QUEBEC / L.C. split circle to PARIS D.P.O. / C.W. AU 23 / 62 to SIMCOE / U. C. AU 25 / 62 to VITTORIA / C.W. AU 25 / 62 POST OFFICE DEPARTMENT. CANADA red Crown seal imprint on blue envelope

because many of those mailings were at the 1¢ drop letter rate and 1¢ post card rate. But for the sake of argument, it is better to err on the high side (see Table 1, pg 43). The total \$30.6 million mail subsidy paid to shipping lines instead of to the post office department exceeded the entire 1868–1914 year accumulated post office deficit (\$7,010,194) by \$23.6 million.

This one subsidy alone demonstrates how budgets of different departments were often mingled — producing confusing results. Other department budgets also subsidized the Post Office budget. Mail rates within the Post Office were often juggled for political reasons. To add further to the confusion, the Post Office subsidized the operating costs of other government department either by design or mandate from the Cabinet (for whatever reason).

64.5 million post cards were mailed during 1914 compared with 21.4 million free letters. The difference between the post card rate at 1¢ and the first-class mail at the 2¢ rate represented \$645,000 in foregone revenue. (The amount of work involved between a post

card and a letter did not appear to justify the difference in rates. The only justification appears to be weight.) The 21.4 million free letters represented \$428,000 in foregone revenue on a comparative basis. In other words, the total foregone revenue on post cards (\$645,000) exceeded the amount of foregone revenue for free-franked mail (\$428,000) during that same year. Statistics were not provided for the amount of newspapers mailed free of postage during the comparable period. It is safe to conclude that the total foregone revenue from post cards and the other subsidized mailings exceeded the foregone revenue from Government free mail.

After 1914, the number of mail items were reported differently in subsequent issues of the *Canada Year Book*. Comparisons of later years with the first 47 years of operation are more difficult to ascertain. However, enough information can be gleaned from various records to demonstrate that the steamship subsidies and similar results continued at least up to 1964 (see Table 2, pg 44). In year books subsequent to 1953, the term “mail subsidies” was eliminated from the chart. The

subsidy amounts for ocean shipping disappear between 1947 and 1950. But they reappeared in 1951 to 1953 at amounts which are ten times or greater the previous amounts. The amounts for "Local Services" shipping subsidies continue at approximately the same rates as before 1964. It is unclear how much of the totals shown after 1954 represents a mail subsidy – if any of it. Is it a coincidence that the total amounts for inland or local services are about the same? Were the previous mail subsidies directed entirely or partly to other goals or were they labeled as something else? Since the purpose was to maintain the shipping services and this was the only practical way to deliver mail to some locations, how does one separate one purpose from another? The answer will probably never be known with any certainty.

In 1951, the title allocations were changed from "Atlantic Ocean" and "Pacific Ocean" to "Canadian Flag Ocean Shipping Industry". Parcel post at surface rates addressed to foreign destinations are still currently carried by ship. The need for ocean-going steamship mail subsidies lessened as increased amounts of mails and parcels were transported by airplanes. That factor may explain why the change in reporting subsidies occurred. There is some question about whether or not the mail subsidies have been eliminated entirely, or are simply buried somewhere else under the title of shipping subventions (another word meaning a government grant).

Some of the estimated values for free franked mail shown in Table 2 (pg 44) were obtained from reports found in National Archives records. But there is a large information gap. Adjustments were made to estimate annual expenditures for free franking by Post Office staff at the time to be included in the Postmaster General's annual report. Quarterly

estimates were prepared. These estimates are approximate only. It appears that the amount of foregone revenue for free-franked mail fluctuated between 3 and 5% of total revenues. However, despite the lack of certainty, this similar pattern appear to have existed at least until 1964. 1964 was chosen as the cutoff date for this article for reasons which will be explained later in this article.

The subsidies contributed by other government departments on behalf of the post office department are less obvious. For example, the construction and maintenance of post office buildings were paid by the Public Works Department budgets. A letter from the Assistant Keeper of Public Records to the Secretary of the Post Office Department dated November 29, 1929 pointed out the fact that the public buildings (used by the post office) were erected and maintained by Public Works. He suggested that an appropriate amount for that benefit should be offset against claims by the Post Office for compensation of foregone revenue.

Exact numbers for those maintenance costs are not shown in the Public Account totals reported in the year books. The scale of occupancy is outlined in a 1969 report. As of November 1968, the post office occupied 8,430,274 square feet in 1,834 government owned buildings, and 1,450,000 square feet of leased space in privately owned buildings. By 1975, it was estimated that 3.8 million additional square feet would be required. The annual maintenance amount, estimated at \$1 per square foot per year, amounts to \$9.88 million annually. This amount alone would be more than enough to offset the estimated cost of the free mailing privilege without considering shipping subsidies or foregone rates on other types of mail. The cost of designing and erecting those buildings, plus the cost



of land on which they were built is in addition to the annual maintenance costs. In most cases, the capital expenditures were paid out of annual general government revenues. These capital expenditures do not appear in post office records, and, as such, amount to a subsidy to the post office. No attempt was made to track the capital costs since 1851. It is also known that the Department of Indian Affairs and the RCMP budgets subsidized mail delivery in the early periods in both the Yukon and North West Territories.

During the 1851–1929 period, the federal public accounts indicate that subsidies amounting to \$176,693,510 were paid to different railways. Part of that subsidy could probably be attributed to the cost of operating the railway mail car service or mail delivery. How much of that total applies to the credit of the Post Office instead of to the railway companies is a matter of speculative conjecture. One other example illustrates how the system worked. The Grand Trunk Railway was extended in 1860 from Quebec to Rivière du Loup to accommodate the landing of ships carrying mail to France via Londonderry and England. This action was a political compromise regarding postal payments between the French, British, United States and Canadian Post Offices. It was also an early example of the use of railway subsidies for mail purposes.

The value of services provided by the Post Office were not always equal to that of the services provided by other departments. The numbers add up to more than the value of the government mail handled by the post office. How each department cut up the pie has little meaning in the overall government scheme. The public were concerned only about the overall surplus or deficit of the annual federal budget, and the politicians obliged them accordingly. The fact that department

budgets were often used for purposes other than one might expect or were stated seemed to be beside the point.

One other example of mingled budgets in the other direction is the Savings Bank. The cost of operating the Savings Bank by the Post Office on behalf of the Department of Finance is included in the Post Office Department budget even though the savings bank has nothing to do with the delivery of mail.

A 1923 report indicated that savings bank services were available in more than 1300 post offices across Canada. No cost segregation is shown in the summary accounts. Some details can be found in other records, which lack detail on operating costs. One interesting comment found in the National Archives stated the following suggestion; there is no indication that the suggestion was implemented, but it is the only glimpse about at least one estimate at one point in time. The suggestion was to provide a bookkeeping credit equivalent to the estimate operating costs.

Amount of deposits (for year ending March 31, 1923)	\$22,357,267.55
Cost of Operation -	
Commission to Postmasters \$	20,000.00
Salaries, stationery, etc.	
Head Office	\$ 70,000.00

Compare the savings bank deposits made in post offices of \$22.3 million with the \$29.1 million net revenue of the post office for the 1922–1923 year. Savings bank volume was about 44.3% of the combined total revenues. What percentage of the expenditures should be allocated to the savings bank operation? What percentage of overhead costs? Consider that rural mail couriers also collected deposits for the savings bank.

It is known that many hundred-millions

Post Office Department, Canada,

Ottawa, 5 Aug. 1875

My dear Mr. Morgan,

Please send me a  
cheque for your insurance  
\$ 23  $\frac{25}{100}$  - My accounts  
are now closed and  
I want the money

Yours faithfully

W. H. Griffin

H. J. Morgan Esq



Fig. 3 - FREE Franked by  
W. H. Griffin  
OTTAWA / ONT AU 5 / 75 to  
MONTREAL, / C.E. AU 6 / 75

of notices were delivered under the free franking privilege on behalf of the Savings Bank, adding to the cost burden and the Post Office deficits up until the savings bank system was discontinued on September 3rd, 1968. The cost burden included staff time in local post offices which does not appear to be included in the above estimate. Suppose one allowed \$100 per month as a share of the staff costs. That amount alone would amount to  $\$100 \times 12 \text{ mo.} \times 1300 \text{ post offices} = \$1,560,000$  per year. By comparison, the \$90,000 estimated above is only a drop in the bucket.

Post offices also sold Unemployment Insurance stamps on behalf of the Department of Labour. The post offices distributed income tax returns, collected government annuity payments, accepted Public Service employment application forms, displayed government posters, and sold money orders and postal notes – all considered to be auxiliary services which had no direct relationship to mail delivery.

Another example shows how the Post Office actually subsidized the birth of what is now Air Canada. From 1940 to 1946, the amount paid by the Post Office for carrying mail by air (\$24 million) was substantially greater than the amounts received for carrying other freight (\$1.8 million). The total passenger revenue for the first 7 years of operation was \$29 million, only about 52.7% of the total revenue. Only a small surplus of about \$250,000 resulted. (No further research was conducted to determine the extent of other subsidies paid to promote the airline.) Consider this statistic. During the 1938–1946 period, 141.8 million air mail stamps were printed with a face value of only \$9.5 million. Compare \$24 million paid to Trans Canada airlines with \$9.5 million revenue received for sale of air mail stamps. (The number of

pounds of mail carried by air increased from 0 in 1921 to over 24 million pounds in 1954.)

The free franking budget allocation problem was not confined to Canada. To one degree or another, the same problem was experienced in other parts of the world. The Canadian Post Office department corresponded with Great Britain, Sweden, South Africa and the United States of America searching for support. Bureaucrats in those countries were also searching for a way in which the post office could obtain credit for the amount of foregone postage – even if it were just a bookkeeping entry.

Was Canada the only country offering steamship mail subsidies? No. An extract of a report by the US Postmaster General for the year 1891 offers some insight into the magnitude of subsidies paid by other countries during 1890: The amount paid by the USA is not clearly stated in the extract. (Canada is not on the list, but paid \$286,315 during that same year.)

France	\$4,953,112
Great Britain	3,210,434
Germany	1,261,400
Italy	1,957,947
Spain	988,977
Japan	739,576
British India	293,186
Netherlands	167,447
Belgium	152,139
Chile	48,250
Denmark	44,152
Roumania	926
Tunis	386

Further information on the foreign subsidy amounts can be found in the reports issued the Universal Postal Union. No attempts were made to pursue this source of information.

The problem with the Canadian approach to the free franking situation is that the Post Office conveniently overlooked the financial contributions made by the other departments. It appears that those contributions were much higher than the amount of the foregone revenue for free franked mail. But the bureaucrats kept on trying.

The Executive Council Committee, by a 14th May 1858 Order In Council, approved the suggestion by the Postmaster General to include \$16,000 per year as a credit to Post Office revenues for the free conveyance of government correspondence. (Public Archives State Book "S" pg 577 – Vol. 2749/2/3). No records were found to date in RG3 to show how long this practice continued. The only hint that it was still continuing was the letter referred to in the preceding paragraph. Based on that letter, in March 1928, the Postmaster General proposed to present a Bill to the House of Commons to authorize an annual credit to post office revenues of \$1,000,000. The request states:

"It is pointed out that this would simply provide for a bookkeeping item, and would not involve any additional expenditure whatever."

The same RG3 records did not show any evidence to indicate that the proposed bill ever reached the floor of the House, and if so, whether or not it was passed. Over the subsequent years, other attempts appear to have been made to arrive at a similar result, but a successful result is not evident until post office bureaucrats from around the world joined forces within the Universal Postal Union. Or did they really solve the problem?

Great Britain thought they had solved the free franking abuse problem in 1840 with the introduction of the postage "label". Free franking continued in Britain, however, under

a different guise for many years afterward. The franking mark was simply changed to "Official Paid". The ultimate solution came from the Universal Postal Union in 1964 — 124 years later. The world-wide solution to use pre-printed or mechanically applied indicia with the local language equivalent of "Postage Paid" was adopted. Since then, both government and commercial mail have adopted this simple measure instead of using regular or computer-generated postage stamps or postage meters. This solution was similar to an indicia used by Dockwra in 1680, and similar to handwritten markings which predated the postage stamp. One wonders why it took so long for bureaucrats to come up with such a simple answer.

Table 2 shows the revenue received by the Post Office after paying postmaster salaries. The number of free mail letters was not counted with the same diligence as in the past because the task took too long. Consequently, the information for most of those years is not available. Those spaces have been left blank. Periodically, in response to inquiries raised in the House of Commons, a value estimate was prepared by Post Office staff. Monthly counts were made every three months at the different applicable rates. Different months were used as the "quarter" over the period of time to account for differences in monthly mail volume. The heaviest mail volume months were left out of the equation. Some of the monthly estimates were made on the basis of weight rather than postage per piece. The results were then multiplied by three to arrive at an annual total estimate. Other random estimates are included whenever found. The result is more haphazard than scientific, but it is all that exists. It is evident that the amount of free franked mail grew significantly after WWII, but so did revenues.

The Post Office situation, according to *The Blueprint for Change*, was created by the failure of the government “to challenge tradition” – whatever that means. Continuity of leadership in the Post Office was not available during the 1957 to 1969 period. Eight different postmasters served during that 12-year period – some of them for only a few months. With annual revenues of over \$300 million dollars, a \$10 expenditure at the local level anywhere

in the second largest land area in the world, required headquarters approval from Ottawa. The chain of command was weak and very slow in performance even as the administration was top-heavy as well as expensive. The functions of the different departments under the different ministers often overlapped, with little oversight, leading to duplication of effort on an immeasurable scale. Yet, somehow, by some kind of miracle, the mail was delivered.

Table 1  
**Estimated Free Franking Cost vs. Shipping Subsidies**

Year	Net Revenues	Estimated FREE Letters mailed	Est. Value at 3¢ per letter	Mail Subsidies Dept. Trade & Commerce	Year	Net Revenues	Estimated FREE Letters mailed	Est. Value at 3¢ per letter	Mail Subsidies Dept. Trade & Commerce
1868	\$ 808,858	733,000	\$ 21,990	\$ 177,349	1894	\$ 2,809,341	4,925,000	\$ 147,750	\$ 530,703
1869	\$ 758,182	874,000	\$ 26,220	\$ 253,747	1895	\$ 2,797,790	4,441,000	\$ 133,230	\$ 513,268
1870	\$ 788,905	1,034,000	\$ 31,020	\$ 288,999	1896	\$ 2,971,653	4,808,800	\$ 144,264	\$ 534,917
1871	\$ 803,637	1,218,000	\$ 36,540	\$ 286,099	1897	\$ 3,202,938	5,501,000	\$ 165,030	\$ 553,812
1872	\$ 916,418	1,125,000	\$ 33,750	\$ 342,108	1898	\$ 3,527,810	5,678,250	\$ 170,348	\$ 589,773
1873	\$ 1,093,516	1,091,000	\$ 32,730	\$ 363,448	1899	\$ 3,182,931	5,400,000	\$ 162,000	\$ 584,056
1874	\$ 1,151,270	1,432,200	\$ 42,966	\$ 285,882	1900	\$ 3,183,984	6,318,000	\$ 189,540	\$ 599,832
1875	\$ 1,172,381	1,200,000	\$ 36,000	\$ 287,772	1901	\$ 3,421,192	6,839,000	\$ 205,170	\$ 629,198
1876	\$ 1,106,737	1,059,202	\$ 31,776	\$ 261,589	1902	\$ 3,888,126	7,411,000	\$ 222,330	\$ 624,056
1877	\$ 1,224,912	1,096,000	\$ 32,880	\$ 314,941	1903	\$ 4,366,128	8,152,000	\$ 244,560	\$ 799,286
1878	\$ 1,177,364	1,250,000	\$ 37,500	\$ 257,534	1904	\$ 4,652,325	8,819,000	\$ 264,570	\$ 851,748
1879	\$ 1,177,364	1,384,000	\$ 41,520	\$ 257,702	1905	\$ 5,125,373	9,716,000	\$ 291,480	\$ 1,027,075
1880	\$ 1,179,678	1,464,000	\$ 43,920	\$ 235,833	1906	\$ 5,933,342	10,922,000	\$ 327,660	\$ 1,227,560
1881	\$ 1,344,970	1,838,000	\$ 55,140	\$ 201,503	1907				
1882	\$ 1,543,309	2,390,000	\$ 71,700	\$ 210,930	(9 mo)\$ 5,061,859	9,176,000	\$ 275,280	\$ 1,128,877	
1883	\$ 1,753,079	2,600,000	\$ 78,000	\$ 237,501	1908	\$ 7,107,756	13,207,000	\$ 396,210	\$ 1,590,394
1884	\$ 1,712,319	2,824,000	\$ 84,720	\$ 238,054	1909	\$ 7,401,624	13,686,000	\$ 410,580	\$ 1,684,683
1885	\$ 1,790,495	2,960,000	\$ 88,800	\$ 261,779	1910	\$ 7,958,547	14,975,000	\$ 449,250	\$ 1,736,373
1886	\$ 1,852,155	3,310,000	\$ 99,300	\$ 271,457	1911	\$ 9,436,952	16,382,000	\$ 491,460	\$ 1,918,941
1887	\$ 1,964,062	3,160,000	\$ 94,800	\$ 273,497	1912	\$ 10,482,235	18,215,000	\$ 546,450	\$ 1,904,514
1888	\$ 2,322,759	3,500,000	\$ 105,000	\$ 342,613	1913	\$ 12,060,476	20,179,000	\$ 605,370	\$ 1,952,525
1889	\$ 2,220,504	3,872,000	\$ 116,160	\$ 304,254	1914	\$ 12,956,216	21,370,000	\$ 641,100	\$ 2,383,687
1890	\$ 2,357,389	3,870,000	\$ 116,100	\$ 286,315	<b>Totals</b>	<b>\$ 161,568,769</b>		<b>\$ 8,244,404</b>	<b>\$30,615,338</b>
1891	\$ 2,515,824	4,078,000	\$ 122,340	\$ 321,118	Per Cent of Total	Registered = 2.00%	5.1%	19.07%	
1892	\$ 2,652,740	4,606,000	\$ 138,180	\$ 273,207	Net Revenues	Post cards = 8.80%			
1893	\$ 2,773,508	4,724,000	\$ 141,720	\$ 413,939					

Table 2

## Amounts paid by Department of Trade and Commerce for mail conveyance

Net Revenues is exclusive of salaries and allowances to Postmasters and some other items.

Year	Net Revenues – Post Office	Estimated Value of Free Franked Postage (P. O. records)	Mail Subsidies Dept. Trade & Commerce	Year	Net Revenues – Post Office	Est. Value of Foregone Postage (P.O. records)	Shipping Subventions Paid by Cdn. Maritime Comm.
1915	\$ 13,046,650		\$ 2,162,633	1947	\$ 72,986,624		\$ 1,118,602
1916	\$ 18,558,410		\$ 1,768,757	1948	\$ 77,770,967		\$ 1,721,382
1917	\$ 20,902,384		\$ 1,990,582	1949	\$ 80,618,401	*\$ 2,857,710	\$ 2,035,139
1918	\$ 21,345,394		\$ 1,853,320	1950	\$ 84,528,655	*\$ 3,123,582	\$ 2,138,757
1919	\$ 21,602,713		\$ 1,291,850	1951	\$ 90,454,678	*\$ 3,499,152	\$ 5,760,916
1920	\$ 24,449,917		\$ 1,622,906	1952	\$ 104,622,208	*\$ 3,532,652	\$ 4,320,489
1921	\$ 26,331,119		\$ 1,094,509	1953	\$ 112,024,245	*\$ 2,915,452	\$ 3,845,364
1922	\$ 26,554,538		\$ 1,105,896	1954	\$ 111,107,484	*\$ 2,667,872	\$ 4,032,148
1923	\$ 29,262,233		\$ 1,070,684	1955	\$ 131,315,049	*\$ 4,381,734	\$ 4,118,093
1924	\$ 29,100,492		\$ 1,105,087	1956	\$ 137,696,621	*\$ 5,015,757	\$ 4,143,192
1925	\$ 28,581,993	\$ 1,188,300	\$ 1,055,643	1957	\$ 145,823,785	*\$ 5,854,728	\$ 4,809,793
1926	\$ 31,924,646		\$ 1,078,038	1958	\$ 152,919,881	*\$ 5,062,701	\$ 5,109,486
1927	\$ 29,378,697	\$ 1,000,000	\$ 1,008,999	1959	\$ 157,630,336	\$ 7,419,400	\$ 5,728,883
1928	\$ 30,529,155	\$ 750,747	\$ 844,591	1960	\$ 167,562,354	*\$ 6,054,639	\$ 6,581,376
1929	\$ 31,170,904		\$ 1,026,375	1961	\$ 173,645,658		\$ 6,793,236
1930	\$ 32,969,292	\$ 930,000	\$ 1,083,436	1962	\$ 183,678,936		\$ 8,014,336
1931	\$ 30,416,107	\$ 871,224	\$ 1,322,745	1963	\$ 192,830,859		\$ 8,264,740
1932	\$ 32,476,604		\$ 2,998,724	1964	\$ 200,774,204		\$ 9,368,894
1933	\$ 30,825,155		\$ 2,081,818	1965	\$ 230,435,714		\$ 8,234,299
1934	\$ 30,367,465	\$ 750,000	\$ 2,220,661	1966	\$ 237,482,296		\$ 9,365,273
1935	\$ 31,248,324		\$ 2,274,255				
1936	\$ 32,507,888		\$ 2,426,609			*Unofficial Estimates	
1937	\$ 34,274,552	\$ 1,376,166	\$ 2,119,914				
1938	\$ 35,546,161	\$ 1,208,858	\$ 2,029,210				
1939	\$ 35,288,220	\$ 916,655	\$ 1,981,619				
1940	\$ 36,729,105	\$ 1,098,158	\$ 1,906,619				
1941	\$ 40,383,366		\$ 942,493				
1942	\$ 45,993,871		\$ 615,845				
1943	\$ 48,868,762		\$ 935,199				
1944	\$ 61,070,919		\$ 799,652				
1945	\$ 66,071,815	\$ 4,780,130	\$ 868,699				
1946	\$ 68,635,559	\$ 3,356,591	\$ 993,772				

In Canada, the Quarterly Bulk Payment method was used between 1964 and 1972 to permit the post office finally to get some kind of credit for the mail delivery service. (This same method was used in Germany for a short time period during the late 1800s.) The quarterly bulk payment method was abandoned

8 years after it began. Although no official reason has been found, it is suspected that the huge mail volume generated made the system unworkable. It was simply too easy to send a letter or parcel. The entire mail system was in danger of being choked with government mail.

The official end to free franking (with the following exceptions) came with the passage of Bill C-240. Previous to that was the Privy Council Order (dated April 12, 1972, and numbered as P.C. 1972-12/706 with Treasury Board reference 710575.

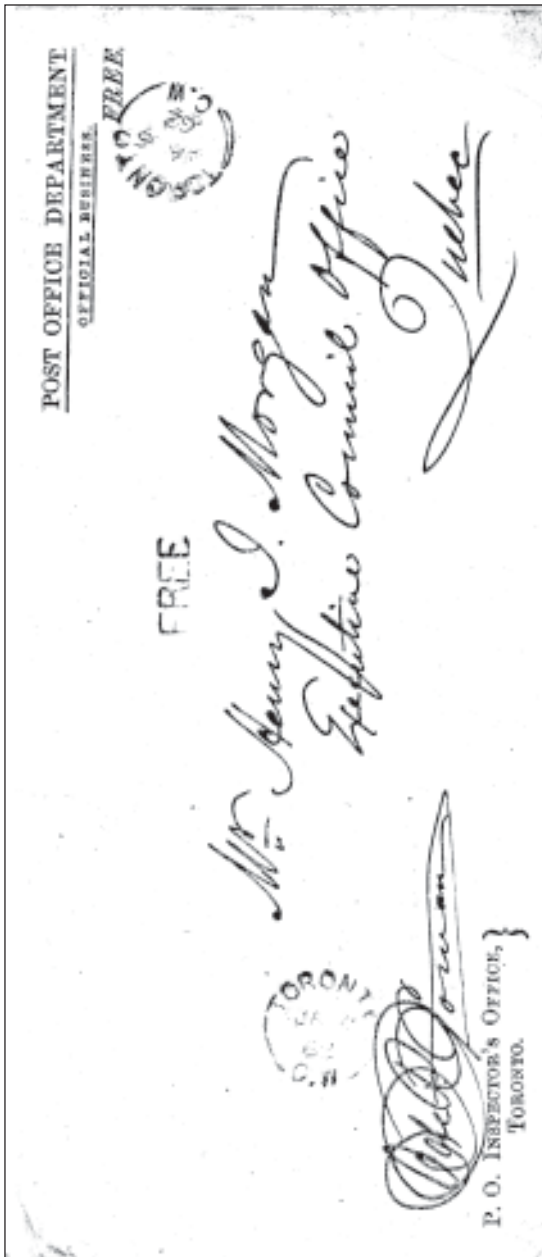


Fig. 4. – FREE on official business TORONTO / C.W. JA 6 / 62 to Henry J. Morgan at Executive Council Office, Quebec. Backstamped QUEBEC / L.C. JA 8 / 62

*"HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL, on the recommendation of the Postmaster General and the Treasury Board, is pleased hereby to revoke the Franking Privileges at Ottawa Regulations made by Order in Council P.C. 2/477 of 25th February, 1892, as amended."*

Regular postage stamps and postage meters were again used after April 1, 1972, but with a slight policy difference. In practise, the end to the Quarterly Bulk Payment system came March 31, 1972. However, envelopes can be found with postage meter imprints and cancelled stamps prior to March 31st as government employees shifted over to the new system before the expiry date of the Quarterly Bulk Payment method.

The exceptions in Bill C-240 cast doubt on the demise of free franking. The free mailing privilege was restricted to all mailing matter (except parcel post or special services) sent by or to:

1. the Governor General
2. the Speaker or Clerk of the Senate or House of Commons
3. the Parliamentary Librarian
4. Members of the Senate and House of Commons (extended to 10 days after dissolution of parliament or for 10 days after he/she ceases to be such a member for any other reason)
5. Ministers of the Crown and their Parliamentary Secretaries.

After the change during 1972, the free franking privilege no longer required the use of "OHMS", as previously was required. The privilege included householder mail. Stamps, postage meters, postage paid-in-cash and business reply methods could

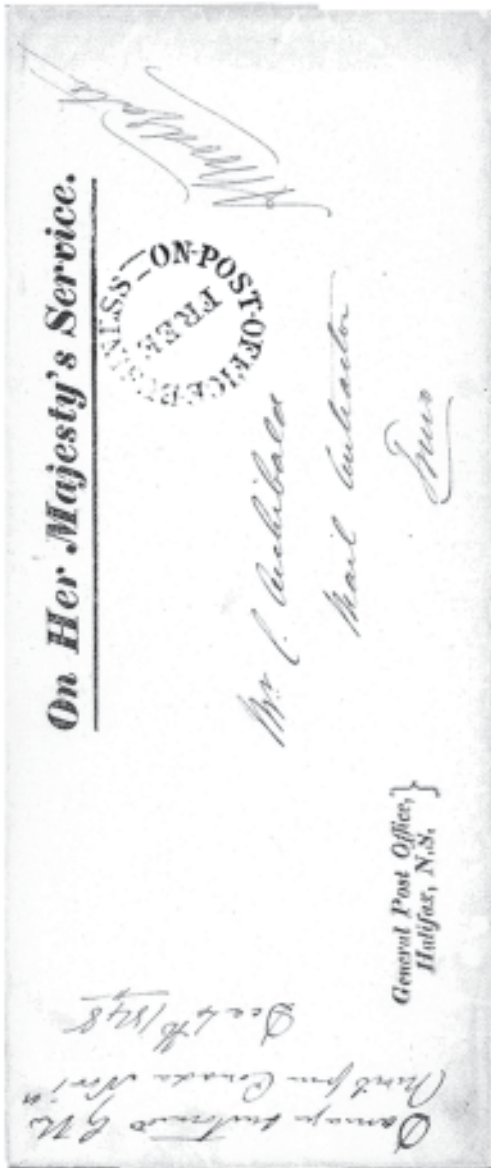


Fig. 5 – ON POST OFFICE BUSINESS / FREE  
 Addressed to M. J. Archibald, Mail Contractor, Truro.  
 signed by A. Woodgate.  
 Backstamped HALIFAX / NOVA SCOTIA DEC 4 / 1848 (double broken circle).  
 Interesting letter to the mail contractor asking for a report concerning “very wet and impaired condition” mail from the Canadian Packet “Niagara” which arrived at Halifax on Dec. 1st. Also enclosed is a reply to the effect that it was impossible for the mail to get wet while in his hands. Archibald further reported that the mail had been reported by the postmaster as wet and in a damaged condition when it arrived at Fredericton. Woodgate used Archibald’s report to write a short memo, and sent it back to him asking for a copy of the Fredericton report.



companion article is under preparation. The theme of the companion article is a chronological account of these changes.

Adding to the confusion is the different ways in which the word “free” can be used within the English language. The *Oxford English Dictionary* (OED) lists 79 different shades of meaning or definitions to that one word. When one looks at the word “free” on mail, wrong conclusions can easily be reached. Which one of the 79 different meanings has been used by different philatelists? Which one is correct? Were all philatelists using the same definition?

Government free franking and other subsidized rates need to be better understood. There is a general misunderstanding amongst philatelists about the contribution each rate group played in the development of the post office in particular and the country in general.

Philately is not confined to postage stamps, nor is it confined to the Post Office budget. The definition of “philately” may be part of the problem. It may come as a surprise to some philatelists that the literal definition of philately (according to the OED) applies to free franked mail instead of to the use of postage stamps. The origin of the word means “free from tax or charge”. Remember that the Post Office acts state “free from the duty of postage” of “free of postage”? A real conundrum if there ever was one — or is it because of the way language changes over time?

The whole scale of rates needs to be taken into account along with other government subsidies and expenditures. The misunderstanding can also be attributed to the way government financial information is recorded. Instead of looking only at the Post Office department, one must also consider the role played by and the expenditures paid out of other government department pockets to

deliver the mail. Only then can we clearly appreciate the nature of free franking rates.

One conclusion, however, can be made with certainty from this confusing mangle. After all is said and done, as far as the general taxpayer is concerned, “free” is just another postal rate marking. For all intents and purposes, another definition can be added to the *Oxford English Dictionary* list — the word “FREE” on a cover means “POSTAGE PAID”. ☒

#### BIBLIOGRAPHY:

- National Archives, RG3, Vol. 2205, 2749, 3296, 3377, 3379, 3380, 3398, 3404 and Scrapbook “B”.
- Copies of various British Parliament Acts and other information supplied courtesy of the Post Office Archives, London, England.
- Various editions of the *Canada Year Book*, published by the Federal Government.
- Various editions of the *Canada Postal Guide*, published by the Post Office Department.
- A Blueprint for Change, Canada Post Office*, November 1969.
- Convention and Detailed Regulations VIENNA 10th July, 1964*, English translation, published by the Universal Postal Union.
- The Universal Postal Union, Members and Stamps*, M. William Tyrrell, Van Dahl Publications.
- Herewith My Frank*, Second Edition, J. W. Lovegrove, KB Printers, Britain.
- Short Account of the Franking System in the Post Office, 1652–1840*, George Brumell, 1936.
- The History of the Post Office in British North America 1630–1870*, William Smith, Octagon Books reprint, 1973.
- The Wartime Mails & Stamps of Canada 1939–46* by H. E. Guertin.
- Royal Mail*, F. George Kay, published by Rockcliff.
- Official Franking 1800–1840*, J. G. S. Scott.
- The Constitutional History of England*, William Stubbs, Oxford University Press.
- Oxford English Dictionary*, (1933 edition reprinted 1961).
- The Law and Working of the Constitution; Documents 1660–1914*, W. C. Costing and J. Steven Watson, Adam & Charles Black, London.



*La Société d'Histoire Postale du Québec*  
*(Quebec Postal History Society)*

invites applications for membership

The SHPQ publishes an award-winning quarterly journal in French.

Membership Secretary:   Christiane Faucher  
265 du Chalutier, #306  
Québec, QC   G1K 8R3  
PHONE (418) 524-2042  
E-MAIL: [chrisjac@megaquebec.net](mailto:chrisjac@megaquebec.net)

## **GET ANOTHER PERSPECTIVE ON CANADIAN PHILATELY**

Nearly half our members come from the other side of the pond.

They enjoy our quarterly award-winning magazine, *Maple Leaves*.

Some of them come to our annual convention

They bid at two auctions a year.

*Are you missing out?*

*For a complimentary copy of Maple Leaves and further information write to the Secretary:*

**John M. Wright, 12 Milchester House, Staveley Road,  
Meads, Eastbourne, E. Sussex, BN20 7JX U.K.**



SUBSCRIPTIONS PAYABLE IN CANADA

# **A STRAIGHT-LINE POSTMARK from the “WAY OFFICE” ISLE BOURDON, L.C.**

*Cimon Morin*, FRPSC

The discovery of a previously-unreported straight-line postmark from Isle Bourdon, dated January 21, 1829, leads us to believe that there was a Way Office at Isle Bourdon.

A bit of research shows that Isle Bourdon itself was a concession granted to M. De Repentigny on November 3, 1672 by Jean Talon, Intendant, for two islands called Bourdon (ref. *Régistre d’Intendance*, No. 1, folio 36). In the edicts and orders of March 3, 1722 concerning the scope of the parish, it is mentioned that “Isle Bourdon is located across from the mouth of the L’Assomption River.” In an 1834 document (ref. *Journal of the House of Assembly for Lower Canada*, App. A), it is mentioned that “from the Island of Montreal up to the island above, the depth of the water is from six to ten feet, and from there between the other islands up to Isle Bourdon, from eighteen to thirty feet or even more. The depth of the water from the Island of Montreal up to Isle Bourdon, where Mr. Porteous’s bridge was built, is of eighteen to thirty-two feet or more; and from Isle Bourdon up to north of Joseph Deschamps’ house, the depth of the water is between seven and seventeen feet.”

In the Act of Incorporation of the village of Terrebonne as the City of Terrebonne in 1860, Isle St-Jean, Isle du Moulin, and Isle Bourdon, as well as four other small islands located opposite the village, were included. It is important to mention that Isle Bourdon was on the postal route between Montreal and Quebec City. In order to cross to Repentigny from the “Bout de l’Isle” of Montreal, it was necessary to use the crossing from Isle Bourdon (a bridge or a ferry, depending on the period). A map of 1840, drawn by Chief Surveyor Joseph Bouchette, allows us better to situate Isle Bourdon (Fig. 2).

We are reporting a cover (Fig. 3) sent by L. De Martigny of Varennes on January 21, 1829 to Lt. Col. C. Yorke, Provincial Secretary at Quebec, rated 9d (the single sheet rate for the distance between Montreal and Quebec).

There was never a post office at Isle Bourdon. We have nevertheless found an 1824 document in which the name of Isle Bourdon is preceded by the letter “W”. We believe that this “W” signifies “Way Office”, used to indicate an office or location for the deposit of letters where the courier would stop along his way on the Quebec-to-

Fig. 1 – Straight-line postmark of Isle Bourdon, January 21, 1829.



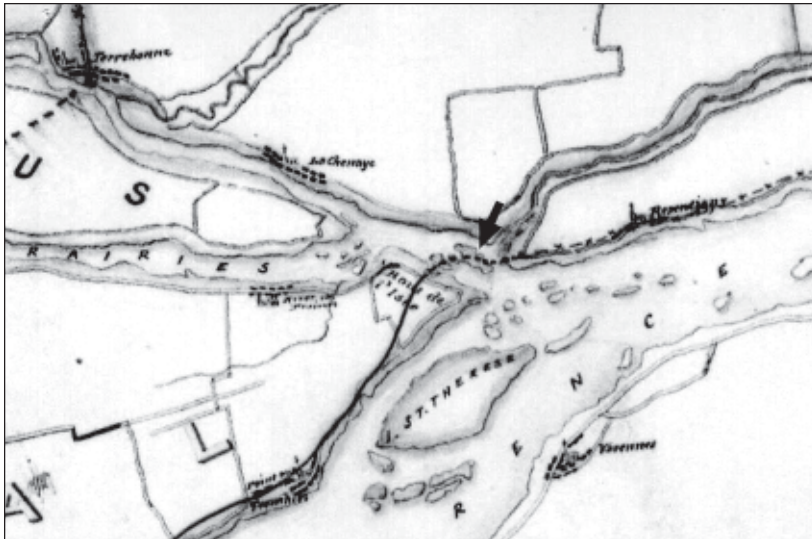


Fig. 2 – Map of the postal route crossing Isle Bourdon, indicated by the arrow.

Montreal postal route. The document in question is a sheet of mail courier routes entitled “Bill du Chemin de Montréal à Québec.” [Bill for the Route from Montreal to Quebec].

This letter was thus left at the Way Office on Wednesday January 21. From there, two possibilities arise.

The first hypothesis could be that the proprietor of this way office, one W. P. (could this have been William Porteous – a resident of the place and a member of the Thomas Porteous family, responsible for the construction of the bridge?) struck the straight-line marking ISLE BOURDON on January 21, 1829, and added the rate marking 9 pence.

### Bill for the Route from Montreal to Quebec

Date	Name of Office	Arrival time	Departure time	Signatures	Remarks
1824					
July 26	Montreal	–	4½	Jas Williams, P.M.	
	W – Isle Bourdon	7.10	7.12	W. P.	
	L’Assomption	82	8.40	L. G. Nolin, P.M.	
July 27	Berthier	1	1½	P. Olivier, P.M.	
	Rivière du Loup	5½	A.M.	A. U. Dame	
	Trois Rivières	9.50 A.M.	11 A.M.	John Bignell	Quebec mail arrived at 10 o’clock.
July 28	Sainte Anne		4½	Ch. Taillon, P.M.	
	Québec		6 A.M.	Hy Cowan, P.M.	

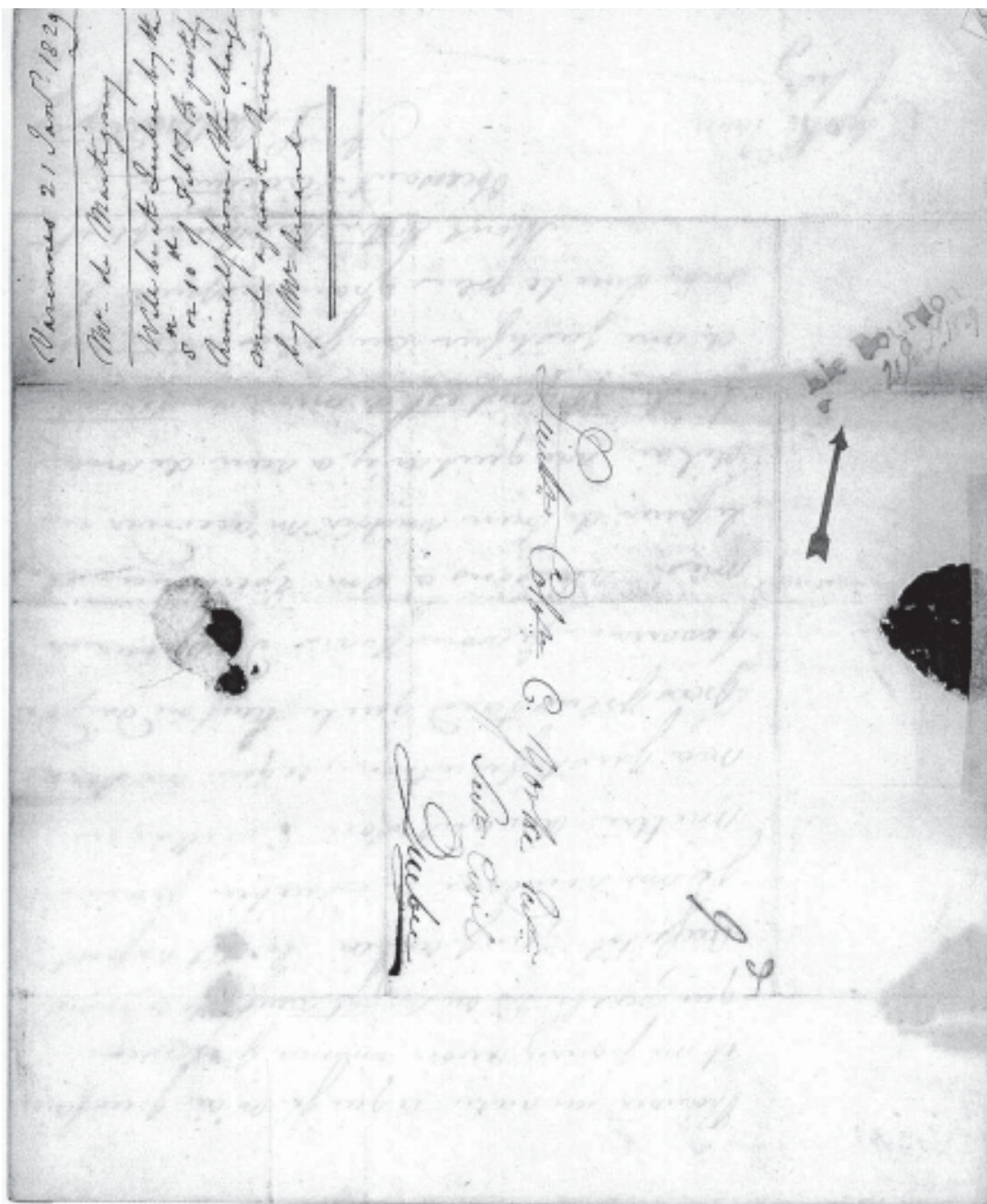


Fig. 3 – Cover mailed at Isle Bourdon on January 21, 1829, addressed to Quebec.

The letter was subsequently collected in the afternoon by the mail courier when he arrived at L'Assomption on the Montreal-to-Quebec route. (Note: in 1829 there was mail service on this route every day except Sundays and Fridays.) However, it hardly seems likely that this proprietor would be allowed to establish the postage rate (after all, he was not a postmaster!)

The second hypothesis suggests that the letter, left at the Isle Bourdon office and postmarked by the agent W. P., was collected by the mail courier. It was delivered to the postmaster at L'Assomption (L. G. Nolin, postmaster from 1826 to 1833), who applied the rating of 9d and immediately placed it in the mail bag destined for Quebec City. However, this second supposition, although more plausible, gives rise to some thought, since the handwriting of the "9" differs from the usual handwriting of the L'Assomption postmaster (verified by comparison with several covers from L'Assomption of this period). Furthermore, it was quite rare in that period for the L'Assomption office to use the notation "d" for pence.

In any case, it is important to state that a

location of the "Way Office" type existed at Isle Bourdon, at least during the period between 1824 and 1829. This office accommodated the residents of the region, which was too far to be served from the main office in Montreal, and from that at L'Assomption. The present report not only establishes the first formally-identified Way Office in Lower Canada, but also adds a new straight-line postmark.

### Acknowledgements

This article was first published in French in the *Bulletin d'histoire postale & de marcophilie* #88, juillet-septembre 2004, pp. 18-20; permission to publish it here was kindly given by editor Jacques Poitras. The English translation was made by Robert C. Smith. ☒

### REFERENCES

- Fig. 2 – Library and Archives Canada, NMC 15119.
- Fig. 3 – Library and Archives Canada, RG4, Series A1, vol. 277.
- Table – Library and Archives Canada, MG44B, vol. 1, p. 345.





# UNIVERSAL STAMPING MACHINE COMPANY

*R.W. Irwin*

Walter Harold Bowes was born at Bradford, UK, in 1882. He emigrated with his family to the United States in 1893 and as a young man became a salesman with the Royal Addressing Machine Co. of New York. By 1906 he was with the Addressograph Company as a commission salesman.

Bowes became acquainted with Hudson Maxim, inventor of smokeless gun powder (and whose son invented the machine gun), who owned the Universal Stamping Machine Company which produced high-speed cheque-endorsing machines. Bowes also became a friend of George H. Graham, an inventor, who worked on the high speed cheque-endorsing machines but as a sideline developed a post office cancelling machine.

Bowes became the sole salesman for Universal Stamping Machine Corporation, which had just been incorporated in New Jersey in 1908. Graham's idea that the cheque-endorsing equipment could be modified to cancel stamps offered an opportunity to expand. Graham had many years experience working with the International Postal Supply Company of Brooklyn, N.Y.

The cheque-endorsing machine worked poorly and Maxim decided to sell Universal Stamping Machine Corp. to Bowes in 1909 for \$6,000 – \$1,000 cash and the balance as a promissary note. The only company employee was Graham.

Bowes encouraged Graham to make a test cancelling machine. It was tested in 1910 by the U.S. Post Office and cancelled over 600 impressions a minute with only a few skips. Graham shortly improved its capability to 700 pieces a minute. The first hand-operated Universal cancelling machine was accepted in 1910 and an

order for 50 was placed at a rental of \$150 a year.

Bowes immediately began a program to sell the canceller, and visited London, Berlin and later in 1912 Canada. Canada installed 5 machines in 1912.

In 1916 Bowes moved the Universal Stamping Machine Co. from New York City to Port Chester, NY, and in 1917 to Stamford, Connecticut. By 1919 Universal had about 3,000 cancelling machines in North America and Europe.

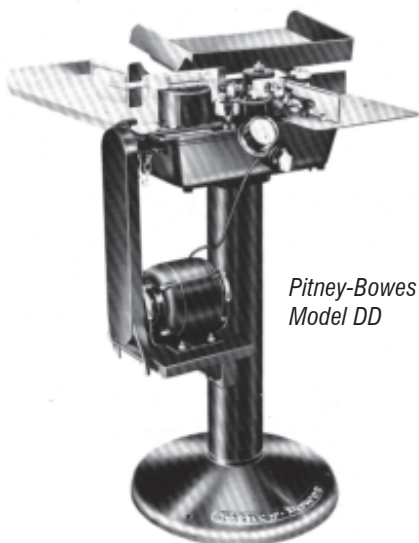
Arthur Pitney had developed a workable postage meter by 1912 but had difficulty obtaining postal approval for the device. Bowes saw the value of installing a postage meter on his cancelling machine and arranged a meeting with Arthur Pitney. In 1919 Arthur Pitney met with Bowes and they agreed to merge their companies.

The Universal Stamping Machine Co. of

Stamford and the American Postage Meter Company of Chicago were merged to form the Pitney-Bowes Postage Meter Co. on April 23, 1920. The U.S. Post Office approved the Pitney Bowes Model A postage meter five days later, April 28, 1920.

The Universal Stamping Machine Company continued to produce cancelling equipment for post offices. The name Universal was changed to Pitney Bowes about 1925.

From August 1912 to June 1919 two Universal models were installed in Canada. Larger post offices used an electrical model which rented for \$300 a year. This was later called a Model G and was capable of processing up to 750 pieces of mail a minute. Smaller offices used a hand-operated canceller which rented for \$150 a year. This unit was called a Model K and was capable of post-marking about 250 pieces of mail a minute. An electric motor could be installed with this unit. A third model, the Model D, was developed in the 1920s. It was electrically driven and processed about 500 pieces a minute.



*Pitney-Bowes  
Model DD*

The following table shows the installations of Universal Cancelling Machines in Canada prior to June 30, 1919. The rent value infers the model of the canceller. The installation date does not infer the first day of postal usage.

CITY / TOWN	INSTALLED	RENT / \$
Saskatoon	JUL 4 1912	300
Ottawa	AUG 8 1912	300
Peterboro	OCT 17 1912	150
Niagara Falls	OCT 22 1912	150
Kingston	OCT 22 1912	150
Brantford	NOV 4 1912	150
Montreal	JAN 1 1913	
Port Arthur	JAN 16 1913	150
Moose Jaw	JAN 29 1913	150
Owen Sound	DEC 26 1914	150
Belleville		150
Camp Borden	AUG 7 1916	
Valcartier Camp	AUG 29 1916	
Portage La Prairie		150
Pictou	OCT 1 1916	150
Quebec	OCT 1 1916	150
Glace Bay	OCT 1 1918	
Collingwood	OCT 1 1918	80

When the Post Office Department decided to acquire a number of Universal cancellers for test purposes in 1912 it also caused the Imperial Postal Supply Co. to reduce the rent on their cancellers.

The Universal postage cancellers had greater speed than the Internationals so the Post Office decided to change companies effective July 1, 1919. Universal also reduced their unit rent on each machine from \$300 to \$220 and from \$150 to \$125.

For the record, the following Universal postage cancelling machines were placed in service effective July 1, 1919.

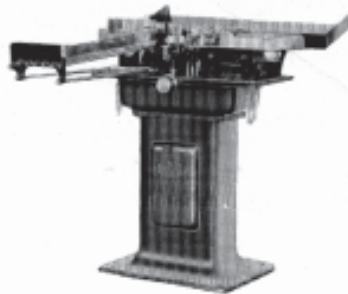


## POST OFFICE EQUIPMENT speeds postal dispatch

For nearly 35 years, Pitney-Bowes has been a principal supplier of precision equipment to the Canadian Post Office, and to other postal services around the world. This includes canceling and postmarking machines, hand stamps, roller cancelers, and special postage meters (below) for speeding public service at parcel post windows in thousands of post offices.



**MODEL G—Electric Canceling Machine**



A heavy-duty, high-speed model that automatically feeds, cancels and postmarks, counts and stacks, up to 750 pieces of mixed mail per minute.

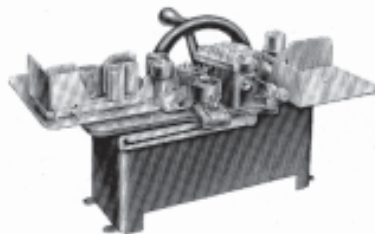


**MODEL D—Electric Canceling Machine**



A medium-speed machine with semi-automatic feed. Automatically cancels and postmarks, counts and stacks—at speeds up to 500 pieces of mixed mail per minute. Has emergency hand drive. Can be adapted for commercial counting and/or imprinting.

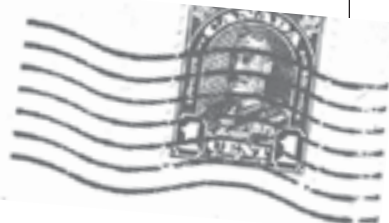
**MODEL K—Hand Canceling Machine**



A rapid hand model for smaller post offices not requiring high-speed machines. Automatically cancels and postmarks, counts and stacks approximately 250 pieces of mixed mail per minute.

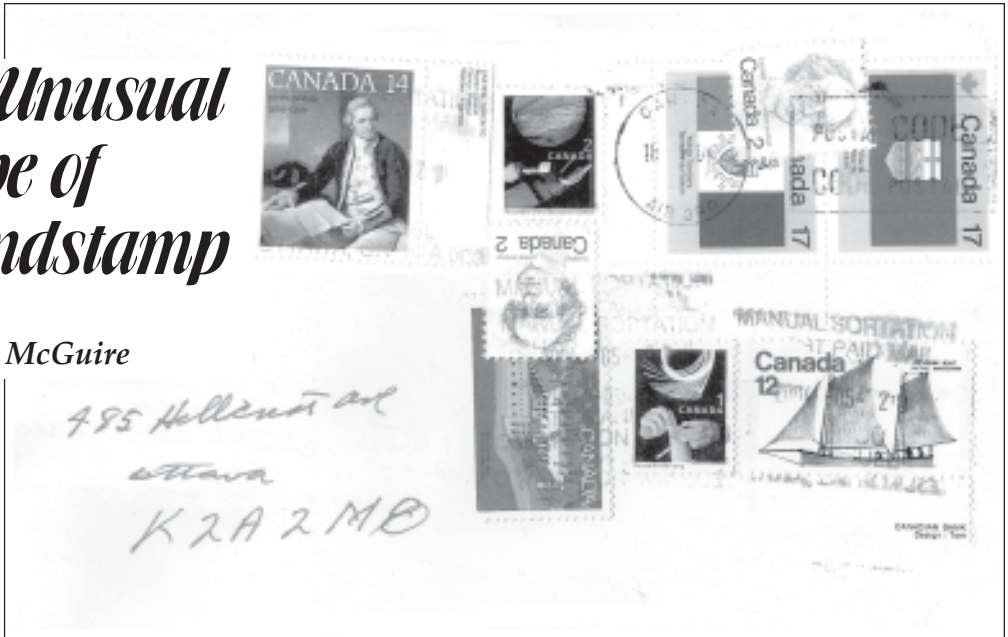
CITY/TOWN	MODEL
AMHERST	K
MONTREAL	K
BELLEVILLE	K
MONTREAL	K
BRANDON	K
MOOSE JAW	G
BRANTFORD	G
NANAIMO	K
BROCKVILLE	K
NEW WESTMINSTER	K
CALGARY	G
NIAGARA FALLS	K
CHARLOTTETOWN	K
NORTH BAY	Columbia
CHATHAM	K
OTTAWA	G
COLLINGWOOD	Columbia
OTTAWA	G
EDMONTON	G
OTTAWA	G
EDMONTON	K
OWEN SOUND	K
FORT WILLIAM	K
PETERBOROUGH	K
FREDERICTON	K
PICTON	K
GALT	K
PORTAGE LA PRAIRIE	K
GLACE BAY	K
PORT ARTHUR	K
GUELPH	K
PRINCE ALBERT	Columbia
HALIFAX	G
QUEBEC	G
HAMILTON	G
QUEBEC	K
KINGSTON	G
REGINA	G

CITY/TOWN	MODEL
KITCHENER	K
ST CATHARINES	K
LETHBRIDGE	K
ST HYACINTHE	Columbia
LINDSAY	K
ST JOHN	G
MEDICINE HAT	K
ST THOMAS	K
MONCTON	K
SARNIA	K
MONTREAL	G
SASKATOON	G
MONTREAL	G
SAULT STE MARIE	K
MONTREAL	G
SHERBROOKE	K
MONTREAL	G
STRATFORD	K
MONTREAL	G
SYDNEY	K
MONTREAL	K
THREE RIVERS	K
TORONTO	G
WINDSOR	G
TORONTO	G
WINNIPEG	G
TORONTO	G
WINNIPEG	G
TORONTO	G
WINNIPEG	G
TORONTO	G
WOODSTOCK	K
TRENTON	K
VANCOUVER	G
VANCOUVER	G
VICTORIA	G
WALKERVILLE	K



# An Unusual Type of Handstamp

C. Ron McGuire



While I have little interest in modern postal history I do look at covers for anything different. The cover illustrated here-with was mailed by my friend Don Wilson and certainly has one of the most intriguing handstamps that I have seen in a long time. Postmarked in St John's with the following additional datestamp,

MANUAL SORTATION  
SHORT PAID MAIL  
2004 -05- 21  
OTTAWA, ON K1A 0C3

The postmark was applied four times in red ink at Ottawa. The letter by the way was not short paid. I checked its weight and Don's 99¢ in postage covered the less than 200 grams which only required 98¢ – Don overpaid it by 1¢!

Maybe what threw those concerned was the fact one of the 2¢ stamps covered the “32” on the Fort Chambly booklet stamp. The 2¢ was actually pulled up as if the denomination of the stamp beneath had been checked. I certainly did not pay any postage due. In fact, is postage due still being collected?

P.S. A further look at the cover made me realize that the four handstamps had actually been used to simply cancel the stamps that the St. John's machine had missed. ✉





## BOOK REVIEW

**Early Canada Post Cards, 1871–1911.** George B. Arfken, published (2004) by BNAPS. Spiral bound, 134 pages, 8½" x 11"; Stock #99014.1 (colour version) – \$C83.00; #99014.0 (black & white version) – \$C31.95; BNAPS members, by sending their current membership number, can receive a 40% discount from retail prices (colour version, Can\$49.94, US\$36.95; black and white version, Can\$19.25, US\$14.25).

BNAPS books are available from: Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, Ontario K1P 5B6; phone: (613) 235-9119; e-mail <kimmerly@cyberus.ca> Shipping is extra. Add 10% in Canada, 15% to the US, 20% overseas. GST is payable for Canadian orders. Internet orders can be placed via <<http://www.iankimmerly.com/boutique/books.html>>

PHSC member and published author, George Arfken, can be proud of his latest achievement in this story of Canadian post cards from their initiation in 1871 to the end of the reign of King Edward VII. This well illustrated book with 170 colour illustrations explores the many aspects of the use of early post cards with studies on domestic and

foreign surface rates and uses. The use of registered post cards is dealt with citing the various restrictions and authorizations that were stipulated by the Universal Postal Union.

The handbook is organized into eleven chapters and eight appendices. "Because the legal authorization and restrictions depended upon the destination of the post card" the author has "grouped normal non-registered post cards into six different times of authorization of the post cards."

To the student of postal history and postal stationery this book is an important addition explaining the many details that govern the use of a post card to certain destinations. George Arfken deserves credit for supporting his text with information from the Post Office Act and a number of early *Official Postal Guides*.

In this well-researched text the author takes great care to illustrate, with actual samples, the various regulations that governed the use of pre-paid post cards, including the use of US and foreign cards in Canada.

Newfoundland warrants its own chapter



because of the special bilateral agreement that existed between the Canadian Post Office Department and the Newfoundland Post Office. In this agreement each others cards were delivered at the domestic rate without further postage.

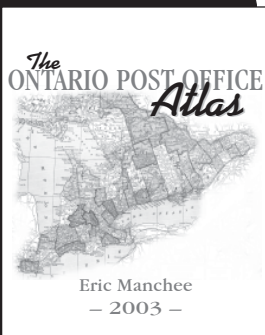
Similarly the author has chapters to other destinations looking closely at the rate structure and any infractions of the regulations.

The appendices cover the earliest reported usage, Canadian postal rates, and excerpts from Post Office Department Orders and the *Official Postal Guide* (October 1880), and letters leading to the new (1896) UPU card.

It is a wonderful book to read, a pleasure to look at, and filled with much information governing the use of this postal medium.

Gus Knierim

*The*  
**ONTARIO  
POST  
OFFICE**  
*Atlas*



available through the offices of the

**PHSC** editor

Gus Knierim, RR1, Thornbury, ON N0H 2P0

email: knierim@bmts.com

**Cdn\$30 (plus shipping)**

please make cheque payable to Conestoga Press

— a **PHSC** publication —

*Your Ad*  
*could appear here and be read by*  
*550 dedicated postal historians!*

RATES	SINGLE ISSUE	4 CONSECUTIVE ISSUES
Full page	\$72	\$240
Half page	\$48	\$162
Quarter page	\$30	\$ 96

All display ads may be submitted electronically or in camera-ready format; otherwise a small set-up fee may be charged. For **classified ads** see the specific page.

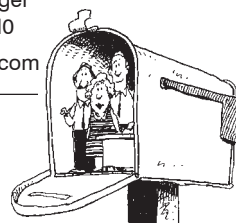
All advertising matter **must** reach the Editor at least **ONE** month before publication date.

Make cheques payable to the **PHSC (Postal History Society of Canada)** and mail to:

**George Power**

**PHSC** Advertising Manager  
RR2, Lisle, ON L0M 1M0

EMAIL: gpower56@hotmail.com



**PHSC**

*invite a friend to join!*

MEMBERSHIP APPLICATION FORMS AVAILABLE  
FROM THE SECRETARY:

**Norm Wagner**

Box 82055

1400 12th Ave. SW, Calgary, AB T3C 3W5

EMAIL: norm.wagner@auxanostamps.ca



# NEW DISCOVERIES

Robert C. Smith

We continue to make discoveries with the help of many members. This issue we have new reports from Bob Anderson, Don Ecobichon, Bob McCabe, George Power, Bob Prince, and Guillaume Vadeboncoeur. We thank all for their interest and enthusiasm. Although most reports are new early and late dates, there are a surprising number of new instruments found, which makes the search and discovery that much more exciting.

POST OFFICE	Proof Date	Type	Size	E.K. Date	L.K. Date	Arc Specifics	County
BLYTH / ONT	FE 29 / 89	A1	21.0	AP 12 / 92		arcs 7.0	Huron County
BRIGHT / U.C		A2		MR 23 / 64			Oxford County
BROMLEY / ONT		A1	21.0	NO 2 / 08	FE 2 / 10	arcs 10.0, 8.5 ?	Renfrew County
BROUGHDALE / ONT.		A1	20.0	OC 23 / 07		arcs 5.0, 4.5	Middlesex County
CAINSVILLE / ONT		A1	20.0	AU 10 / 87		arcs 5.0, 4.5	Brant County
CREDIT • FORKS / ONT		A1	21.5	JA 21 / 91		arcs 3.0, ?	Peel County
HENSALL / ONT	AU 10 / 76	A1	21.5	DE 28 / 78		arcs 10.5	Huron County
KILMANAGH / U.C		A2x	??	Feby / 13 / 73		??	Peel County
LORNE / ONT.		A1	19.5		JY 28 / 24	arcs 9.0, 9.5	Bruce County
LUNENBURG / U.C		A2x	20.0	15 / Nov / 61		arcs 9.0, ?	Stormont County
MAYFIELD / ONT.	OC 26 / 10	A1	19.5	MR 5 / 12		arcs 7.0	Peel County
NANTYE / ONT		A1	21.0	AP 5 / 86		arcs ?, 9.5	Simcoe County
PARKER / ONT.		A1	20.0		SP 6 / 22	arcs 7.0, 6.5	Wentworth County
PETROLEA / ONT		A1	21.0	AP 22 / 76			Lambton County
RAVENNA / ONT		A1	20.5		DE 1 / 85	arcs ?, 8.0	Grey County
ROSEBANK / U.C		B2x	25.0	OC 7 / 53	19 / April / 61		
THOMPSONVILLE / C.W		A2x	20	25 / 10 / 76		arcs 3.0, 4.0	Simcoe County
WATFORD / ONT		A1	20.0	AU 1 / 76	DE 4 / 76	arcs 8.5	Lambton County
WROXETER / U.C		B2x		Sept / 7 <sup>th</sup> / 59			Huron County
ZURICH / ONT	MR 12 / 10	A1	20.0	MR 23 / 10		arcs 11.0	Huron County

## LORNE, Ontario

This Bruce County community was established in the 1860s with a post office opening on June 1, 1871. Lorne is located four concessions north of Kincardine and was served by four postmasters during its life of 57 years; it closed on December 17, 1928 when rural mail delivery was started.

Considering its relatively long life, Bruce

Graham only reports one broken circle hammer with only one report of March 24, 1911. The *Georgian Courier*, newsletter of the Grey, Bruce, Dufferin & Simcoe Study Group, will have the full story on Lorne in its February 2005 issue. With that article comes the discovery of a second cover using the first 21.0 mm hammer dated October 20, 1916 and the discovery of a *new* 19.5 mm broken circle hammer as listed above. It



**LRNE / ONT. / JY 28 / 24**  
*The second broken circle  
 hammer for this community.*  
 COURTESY – John Rossiter



appears that hammer was used for no more than 10 years.

Yet to be discovered is evidence of the early days from the opening of the post office until 1910 – a period of 39 years. ☒

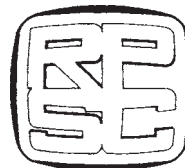
## AN INVITATION TO THE MEMBERS OF THE POSTAL HISTORY SOCIETY OF CANADA

Members receive the *Canadian Philatelist*, published bimonthly,  
 and are entitled to use the sales circuit.

If you are not already a member of the Royal Philatelic Society of Canada and would be interested in joining the “Royal”, please write to the Secretary, Royal Philatelic Society of Canada, P.O. Box 929, Station Q, Toronto, Ontario, M4T 2P1 for membership application forms or information.

Admission fee (new member): \$5.00  
 Annual dues: Canadian member Cdn \$25.99  
 U.S. member US\$25.00  
 Overseas member US\$25.00.

**“GROW WITH THE ROYAL”**





# STUDY GROUPS REPORT

With this issue of the “STUDY GROUPS REPORT” I notice a number of changes taking place in the various newsletters that come across my desk. Many of our editors are now utilizing more modern approaches by abandoning the old tried-and-true cut-and-paste techniques and gingerly entering the waters of desktop publishing. There are now

a number of “publishing” programs available, all tailored to allow you to try out your hand at designing the printed page. I encourage all collectors to avail themselves of these new tools in writing up their collection. It is a new world of creativity and excitement!

With this issue we have redesigned newsletters from the Canadian Meter Stamp Study



**PHSC**  
*study*  
*groups*



## **BARREL ROLLERS STUDY GROUP** (*Canada's Barrel Postmarks*)

Robt. C. Smith, Box 9383, Stn T, Ottawa, ON K1G 3V1  
EMAIL smith321@sympatico.ca ► PRESENTLY INACTIVE

## **CANADIAN METER STUDY GROUP** (*Canadian Metered Mail*)

Ross W. Irwin, #903 – 24 Marilyn Drive, Guelph, ON N1H 8E9  
EMAIL rwirwin@sympatico.ca

## **GREY, BRUCE, DUFFERIN & SIMCOE POSTAL HISTORY STUDY GROUP**

(*Postal History of Ontario counties of the same name*)  
Justus (Gus) Knierim, RR#1, Thornbury, ON N0H 2P0  
EMAIL knierim@bmts.com

## **THE INTERNATIONAL MACHINE CANCEL RESEARCH SOCIETY OF CANADA**

David Collver, 258 Coxmill Rd., Barrie, ON L4N 4G5 Canada  
EMAIL sault\_postal\_history@hotmail.com

## **MACHINE CANCEL STUDY GROUP**

Tony Shaman, Box 43103, Eastwood Sq., Kitchener, ON N2H 6S9  
EMAIL shaman@smokesignal.net

## **MONEY ORDER OFFICE STUDY ESTABLISHMENT (MOOSE)**

(*Study of POCOns, MOONs, and most modern cancellation devices*)  
G. Douglas Murray, Box 693, Charlottetown, PE C1A 7L3  
EMAIL doug@spicemerchants.ca

## **MUSKOKA POSTAL HISTORY STUDY GROUP**

(*Postal History of Ontario's Muskoka and Parry Sound Districts*)  
Larry Matthews, P.O. Box 354, Bracebridge, ON P1L 1T7  
EMAIL muskokapost@sympatico.ca ► PRESENTLY INACTIVE

## **NORTHERN CANADA STUDY GROUP**

Gray Scrimgeour, #570 – 188 Douglas St., Victoria, BC V8V 2P1  
EMAIL gray@scrimgeour.ca

## **SASKATCHEWAN STUDY GROUP**

William G. Robinson, #301 – 2108 West 38th Ave., Vancouver, BC V6M 1R9  
► PRESENTLY INACTIVE



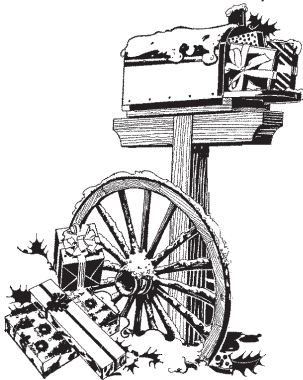
Group, the Money Order Office Study Establishment's *Bull.MOOSE*, the Grey, Bruce, Dufferin & Simcoe Postal History Study Group's *Georgian Courier*, and the *War Times* of the World War II Study Group. Some of the groups are even contemplating going the next step by putting their newsletters on-line in a pdf format and that will open up a whole new world.



#### CANADIAN METER STUDY GROUP (PHSC)

The group is about to publish the 3rd edition of the *Canadian Meter Postage Stamp Catalogue* which will be of interest to all meter readers. Newsletter N° 69 poses an interesting question in asking "Your Collection, How is it Filed, Stored or Displayed". Interesting because all postal historians need to think about that. Too many collections are housed in shoe boxes. Hidden in the newsletter is a great explanation of "Re-mail" whereby an item is mailed from another country other than the country of origin. This is to take advantage of lower postage rates and is a common practice with magazines originating from Europe. This issue continues with many new meter installations as well as an article on "Single Value Pitney-Bowes Model M Postage Meters". Pitney Bowes Type I – read all about it in the *Canadian Meter Stamp Newsletter*.

Contact is editor Ross Irwin, #903 – 24 Marilyn Dr., Guelph, ON N1H 8E9.



#### MONEY ORDER OFFICE STUDY ESTABLISHMENT (MOOSE) (PHSC)



Another redesigned Study Group newsletter, the *Bull.MOOSE* deserves credit for trying to keep us informed of the many postmark varieties that currently exist in this country. The November 2004 issue touches on Port Mouton and its Acadian connection. Doug reports on a Îles-de-la-Madeleine with a postologue (*New Webster* definition for travelogue focusing on postal affairs). Its a small part of the country with 10 post offices presently and a number of earlier ones. It would make for a nice compact study.

Canada Post organizational changes are also reported for the period September-November 2004.

For more information contact Doug Murray.



#### NORTHERN CANADA STUDY GROUP (PHSC)

Issue 52 of *The Northerner* visits Northern Ontario with an pictorial essay covering the districts of Rainy River, Algoma and Cochrane by Bob Smith. Labrador is covered with a couple of submissions from Dean Mario showing some early post cards, and Kevin O'Reilly shares with us some early missionary cards mailed to Labrador from Germany. Oh, to be able to read that German script – that would certainly make for a good story.

There also is much information in this issue on Yukon Territory, as well as an update on modern NT and NU postmarks. As always a most interesting read. Contact editor Gray Scrimgeour for further details.

*The Very Best of the Season to all PHSC members!*



## **PHSC Journal**

### **BACK ISSUES AVAILABLE!**

#### **Prices to Issue #100**

Cdn \$3 in Canada (Issue #50 & \$85, Cdn \$15)  
US \$3 in the United States (Issue #50 & #85, US \$15)  
2.50 in the U.K. (Issue #50 & #85, £8.50)

#101 - 113  
Cdn \$5; US \$5, £3.25

From #114  
Cdn \$6.25; US \$6.75; £4.50

ORDER FROM

**David Platt**

RR#2, 8 Maple Ave., Elgin, ON K0G 1E0

### **GREY, BRUCE, DUFFERIN & SIMCOE POSTAL HISTORY STUDY GROUP (PHSC)**

The group's newsletter now has a new name, *The Georgian Courier*. Issue 35 which was released at the end of October continues with some great research into the region's post offices. Jim Kraemer continues with the postal history of the Bruce Peninsula by focusing on the Village of Lion's Head in this issue. John Rossiter looks at Flesherton Station which was renamed Ceylon. Bob Smith takes a swing at the settlement of Banks with his series on "Post Offices on Post Cards". From Dufferin County George Prior reports on the hamlet of Glen Cross. 20 pages filled with photos, maps, and postmarks. The newsletter may be viewed on the PHSC website

<http://postalhistory.tripod.com>

This exercise requires that you have Adobe/ Acrobat Reader installed on your computer. That program is available from the PHSC website, and while you are there check out our promotional page.



### **THE INTERNATIONAL MACHINE CANCEL RESEARCH SOCIETY OF CANADA [PHSC]**

Our newest PHSC study group is about ready to bring out its first newsletter. Dave Collver, editor for the society writes "Our first journal will include articles on database formats, a guide to identifying the best postmarks for scanning, instructions for sending in data and so on. There is also a write-up on the U.S. patent numbering system and a complete copy of the first patent issued to the International Postal Supply Company. I am currently working on an article that will be published in the second *Flier* relating to how the daters might be identified in multiple machine offices like Toronto. I've received some help in developing a few ideas from a fingerprint expert with the local police force. There are some interesting similarities between fingerprints and postmarks.

"Bob Vogel, our secretary treasurer, has been very busy these days. In addition to handling membership applications he has set up a number of databases and is ready to begin receiving reports. He has also penned an article entitled "Third Class Mail with Blank Daters" for our first journal.

"The IMCRSC executive has recently grown with the appointment of Rob Leigh as Technical Director. Rob is currently working on an online database – fully searchable but, only available to IMCRSC members. He is hoping to have it up and running in the next few months.

"Our membership is growing. In Canada

We are recognized market-makers in...

## CANADIAN SEMI-OFFICIAL AIRMAILS



### BUYING & SELLING

Stamps, Panes, Tête-Bêche Pairs, Errors, Essays, Proofs, Booklets, Colour Varieties, Covers (incl. First Flights, Fancy Cachets, Round Trips, Pilot-Signed, Cross-Border, Periodicals, Mixed Franking, etc.), and all "Exotica" in this area.

Ship with Confidence. Top Prices Paid  
Want-Lists Filled

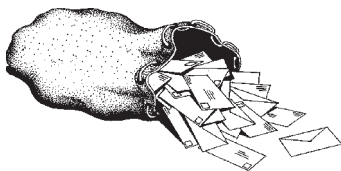
### MARK-LANE STAMPS

P.O. Box 626 - West Haverstraw, NY 10993  
Tel/Fax: (845) 362-5330 - E-mail [rws45@aol.com](mailto:rws45@aol.com) RPSC - BNAPS

120

we have members from the Maritimes, Ontario (south, central and northern Ontario), Mani-toba and British Columbia. We also have a few members from the U.S.A. and the U.K. as well. If anyone is still thinking about joining they may want to do so before the new year. Applications received by the end of December will still be considered charter members and will receive the first *Flier* even though by that time it will be a back issue. Members joining after January 1, 2005 will have to buy the first issue separate from their memberships."

This group is full of energy and if the collecting theme is one that you are interested in, then you cannot go wrong by contacting the group (see page 62 for contact information).



### CANADIAN MILITARY MAIL STUDY GROUP (BNAPS)

*Newsletter* N<sup>o</sup> 166 arrived leading off with an article on "ISAF-Operation Athena, Afghanistan". Digging into the past the newsletter brings us items from the "First Flight of Military Mail: Egypt to Canada"; and "1939 Montreal Embargo Covers" and from WWI, "Great War Hospital Mail: Egypt/Mediterranean". There are a number of other items all worthy of attention to the Military Mail enthusiast.

Issue N<sup>o</sup> 167 takes a hard look at Toronto's Sub X and continues with "Free Mail, C.M.F." from the previous issue. A number of interesting covers are displayed covering the holiday season but also commemorating past Italian campaigns.

Contact for the *Newsletter* is Dean Mario, P.O. Box 342, Saskatoon, SK S7K 3L3.



## WORLD WAR II STUDY GROUP (BNAPS)

*War Times* Issue N° 26 has arrived with Gary Coates as the new editor. The newsletter has been redesigned and has a new, fresh appearance that speaks well of things to come. The illustrations (scans) are well done. Congratulations! This issue shows a number of interesting wartime covers from 1942. Barry Brown writes about "WW II War Savings Certificates" and Gil Vattner comes in with a piece on the "Hamilton Victory Slogan Cancel".

More information about the group may be received from editor Gary Coates, email <gcoates2464@rogers.com>.



## BRITISH COLUMBIA POSTAL HISTORY RESEARCH GROUP (BNAPS)

Issue N° 51 gives the reader a glimpse at pre-1900 Vancouver and its local post offices. The rest of the issue takes a very modern approach to postal happenings in British Columbia giving the collector a listing of offices that have recently opened and those that have closed. British Columbia as with many other parts of this country has seen a large influx of new pictorial cancels, most of which have been produced by Canada Post in a standardized format. There are, however, some that are produced under local postal initiative and are unique in design.

Contact for this great regional newsletter is editor Bill Topping.



## CALGARY PHILATELIC SOCIETY

The *Calgary Philatelist* covers a broad spectrum of philatelic issues. Each issue is exciting and noteworthy for its content. Issue 68 is no exception with articles on the U.S. 5¢ "Beacon" airmail stamp of 1928. Ukrainian postal cards are illustrated and described in

detail with an article by Alexander Malycky. Issue 69 continues the study of Ukrainian postal cards.


If you are interested in this club's information then write to Dale Speirs, Box 6830, Calgary, AB T2P 2E7.



## GREATER TORONTO PHILATELIC ALLIANCE

The Winter 2004 *PhilaJournal* has grown to be a 16-page booklet covering the Toronto philatelic scene with news and happenings in the region. This issue carries a review of the recent Stampex '04 Show. It is interesting to note the emphasis that is placed on youth philately within this organization. The *PhilaJournal* also covers the various activities of the member clubs. This organization has a bright future ahead.





# AR

*Avis de réception*

**David Handelman**  
with sections by  
Peter A S Smith &  
Henrik Mouritsen



# EDITORIAL GUIDELINES

*Articles for future Journals are always welcomed!*

Contact one of the following members of the Editorial Board:

Thomas A. Hillman, 1995 Cedar Lane Terrace, Ottawa, ON K2A 1J7  
Justus (Gus) Knierim, RR#1, 027416 30th Sideroad, Thornbury, ON N0H 2P0  
Dr. Gray Scrimgeour, #570 – 188 Douglas St., Victoria, BC V8V 2P1  
Dr. Robert C. Smith, Box 9383, Stn T, Ottawa, ON K1G 3V1

## EDITORIAL GUIDELINES

- 1. Original manuscripts** should be submitted to a member of the Editorial Committee, as above. Although legible handwritten submissions will be accepted, authors are encouraged to submit material that is type-written, double spaced, on one side of the page. Articles can be submitted in computer format on 3½" diskettes or CD-ROMs. The *Journal* is produced on a PC platform utilizing PageMaker 6.5 and Photoshop 7.0. Material formatted in any of the commonly-used word-processing programs, such as Microsoft Word or WordPerfect can be accommodated.
- 2. Clear photographs** or high-resolution scans are much preferred, but clear photocopies are acceptable for illustrations – publication is conditional upon the quality of the reproduction. The maximum size for illustrations is 5¾" x 7 in.; reduction from an original gives better quality than reduction from a full-size photocopy. Important: When scanning material please scan at 100% (same size), greyscale, and 300 dpi. Really large material may be scanned at 66%. The Society and its officers can accept no responsibility for original philatelic material (e.g. covers).
- 3. Bibliography and footnotes.** If a submission includes footnotes, a bibliography, or credits for photographs and other illustrations, authors are encouraged to provide full citations. Helpful guidelines on required data are presented in Thomas Hillman's article, *Citations: Getting it Right for Publication*, *PHSC Journal* #73 (1993), pp. 14–16. The forms currently used for references in the *Journal* are: [1] Author's name, *Book Title* (Place of publication, year), pages; and [2] Author's name, "Article Title," *Journal Title*, issue number (year), pages (both first and last page numbers of the article must be cited).
- 4. Multiple submission** (i.e. the submission of the same material to more than one widely-circulated journal for publication) is strongly discouraged. When material is sent to more than one journal, the editor of the *PHSC Journal* should be so informed.
- 5. Copyright Material.** Whenever an author wishes to use material that is protected by copyright (e.g. an illustration from a published work), the author must secure written permission from the holder of the copyright, submit this letter to the *Journal*, and provide a full citation for the original work.



Fig. 1

## The Belgian Connection

When Bruce Kalbfleisch's enquiries in *PHSC Journal* #106 and 112 appeared, for some reason I thought the postmark in question was similar to a Belgian or Dutch marking I recalled seeing in the past on a cover.

Fig. 1 explains the reason. The cover is from a Belgian to Holland. Postmarked Brussels with a machine on 9-VI-1945, the postmark in question is dated 14-VI-1945 and has another Belgian postmark which I believe to be an R.P.O. on the back-dated the next day, and a straight line 18 Junin 1945 – Dutch

receiver? (Fig. 2) It reminds me of an "atomic" symbol or the geodesic dome whose inventor, Buckminster Fuller, appeared on a recent US stamp (Fig. 3).

There is no doubt the "atomic" postmark is Belgian c.1945, confirmed in *PHSC Journal* #112 and my example. It certainly appears identical to Bruce's postmark of nearly 32 years later, but how did it get applied to a Canadian stamp? It may have been sent uncanceled in error with other mail for Belgium. Upon receipt the Belgians post-marked the stamp and returned it to Canada

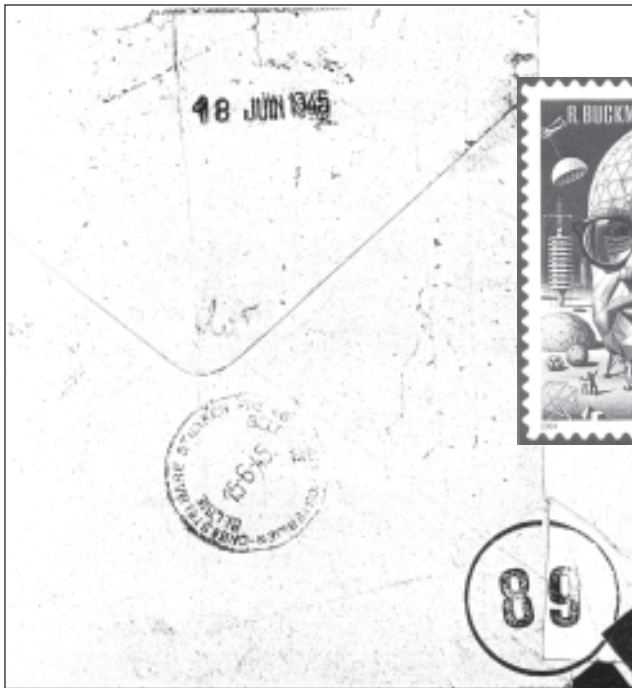


Fig. 2



Fig. 3 –  
*Buckminster Fuller.*

in an “ambulance” envelope. What is amazing is that the Belgians still had that Second World War-era postmark and were using it in 1977.

*C. Ron McGuire*

## **BNAPS Publications**

For a variety of reasons, Auxano must regretfully announce that we will be discontinuing all literature sales as of November 1, 2004.

The titles published by the British North America Philatelic Society (BNAPS) will now be available through

Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, ON K1P 5B6.

TEL: (613) 235-9119 WEBSITE: <http://www.iankimmerly.com>

We wish to extend our sincere appreciation for the support you have given us over the past two years. We will miss dealing with you on a regular basis, but hope to continue to see you as fellow attendees at philatelic events in the future.

Sincerely,  
*Auxano Philatelic Services*



## **Robert A. Lee Philatelist**

*Ltd.*

presents

### **CANADA and B.N.A. AUCTIONS**

OUR AUCTIONS REGULARLY CONTAIN  
SOME 2000 LOTS

INCLUDING THE FOLLOWING CATEGORIES:

ADMIRAL ISSUE	NUMERAL ISSUE
ADVERTISING COVERS	OFFICIAL STAMPS
AIRMAIL & FLIGHT COVERS	OFFICIALLY SEALED STAMPS
AIRMAIL STAMPS	O.H.M.S. PERFINS
ALBERTA POSTAL HISTORY	ONTARIO POSTAL HISTORY
BOOKLETS & BOOKLET PANES	PATRIOTIC COVERS & POSTCARDS
BRITISH COLUMBIA POSTAL HISTORY	PENCE ISSUES
CENTENNIAL (1967) ISSUE	PERFINS (PRIVATE)
CINDERELLA MATERIAL	PLATE BLOCKS
DEAD LETTER OFFICE	POSTAGE DUE ISSUES
DISASTER COVERS	POSTAL HISTORY COLLECTIONS & LARGE LOTS
DUPLEX CANCELLATIONS	POSTAL STATIONERY
EDWARD VII ISSUE	PRECANCELS
EXHIBITION & FAIR COVERS	P.E.I. POSTAL HISTORY
FANCY, NUMERAL & SPECIALTY CANCELLATIONS	PROOFS
1859 FIRST CENTS ISSUE	QUEBEC POSTAL HISTORY
FIRST DAY COVERS	QUEBEC TERCENTENARY
FLAG CANCELLATIONS	RAILROAD POST OFFICES
FOREIGN COVERS	RATE COVERS
FORGERIES	REGISTERED COVERS
INTERNATIONAL MACHINE CANCELLATIONS	REGISTRATION STAMPS
JUBILEE ISSUE	REVENUES
LARGE QUEEN ISSUE	ROYAL TRAINS COVERS
LEGISLATIVE MARKINGS	SASKATCHEWAN POSTAL HISTORY
LITERATURE	SEMI-OFFICIAL AIRMAILS
MANITOBA POSTAL HISTORY	SHIP CANCELLATIONS, MARKINGS & VIEWCARDS
MAP (1898) ISSUE	SLOGAN CANCELLATIONS
MAPLE LEAF ISSUE	SMALL QUEEN ISSUE
MILITARY POSTAL HISTORY	SPECIAL DELIVERY STAMPS
MOON, MOTO & POCON CANCELLATIONS	SPECIMEN OVERPRINTS
NASCOPIE POSTAL HISTORY	SQUARED CIRCLES
NEW BRUNSWICK POSTAL HISTORY	STAMP COLLECTIONS & LARGE LOTS
NEW BRUNSWICK STAMPS	STAMPLESS COVERS
NEWFOUNDLAND POSTAL HISTORY	VARIETIES
NEWFOUNDLAND STAMPS	VIEWCARDS
N.W.T. POSTAL HISTORY	WAR TAX STAMPS
NOVA SCOTIA POSTAL HISTORY	YUKON POSTAL HISTORY

CALL OR WRITE TODAY TO RESERVE YOUR CATALOGUE

*Robert A. Lee* PHILATELIST LTD.

members A.P.S., B.N.A.P.S., C.S.D.A., R.P.S.C., P.T.S.

#203 – 1139 SUTHERLAND AVE., KELOWNA, B.C., V1Y 5Y2  
PHONE (250) 861-1106





# COMING EVENTS

Coming Events is a free service for your stamp club; send details at least four months in advance. Contact Kimmo Salonen for details of the **PHSC Certificate of Merit and Show Ribbon** at Box 421, Port Carling, ON P0B 1J0.

**JANUARY 22-23, 2005: 56<sup>th</sup> CATHEX Stamp Exhibition & Bourse**, sponsored by the **St. Catharines Stamp Club**, will be held at the Fairview Mall, Geneva St., St. Catharines. 14 dealers, club circuit, free admission, silent auction. Hours are 9-5 on Saturday and 10-4 on Sunday.

**MARCH 19, 2005: 56<sup>th</sup> OXPEX Stamp Exhibition & Bourse & 25<sup>th</sup> OTEX Annual All Ontario Topical Exhibition**, sponsored by the **Oxford Philatelic Society**, will be held at John Knox Christian School, 800 Juliana Dr., Woodstock, ON. Take Hwy. 401 to Hwy. 59 north to Woodstock. Featuring competitive exhibits, 16 dealers, judges critique, youth area, Canada Post counter, Annual Show Cover, snack booth. Free Admission and parking. Hours are 9:30-4:30. For further information contact Jim Watson, Box 20113, Woodstock, ON N4S 8X8.

E-MAIL [jwatson@twp.bla-ble.on.ca](mailto:jwatson@twp.bla-ble.on.ca)

**APRIL 1-3, 2005: LAKESHORE 2005 – Annual Exhibition of the Lakeshore Stamp Club.** Dealers, bourses, souvenir cover and postmark. Free admission, free parking. Sarto Desnoyers Community Center, 1335, Lakeshore Drive, Dorval, QC. E-MAIL [fsbrisse@sympatico.ca](mailto:fsbrisse@sympatico.ca)

**APRIL 2, 2005: LONPEX 113 – The London Philatelic Society Annual Exhibition & Bourse** will be held at the Ramada Inn, 817 Exeter Rd., London, ON (this is just north of Hwy 401 and Wellington Rd interchange). 10 a.m. to 5 p.m. Free admission.

Information: Don Slaught, (519) 472-0206.

E-MAIL [donslau@execulink.com](mailto:donslau@execulink.com)

**APRIL 30-MAY 1, 2005: ORAPEX – Ottawa's National Stamp Exhibition** will be held at the RA Centre, 2451 Riverside Dr., Ottawa. The show is in the Curling Rink and will be open Saturday, 10 to 6 p.m. and on Sunday, 10 to 4 p.m. Free Admission and free parking.



## CANADA • BNA

*Choice Early Classics to Modern Varieties*





**[www.saskatoonstamp.com](http://www.saskatoonstamp.com)**

Our web site now offers an on-line shopping cart so you can look through and order from our large stock of Canadian and BNA stamps.

---

**Free on Request:**

Our current private treaty catalogue of Canadian and BNA stamps. *Call, Fax, E-mail or Write*

# SASKATOON STAMP CENTRE

*Internationally Recognized as a Leading Dealer in Canadian Errors and Varieties*

**WANTED: CANADIAN ERRORS**

IMPERFORATES \* MISSING COLOURS \* INVERTS

MISPERFS \* COLOUR SHIFTS \* PRINTED ON GUM

\* BETTER VARIETIES \*

PO Box 1870, Saskatoon, SK S7K 3S2

Call TOLL FREE 1-800-205-8814 in North America

Phone: (306) 931-6633 Fax: (306) 975-3728

E-mail: [ssc@saskatoonstamp.com](mailto:ssc@saskatoonstamp.com)

Web site: [www.saskatoonstamp.com](http://www.saskatoonstamp.com)




WE CAN SELL YOUR  
CANADIAN OR FOREIGN  
COVER & STAMP COLLECTIONS  
&  
ACCUMULATIONS  
ON CONSIGNMENT  
FOR THE NOMINAL FEE OF 10%

NO COLLECTION TOO SMALL – CASH ADVANCE AVAILABLE

*Please enquire before forwarding material*



**R. F. Narbonne**

Telephone: 1-613-278-1555

or toll-free 1-800-247-5619 (Canada only)

**GREENWOOD STAMP COMPANY**

P.O. BOX 102

McDonalds Corners, Ontario, Canada

K0G 1M0

– *Since 1962* –

123



# SECRETARY'S REPORT

by *Norm E. Wagner*

## ✉ New Applicants

The Membership Committee has approved the following applications for membership in the Society, and unless the Secretary receives valid objections in writing within sixty (60) days of the publication date of this issue, membership will be granted to the persons listed below in accordance with the constitution, a copy of which is available from the Secretary. Listings include name and address, postal history interests, and PHSC sponsor. If an address is not listed, and correspondence with the applicant is desired, sealed correspondence may be sent under cover to the Secretary, who will forward it, provided the applicable Canadian postage is included. Members are invited to send changes in, additions to, and deletions from postal history interests, and changes of address, to the Secretary, who will have them printed in the following issue of the Journal.

- 1380 Eric Hopper  
30 Oxford Court, Fredericton, NB, E3B 2W8  
*New Brunswick Postal History* (NO SPONSOR)
- 1381 Hugo Deshayé  
102 Garceau, Courcelette, QC, G0A 1R2  
*Quebec Postal History, Patriotic Postcards* (NO SPONSOR)  
*Other* (NO SPONSOR)

## ✉ New Members

The applicants listed in *Journal* #119 as 1377 to 1379 have been admitted to full membership status, having met all admission requirements.

## ✉ Resigned

- 746 Carl Munden  
Apt 227 – 27 Brookdale Cr., Dartmouth, NS, B3A 4N5  
*Newfoundland and Nova Scotia Postal History*

## ✉ Deceased

- 596 L. Raymond McLean

## ✉ Change of Address

- 379 Herbert Marrion  
1968 Cultra Ave, Saanichton, BC, V8M 1L7
- 1345 Elmer Huber  
RR 3, Coronation, AB, T0C 1C0



# EASTERN AUCTIONS LTD.

Canada's Most trusted Auction House



For over 25 years we have been offering philatelic buyers the opportunity to acquire some of the best B.N.A. material on the market, as well as top quality Commonwealth, United States and Worldwide.

You've spent years building your collection. When the time comes to sell, you need an Auction house that will spend the time and has the resources to give your collection the attention it deserves. Let us achieve maximum result for you.



For a complimentary catalogue or to inquire on how to consign to our Public Auctions, please call or fax Toll Free in North America.  
Tel: 1 (800) 667-8267 Fax: 1 (888) 867-8267



**Eastern Auctions Ltd.**  
P.O. Box 250, Bathurst, NB, E2A 3Z2, Canada  
Web Site: [www.easternstamps.com](http://www.easternstamps.com)  
Tel: 1 (506) 548-8986 • Fax: 1 (506) 546-6627





## CLASSIFIED ADS

Reach over 550 interested postal historians and collectors and support your Society. Take out an advertisement in the **PHSC Journal**. Classified ads are just a \$1 per line or portion thereof.

Simply type out your message and send it with your remittance (cheque or money order) to the Advertising Manager, George Power, RR2, Lisle, Ontario, L0M 1M0. TELEPHONE (705) 466-3221 or EMAIL <[gpower56@hotmail.com](mailto:gpower56@hotmail.com)>. Please make cheques/money orders payable to the Postal History Society of Canada – do not send cash in the mails.

### ✉ WANTED

**RODEO ILLUSTRATED ADVERTISING; WW I NEWFOUNDLAND; SASKATOON COVERS.**

**D. Mario**, Box 342, Saskatoon, SK S7K 3L3. • 120

**STRIKE, COURIER & LOCAL POST of Elizabethan era.**

Will send my want list on request. Contact **Peter Kennedy**, 40 Ottawa Ave., Elliot Lake, ON P5A 2P1 • 122

### ✉ FOR SALE

**NEWFOUNDLAND** – Stamps (mint, used, multiples); Covers (RPO, airmails, rates, etc.); Revenues; Postal Stationery.

**J. Don Wilson**, 11 Elm Place, St. John's, NL A1B 2S4. TELEPHONE (709) 726-2741; FAX (709) 726-3433. • 129

**HERE'S THE GOOD STUFF!** Check out the best and user friendliest website for unusual and better quality covers and post cards – all illustrated!

[www.canadacovers.ca](http://www.canadacovers.ca) • 126

**CANADA, NEWFOUNDLAND COVERS** on-line from my website, <<http://www.donslau.com>>. Thousands scanned – stampless to QE II – have a look.

**Don Slaughter**, Box 8002, Sub 41, London, ON N6G 2B0. • 130

### ✉ LITERATURE

**Allan Steinhart, Postal Historian**, a book of articles by and about Allan. Includes reminiscences, stories, a biography, and bibliography. Available from **David Handelman**, Dept. of Mathematics, University of Ottawa, Ottawa, Ontario K1N 6N5.

Prices: Cdn \$29.69 postpaid in Canada  
US \$25.69 to the United States  
Cdn \$33.69 elsewhere

**AR – Avis de Réception**, by *David Handelman*. Available from the author at the above address.

Prices: Cdn \$25.69 plus postage  
(Postage – Cdn \$5.50 in Canada; Cdn \$7.50 to the US)

**Ontario Post Office Atlas**, Eric Manchee, ed. The completed atlas locating 99% of all the post offices identified in Robt. C. Smith's *Ontario Post Offices*. A valuable asset to any serious postal historian. Available through the offices of the *Journal* editor, **Gus Knierim**, RR1, Thornbury, ON N0H 2P0. Please make cheque payable to Conestoga Press.

Price: Cdn \$29 (Cdn addresses) plus postage

**Ontario Post Offices** –

A 5-page list of corrections. Send stamped, self-addressed envelope to:

**Robt. C. Smith**, Box 9383, Stn T, Ottawa, ON K1G 3V1



*Let your Message be heard . . . in the pages of the Journal !*



# Postal History Society of Canada

APS Affiliate 67

PHS Inc. Affiliate 5A

RPSC Affiliate 134

## OFFICERS

\*TERM: 2002–2004 #TERM: 2003–2005

- PRESIDENT:** \* *G. Douglas Murray*, Box 693, Charlottetown, PE C1A 7L3 • EMAIL: [doug@spicemerchants.ca](mailto:doug@spicemerchants.ca)  
**PAST PRES.:** *Eugene Labiuk*, 111 Orenda Rd., Brampton, ON L6W 1V7 • EMAIL: [sales@tagscanada.com](mailto:sales@tagscanada.com)  
**VICE PRES.:** \* *Dr. Gray Scrimgeour*, 188 Douglas St., #570, Victoria, BC V8V 2P1 • EMAIL: [gray@scrimgeour.ca](mailto:gray@scrimgeour.ca)  
#*Dr. Robert C. Smith*, Box 9383, Stn T, Ottawa, ON K1G 3V1 • EMAIL: [smith321@sympatico.ca](mailto:smith321@sympatico.ca)  
**SEC-TREAS.:** #*Dr. Norman Wagner*, Box 82055, 1400 12th Ave. SW, Calgary, AB T3C 3W5 • EMAIL: [norm.wagner@auxanostamps.ca](mailto:norm.wagner@auxanostamps.ca)  
**DIRECTORS:** #*Dr. David Handelman*, Dept. of Mathematics, Univ. of Ottawa, Ottawa, ON K1N 6N5 • EMAIL: [dehsg@uottawa.ca](mailto:dehsg@uottawa.ca)  
#*Justus Knierim*, RR 1, 027416 30th Sideroad, Thornbury, ON N0H 2P0 • EMAIL: [knierim@bmts.com](mailto:knierim@bmts.com)  
\* *George E. MacManus*, 12 Aurora Cres., Nepean, ON K2G 027 • EMAIL: [geomac@cyberus.ca](mailto:geomac@cyberus.ca)  
#*Roger F. Narbonne*, 216 Mailey Dr., Carleton Place, ON K7C 3X9  
\* *William S. Pawluk*, Box 396, Stn M, Calgary, AB T2P 2J1 • EMAIL: [bill.pawluk@shaw.ca](mailto:bill.pawluk@shaw.ca)  
\* *William G. Robinson*, 2108 West 38th Ave., #301, Vancouver, BC V6M 1R9  
#*Kimmo Salonen*, Box 421, Port Carling, ON POB 1J0  
**AT LARGE:** *Robert A. Lee*, 1139 Sutherland Ave., #203, Kelowna, BC V1Y 5Y2 • EMAIL: [bob@robertaleeauctions.com](mailto:bob@robertaleeauctions.com)

## JOURNAL EDITOR / CIRCULATION MANAGER:

*J. (Gus) Knierim*  
RR 1 – 027416 30th Sideroad,  
Thornbury, ON N0H 2P0  
EMAIL: [knierim@bmts.com](mailto:knierim@bmts.com)

## EDITORIAL COMMITTEE:

*T. A. Hillman, K. G. Scrimgeour, R. C. Smith*

## ADVERTISING:

*George Power*  
RR2, Lisle, ON L0M 1M0  
EMAIL: [gpower56@hotmail.com](mailto:gpower56@hotmail.com)

## JOURNAL BACK ISSUES:

*C. David Platt*  
RR 2 – 8 Maple Ave., Elgin, ON K0G 1E0  
EMAIL: [dplatt@sympatico.ca](mailto:dplatt@sympatico.ca)

## PHSC CERTIFICATES & RIBBONS:

*Kimmo Salonen*  
Box 421, Port Carling, ON POB 1J0

## PUBLICITY:

*David L. Newman*,  
1165 Wigle Ave., Windsor, ON N9C 3M9  
EMAIL: [lacumo@cogeco.ca](mailto:lacumo@cogeco.ca)

## WEBMASTER:

*Mark Marion* • EMAIL: [markma@cogeco.ca](mailto:markma@cogeco.ca)  
PHSC WEB PAGE: <http://postalhistory.tripod.com>

## MEMBERSHIP APPLICATIONS & CHANGE OF ADDRESS:

Please send any change of address to  
*Norm Wagner*, Box 82055, 1400 12th Ave. SW, Calgary,  
AB T3C 3W5 or phone (403) 543-1171.  
EMAIL: [norm.wagner@auxanostamps.ca](mailto:norm.wagner@auxanostamps.ca)

The **PHSC Journal** is the official organ of the **Postal History Society of Canada** and is published quarterly. The subscription price for PHSC members is \$20 per annum, included in the membership fees. All members automatically receive the *Journal*. Non-members cost: \$25 per annum. Changes of address, undeliverable copies, and orders for subscriptions are to be sent to the Secretary at the address above; return postage guaranteed. Back issues are available from David Platt – several early issues are no longer available, although reprints of some of them, and of issues still available from #5 up to #100, may be obtained for \$3 each (Issues #50 and #85: \$15 each) postpaid; issues 101 to 113, \$5 each postpaid and issues 114 onward \$6.25 each postpaid. A one-time example may be purchased by a non-member for \$6.25 postpaid. Membership applications should be mailed to the Secretary-Treasurer.

**DUES:** Canadian addresses, Cdn\$25 per year, July 1 to June 30 membership year, prorated to the time of joining. US addresses: Cdn\$35 per year; addresses in other countries: Cdn\$40 (due to higher postage rates outside Canada).

**ARTICLES:** Anyone interested in reprinting articles published in the *Journal* must contact the Editor for details. The Publisher, the Society, its Directors, and its Members assume no responsibility for statements made by authors of articles in the *Journal*.

Copyright 2004 by Philaprint Inc.

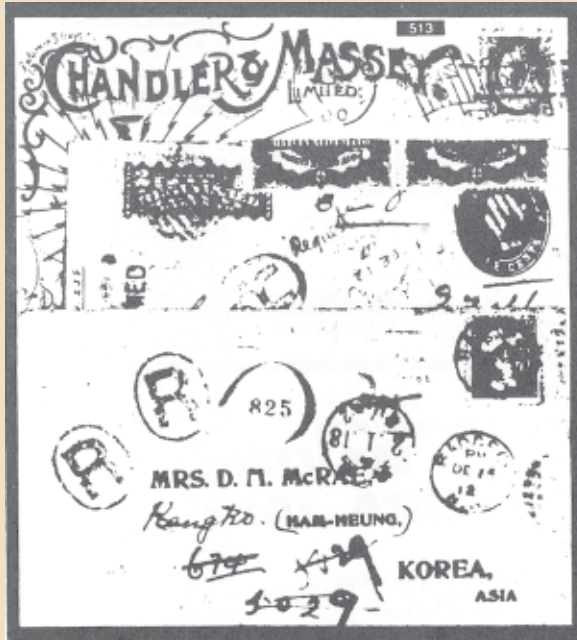
Printed by Conestoga Press, Thornbury, ON N0H 2P0

Canada Post Agreement Number 40069611

Published 31 December 2004

## THERE IS A REASON

Why we probably handle more BNA Postal History than any Auction House in Canada. Our forty years' dealing in Postal History and stamps of BNA puts a wealth of expertise at your service. Keep us in mind when considering the sale of your collection.



*Sample catalogue on request.*

## JIM A. HENNOK LTD.

185 Queen Street East, Toronto, Ontario, Canada M5A 1S2

(416) 363-7757 FAX (416) 365-9932

HERE IS WHAT ONE OF OUR MANY SELLERS HAS TO SAY.

**WILLIAM L. SIMPSON**

Mr. William Maresch  
R. Maresch & Son  
330 Bay Street Suite 703  
TORONTO Ontario  
M5H 2S8

Dear Bill,

Our association in philately, and in friendship, has been an enduring one. When I was assembling my collections of Small Queens your company, as well as others, was a source of supply. As well, I found that working with Tony when he was learning the business a few years ago was certainly an enjoyable experience.

As you know, in the last few years my health has declined to the point that I am no longer able to enjoy working with my stamps, and it became necessary to dispose of my award winning collections. Of course, I immediately thought of *R. Maresch & Son* for that purpose.


Both June and I are very appreciative of the way in which the sale of the collections was conducted. Thank you and your staff for the professional handling of this large project for us.

Yours sincerely

*Bill*

**r. maresch & son**

6075 YONGE ST. (5<sup>TH</sup> FLOOR), TORONTO, ON M2M 3W2 CANADA

 (416) 363-7777 • [www.maresch.com](http://www.maresch.com) • FAX (416) 363-6511