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*Topics*



*Official*

*Journal Of The*

*British North America Philatelic Society*

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Published March 31st

# WASHINGTON AHOY!

On May 12th, 1966 the *QUEEN MARY* leaves Southampton and Cherbourg for New York arriving there on the 17th. Travelling en route for SIPEX in Washington will be many visitors from Europe.

This will be the first time that a trans-Atlantic mail ship has catered specifically for philatelists: there will be a series of talks and displays during the four days as well as

## AN AUCTION ON THE HIGH SEAS

which will be held at noon on Monday, May 16th. A hundred valuable philatelic items will be offered under the hammer. This auction is being organised by Robson Lowe of London whose international auctions hold practically every record for rare classic stamps. A special auction catalogue is in preparation (\$2 including airmail postage) and as no item is worth less than \$300 and many are worth over \$2,500 it is hoped that every piece will be illustrated in colour.

## BIDDING BY TELEPHONE



Noon on the high seas will be 11 a.m. in New York and 4 p.m. in London — those who would like to attend the auction but cannot travel will have ample opportunity to compete as arrangements have been made with the General Post Office for telephonic communication during the sale with the office in London and with that of their colleagues in New York. This will enable bidders in both cities to listen in and compete when they wish. Negotiations are in progress for the same facilities to be made available in Paris, Basle, Milan and Rome.

Members of the Robson Lowe team travelling on board the *QUEEN MARY* will include those who speak French, German, Italian and Swedish. An additional facility will be the presence of a skilled writer who can prepare the necessary pages for those who want to include their most recent purchase in their SIPEX exhibit.

For the special catalogue, send \$2

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# BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY  
VOLUME 23 / NUMBER 3 / WHOLE NUMBER 242 / MARCH 1966

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February 1, 1966

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2182 Ray Samuel, 3600 Lake Shore Drive, Chicago, Illinois 60613  
2183 Winter, Robert A., 35 Delaware Avenue, Ottawa 4, Ontario

## REPLACED ON ROLLS

- 95 Hansler, Lester A., Box 632, Inglewood, Calif. 90307  
1394 Kern, Carl F., 2430 Park Street, Bellingham, Wash.  
2027 Mozian, Gregory, 545-5th Avenue, New York, N.Y. 10017  
1575 Roy, Peter Edmond, 1043 Place Viger, Quebec 10, Quebec  
1207 Slimmon, Donald Hood 1020 Grosvenor Avenue, Winnipeg 9, Manitoba  
2037 Tauber, Saul, 708 East Tremont Ave., Bronx, N.Y., 10457

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Bozik, John Jr., 206 Quarry Street, Fullerton, Pennsylvania 18052  
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Renaud, Victor, Knowlton, Quebec  
Tindale, William A., 116 South Oval, Hamilton, Ontario

## APPLICATIONS FOR MEMBERSHIP

(Objections must be filed with the Sec. within 15 days after month of publication)

- HEWITT, Alan H., 68 Southview Drive, Concord, Ont. (C) CAN—19th & 20th century mint & used postage. Coils. O.H.M.S.-G. Proposed by J. F. Webb, No. 1210.  
HODSOLL, E. C., 66 The Kingsway, Toronto 18, Ont. (C-X) CAN, NFD—19th & 20th century mint & used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes. Mint & used Airmails. Literature. Proofs. Proposed by C. Poole, No. 1471.  
HORNING, L. Ray, 515 Denbury Ave., Ottawa 13, Ont. (C-CX) CAN, NFD—Used Postage. Plate Blocks. Cancellations of 1898 Map Stamp. SPECIALTY—1898 Map Stamp. Proposed by J. Levine, No. 11.  
KISSUK, Michael, 19 Virden Crescent, Transcona 25, Man. (C-CX) CAN, NFD—Mint & used postage and blocks. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Precancels. Proposed by C. A. Westhaver, No. 1442.  
LEVY, Edward, 411 Tarrytown Ave., Staten Island, N.Y. 10306 (C-CX) CAN—20th century mint & used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes and complete booklets. Mint & used Airmails. Proposed by C. A. Westhaver, No. 1442.  
MCGREGOR, Alan Francis Lorimer, 339 N. Deeside Rd., Cults, Aberdeen, Scotland (C) CAN—19th & 20th century mint & used postage and blocks. O.H.M.S.-G. Proposed by R. J. Woolley, No. 359. Seconded by J. Levine, No. 11.  
TACON, Dr. Paul H. D., R.R. No. 1, Fredericton, N.B. (C-X) CAN, NFD—19th & 20th century mint & used blocks. Stampless covers. Plate Blocks. O.H.M.S.-G. Squared-Circle cancellations Proposed by J. H. M. Young, No. 1523. Seconded by W. S. MacNutt, No. 886.  
WATERMAN, Russell, 7451 Mount Ave., Montreal 16, Que. (C-CX) Proposed by S. J. Cohen, No. 2152.  
WOODMAN, Ralph, 11119-65 Avenue, Edmonton, Alta. (C) CAN—Used postage and blocks. R.P.O. Territorial and Alberta Town cancellations. Proposed by S. S. Kenyon, No. 1676. Seconded by F. N. Harris, No. 1470.  
EWING, Scot F., 409 So. Ninth St., DeKalb, Ill. 60115 (C-CX) CAN, NFD, N.S.—19th century mint & used postage. Plate Blocks. Coils. OHMS-G mint booklet panes and complete booklets. Mint airmails. Postal Stationery entires. Literatures Proposed by C. P. Arnold, No. 1398.

## CHANGES OF ADDRESS

(Notice of change MUST be sent to the Secretary)

- 2064 Allison, Cecil R., 21 Carthage Ave., Scarboro, Ontario  
908 Ambrose, Paul H., 311 Trafalgar Road, Oakville, Ontario  
1391 Bartlett, Bart H., 8402 River Road, Richmond, Va. 23229  
1496 Bilden William O., 425 Hennepin Ave., Minneapolis 1, Minn.  
497 Bramhill, William G., 33 Forest Hill, Kentville, Nova Scotia  
1262 Butler, Mrs. Hannah B., 1623 Matheson Ave., Charlotte, North Carolina.  
1646 Crawford, Douglas A., 9 Gladiator Road, Markham, Ontario  
2101 Deffenbaugh, George S., P.O. Box 351, Birmingham, Mich. 48012  
2024 Eatock, Alan J., 23 Compton Place, Hamilton, Ontario  
561 Halliday, W. E. D., P.O. Box 399, Manotick, Ontario  
1979 Hanson, C. Victor Jr., 6747 N. Montezuma Drive, Tucson, Ariz. 85718  
1737 Kaminer, Barney H., 10701 Moorpark, Apt. 1, No. Nollywood, Calif. 91602  
1387 Koepfel, Adolph, 134 Soundview Drive, Lake Success, N.Y.  
516 Law James, 100 Ridout Street S., London, Ontario  
1777 Margeson, Paul B., 4431 Okell Road, Columbus, Ohio

- 2068 Martin, Harry B. Jr., 2454 Bayview Ave., Willowdale, Ontario  
 2158 Masko, Paul M., 109 Blauvelt Ave., West Haverstraw, N.Y. 10993  
 1871 Paterson, Ian A. D., 10073 Jasper Ave., Edmonton, Alberta  
 2127 Pink, Lester, 9 Aberdeen Street, Yarmouth, Nova Scotia  
 1249 Tharp, Mrs. Clarence A., 3938 Fairman St., Lakewood, Calif. 90712  
 257 Trace, Elmer C., 6723 Aurora North, Seattle, Wash. 98103  
 2020 VanWhy, Chester H., R.D. No. 1, Box 207, East Stroudsburg, Pa.  
 1987 Withosky, Robert, 1411 Dreshertown Road, Dresher, Pa.  
 359 Woolley, Robert J., 1520 Bathurst St., Apt. 206, Toronto 10, Ontario  
 1495 Wright, G. B., Box 75, Tottenham, Ontario  
 1912 Wright, Victor W., M.D., 322 Armstrong Block, 10127-104 Street, Armstrong, Alta.

#### RESIGNATIONS RECEIVED

- 1214 Baker, B. M., Box 358, Kelowna B.C.  
 2051 Echlin, Robert E., DDS, 105 Townsend Ave. E., Burlington, Ont.  
 1748 Furneaux, F/L Robert, RCAF Station, Sioux Lookout, Ontario  
 235 Jackson, W. L., 550 Balliol St., Toronto 12, Ont.  
 2087 Knechtel, C. E., 201 Delatre St., Woodstock, Ont.  
 130 McVey, George S., 781 Main St., Warren, R.I.  
 1225 Menzies, Robert W., 513-21st Street W. Owen Sound, Ont.  
 1053 Och, Frederick A., 2 East Main St., Adamstown, Pa.  
 271 Osborne, Roland H., M.D., 13336 Chalon Road, Los Angeles 49, Calif.  
 2053 Riley, Sgt. John R., 238 Perkins St., Havelock, N.C.  
 1207 Slimmon, Donald Hood, 1020 Grosvenor Ave., Winnipeg 9, Man.  
 2095 Smith, Morry, 32 Codsell Ave., Downsview, Ont.

#### RESIGNATIONS ACCEPTED

Benwell, Dr. C. E.                      Jacobi, Herman Jr.                      Martin, J. S.

#### DECEASED

- 50 Daggett, H. M., Dept. Chemistry, Univ. of B.C., Vancouver 8, B.C.  
 2037 Tauber, Saul, 708 E. Tremont Ave., Bronx, N.Y.  
 1837 Woods, Walter H., 4000 Yonge St. Apt. 332, Toronto 12, Ont.

#### MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, January 1, 1966 .....	981	
NEW MEMBERS, February 1, 1966 .....	6	
REPLACED ON ROLLS, February 1, 1966 .....	6	
		993
RESIGNATIONS, February 1, 1966 .....	3	
DECEASED, February 1, 1966 .....	3	6
TOTAL MEMBERSHIP, February 1, 1966 .....		987

## THE Editor's MAILBAG

Dear Mr. Young:

My apologies to all 'Topics' readers for the foul up of supplementary plate 'L' of fancy cancellations in January '66 Topics.

Plate 'L' was mostly a duplication of plate H in Jan. '65 Topics. These plates were received from my alter ego and I did not check them properly. I can assure readers that such a mistake will not be repeated. There is enough material on hand for a couple of plates of new varieties.

Sincerely

K. M. Day

Dear Mr. Young:

Noting B. A. Foster's (No. 1324) report of earlier dates on flag cancels — here is another one which in my handbook is

shown earliest date Mch 14/98 — I have 2 covers with Flag Cancel Types — No. 51, one reading Feb. 23/98 and the other March 2/98 — all for the record. Best personal Regards.

Sincerely

L. Armson #1781

Dear Mr. Young:

In reading the very interesting article by Mr. Dilworth he says that the narrow spacing on the O.H.M.S. is on the right side of the pane and so does Roy Wrigley in his catalog, but something is wrong here, as I have a pair and a block of the 5c Scott #015A showing the narrow spacing on the left side as the selvage is still intact, so I wonder, am I right or am I wrong?

I believe I am right! Anyway, someone must have a block or a pane showing the side it is on, let us know please otherwise it is guessing only.

Yours truly  
David Nystrom

Mr. Editor:

I have noted previous requests for inserts in the Hand-book & I have come across, at least to me, something that is odd and different.

I was wandering in and out of several stamp shops, looking for sq. circles, old cover, pl blks, etc., when I came across 2 covers from the Orient, 1 from Japan and 1 from China.

The 1 from Japan has a pair of imperf vert. 20 sen blue stamps and a single 10 sen brown stamp. In the upper left hand corner there is a hand-stamp as follows, "Empress" Mail, via Vancouver, in a reddish pink color.

There is also a hand-stamped Registered and a label as follow R KOBE No. B143. On the lower left there is a registration No. also hand stamped 80192, and on the lower right the hand-stamped No. 20765.

On the reverse then are 5 receiving marks, as follows. Pasadena, Calif. Dec. 11, 1923. San Jose Calif. Dec. 10, 1923, Seattle Washington Dec. 7, 1923, a second San Jose marking of Dec. 10, 1923 and another mark with the town missing but with Lif. of Calif. visible, dated Dec. 12, 1923. The envelope was addressed to an Alfred Rosmussen, 580 S. 9th St. in San Jose, Calif., and then re-directed to 730 Alameda St. in Altadena, Calif., a small town east of Los

Angeles. It is felt the Dec. 12, 1923 marking, as mentioned above should be Altadena Calif. The letter is from S. E. Giles, Kobe, Japan, the 2nd cover is from J. W. Bouyer, Home of the Nazarine, (Industrial Orphanage) Chinkingiang, Kiangsue, China, addressed to Mr. & Mrs. Elton J. Strather, Woodbridge, San Joaquin Co. Calif.

The cover is franked by a 4c green Chinese stamp, showing a Chinese junk in full sail. Under the address is a hand-stamped per "Empress of Canada". Also on the cover, to the left of the address, also handstamped is printed matter. There are no back stamps or receiving marks on the cover & I cannot make out the cancellation. which is circular & covers the entire stamp.

Being a loyal B.N.A.P.S'er, anything to Canada, from Canada or through Canada automatically obtains the charm and grace that has been attained by Canadian stamps and covers. Being raised in Vancouver, which was the Western Port, in Canada thru which came all incoming ships and mail, I recall sailing on the "Empress of Japan", "Orangie" and the "Princess" ships from Vancouver to Seattle, Victoria and Nanaimo, out past Stanley Park, thru the narrows, where the Lions Gate Bridge now stands. I recall my Bro. Rordan and I, as two very small adventurous boys, exploring the equipment on the North Shore just below the British Properties & Black Mt.

Can anyone else throw any more light on the 2 covers prev. described. Any info would be helpful.

All the best  
C. L. Cole #1687

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## NEWS ITEMS

### AUCTION REPORT

The complete Havens collection of Canada was dispersed by H. R. Harmers (New York) on Jan. 25. This sale was postponed two weeks due to the transit strike. The 93 lots brought a total realization of over \$13600.

Prices for select used items follow: No. 2 very fine \$135; No. 3 exceptionally fine extra large margins 2 sides \$5750; No. 9 margins all round, fine, \$190; No. 13 usual centering \$175; No. 27d on piece, Nova Scotia grid, \$70; No. 31 creased \$125; 37d perf 12½ very fine \$185; 88c (courtesy of

Stanley Gibbons) on piece, Port Hood tied, Royal certificate, \$1250; 387a on piece of post card, margin copy \$1250. A mint block of 6 245a upper right plate number brought \$1250.

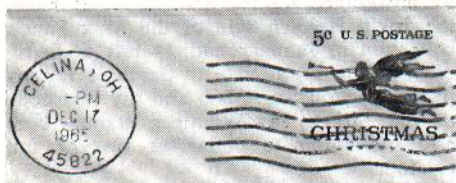
The story on the Seaway Invert was that the post card was cut because it contained "Confidential" information concerning a traveling salesman and his next date with his girl friend (!) The cancel is normal machine wavy lines but the town date circle would appear on the rest of the card. If the salesman had been stamp conscious as well as girl conscious we might have 50 mint inverts instead of one used one!

## ZIP CODES

A new departure in United States postmarks is evident in the cancel on Jack Levine's message of one a year at least, in the form of the Zip Code number 27565 being in the machine cancel.

This number is being included in postmarks of small offices that have only one zip Code. Royal Oak has 4 Zips, Detroit has 40 Zips, so the number is not put in these larger office instruments.

A new system of abbreviating state names is included where possible limiting the name to two letters as OH for Ohio.



With all the attempts to get machine facing of letters in modern post offices, the U.S.A. is now putting dope in both the ink on the stamps and in the stamp paper, to fit the pickup of the fluorescent beam in the apparatus. It works fairly well, but is expensive.

Canada provincial floral designs on the current adhesives makes them quite popular with the myriad of flower lovers south of the border. — F.W.C.

## HARRIS TO LEND THATCHER ERROR SHEET TO SIPEX

The famed Thatcher Ferry Bridge error sheet owned by H. E. Harris will be displayed publicly for the first time at this year's Sixth International Philatelic Exhibition, SIPEX, in Washington, D.C., the Boston stamp dealer announced.

Mr. Harris, holder of the only privately-owned sheet of the Canal Zone stamp, said

"SIPEX is the appropriate place for this error to make its public debut because the Washington show will be America's philatelic highlight of this decade." SIPEX is the first international stamp show to be held in the United States since 1956.

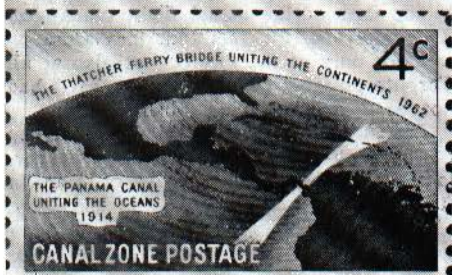
After a court battle lasting nearly three years, the U.S. Department of Justice recently conceded defeat in its effort to reprint the error, a step that would have destroyed the value of the Harris sheet, which is insured for \$100,000.

Only three other sheets of 50 of the error were found. One will be presented to the Smithsonian Institute, another to the Canal Zone Museum, and one destroyed. The 4-cent stamp was issued in 1962 to commemorate the opening of the Thatcher Ferry Bridge spanning the Panama Canal. On the errors the silver bridge is missing. Mr. Harris found his sheet among the 60 sheets he ordered from the Canal Zone Philatelic Agency. The other three sheets were found in Agency stocks.

The Harris error will be among the outstanding items displayed in the Court of Honor at SIPEX, which will be held May 21-30 at Washington's Shoreham Hotel.



Correctly Printed Stamp.  
Bridge (printed in silver)  
is shown spanning Canal.



Incorrectly Printed Stamp.  
Without Bridge.

# Canada's Semi-Official Airmails

by DANIEL G. ROSENBLAT (BNAPS 1445) 210 Monte Diablo Avenue, San Mateo, Calif.

I must admit with distress that my column in the December, 1965 issue contains a serious error which was drawn to my attention by Lloyd Banner. In discussing the stamps of Fairchild Air Transport Ltd. I stated that the dark blue stamps were known in a limited number of sheets with all stamps tete-beche to each other.

This is incorrect as it is the light blue or ultramarine shade which is known in this "checker-board" fashion, and this in turn accounts for the rare vertical tete-beche pair of the ultramarine shade which I had thought to come from sheets in the format of the darker shade.

Lloyd believes that there were originally 15 sheets of these stamps of which only three survived and even these were broken into small units. Lloyd has one block of four and knows of another and I have a vertical pair. It would be interesting to know the whereabouts of the balance.

I have had the pleasure of a long letter from Don Amos of 98 Greendell Ave., Winnipeg who made available to me his complete notes on the Pioneer flights and Ian Morgan's personal notes for the 1935 revision of his 1931 Catalogue. Several interesting points have come to light from these notes including the following.

A clipping from the Toronto "Globe" of August 23rd, 1914 quotes from a Post Office release pertaining to the Aero Club of Canada flight of that year and reads in part, "The Aero Club stickers can be purchased at the stamp vendor's wicket, General Post Office, or at any of the postal stations of Toronto."

This certainly indicates that these stamps were issued and available some time prior to the date of the actual flight on August 25th, and also the fact that they were on sale not only at the G.P.O. but also at all Toronto postal stations is a point that I had not seen previously established.

The Amos notes also include a clipping attributed to Colin Manlove in 1924 pertaining to the Grand Army of Canada stamp. I discussed this issue in the May, 1963 issue of Topics and posed several questions to which no answers were forth-

coming. It now appears from these notes that a total of five covers were carried from Toronto to Hamilton and 24 covers on the return trip.

Incidentally, Don mentions that he has mint Canadian Semi-Official stamps available to exchange for either Government or Semi-Official flown covers, and since he has been a collector in this field for 30 years I would imagine that what he has to offer would be most worthwhile.

I have just received the catalogue of the H. R. Harmer sale of the Louise Hoffman Air Post Collection and note that while there is a strong showing of Newfoundland airmails, the Canada section is small and the Semi-officials are represented by only two lots, a Canadian Airways horizontal pair, imperf. between and a "balance" of 69 unspecified stamps. On the other hand, the Irwin Heiman sale of the Max Simon collection in January had 24 lots of Semi-officials and I was able to purchase for my own collection San. 526b and my first copy of the Moose Jaw-Winnipeg stamp—both cost me within a dollar or two of full catalogue.

A recent sale by J. Ethier of Oshawa listed no less than 62 Semi-official lots but restricted by minimum bids of very close to full catalogue. I understand from Mr. Ethier that while several of the items were sold, the majority are still available including quite a few covers.

I have heard with pleasure that my "most far flung" correspondent, Mr. John Wannerton of South Africa displayed his Semi-official collection at the recent C.P.S.G.B. Convention and received the first award for 20th century material — no small thing in the light of the quality of material that we know the C.P.S.G.B. can muster.

You will note that I have avoided returning to the subject of the Patricia Airways & Exploration stamps by filling this column with odds and ends—I am still more than a little frightened by the task of reviewing this issue but will return to it without fail next month. Meanwhile I will be extremely grateful for any comments or assistance in regard to it that any of you can offer.

**CONTINUE TO GET NEW MEMBERS**



# EARLY POST OFFICES OF THE GALT DISTRICT

by Max Rosenthal

When in the summer of 1816 William Dickson, of Niagara, acquired ownership of Block Number 1 of the Indian Lands on the Grand River, afterwards known as Dumfries Township, he and his agent, Absalom Shade, travelled there, to chose a location for a village which would be the settlement for the district and the residence of Shade. They made their way up the east side of the Grand River by the Indian trail which was to become the East River Road. The site chosen was at the confluence of Mill Creek and the Grand River. A two storey log building, which was both Shade's dwelling and had a smaller store, was the first house in the hamlet, which was for a decade called Shade's Mills. In 1817 a sawmill was built where the Canadian National Railway now crosses Mill Creek. The next year Dumfries Mills were built.

For some years two stores, both owned by Shade, had the trade of the village. The "red store" was built in 1824 and occupied the site of the present Bank of Commerce building, the "white store" was erected a few years later at the Imperial Bank corner. In 1825 the first post office in Waterloo County was opened in Shade's Mills, with Shade as postmaster, but called Galt. John Galt, the Scottish novelist, had been a schoolmate of Dickson in Edinburgh, Scotland, so Dickson had christened the new post office Galt, in honor of his friend.

In 1827 the village received a visit from Galt, who was Commissioner of the Canada Company. From the date of this visit it became generally known as Galt.

The Ontario Archives has a letter sent by William H. McCowan, Galt, Dumfries to the Surveyor-General, Kingston, on November 21, 1841, postmarked with a small double circle broken by Galt, in red. The date, 25 Nov. 41, is written in the center. A letter sent by local newspaperman Adam Ainslie to the Surveyor-General on June 6, 1842 still has this kind of marking, but another letter between these two, sent February 8, 1844 is already postmarked with a large double circle broken by Galt, U.C., with the date set in type. This marking

also appears on a letter of August 14, 1849. A letter from James Ainslie, of the Dominion Reporter, Galt to John Roche, Crown Lands Department, Quebec, sent July 6, 1852 is postmarked with a medium sized double circle broken by Galt, U.C. Thin lettering is used.

When Waterloo County came into existence Dumfries was divided into North and South, with North Dumfries Township joining Waterloo. We shall only deal with North Dumfries' post offices.

John Galt was instrumental in opening the Huron Road, for the purpose of providing the Canada Company with access to its lands from Wilmot Township, in Waterloo County, to Goderich, on Lake Huron. In 1828 the Huron Road, two miles south of the future New Hamburg, was cut through the forest of Wilmot. A number of pioneers following the surveyors subsequently located near Haysville, on the Huron Road, at the Nith River. The village was first called Jonesboro'. The first post office in Wilmot Township was opened there in 1837, and was called Wilmot. Robert Hayes had come two years earlier, erected a sawmill, and was proprietor of a store, at which he was postmaster.

On a letter from Heryn Muma, Blenheim Township to Thomas C. Street, Chippawa, sent September 5, 1846, in the Ontario Archives, is postmarked a large double circle broken by Wilmot, U.C. Sept. 6, 46 is written in the center in blue.

In 1854 Wilmot post office was renamed Haysville, in honor of its founder. It was changed again to Wilmot in 1855 and back to Haysville in 1856.

The next township west of the two Dumfries townships and immediately south of Wilmot Township is Blenheim, in Oxford County. Its first post office was opened in 1936. Princeton, on the 12th sideroad north of Dundas Street (Highway 2). It was named by Thomas Watson, who had come in 1793, after his native city in New Jersey.

The second post office to open in North Dumfries was at Ayr. Abel Mudge made the first settlement there, building in 1824

a mill at the junction of the Nith River and Cedar Creek. It was first known as Mudge's Mills. John Hall came to Jedburgh, just west of Ayr, in 1832 and established a flour mill. There was also a store there. A struggle between Mudge's Mills and Jedburgh only ended when Robert Wylie, an Ayrshire man, succeeded in hearing a post office established in 1840 and Mudge's Mills renamed Ayr. He opened one of its first stores and became the second postmaster Jedburgh was absorbed by Ayr.

Canning, in Blenheim Township, on the 4th sideroad's crossing of the Nith River, near the 3rd concession road, was first settled in 1812 and known as Mudge Hollow, after Richard Mudge. In 1842 it was renamed Canning, perhaps after the British statesman and got a post office a few years later.

The township immediately east of the two Dumfries township is Beverley, in Wentworth County. Its south half was surveyed in 1794. The north part began to be settled 40 years later. The Dundas to Waterloo Stone Road was begun through Beverley from Dundas to Galt in 1837. Sheffield sprang up on it (now Highway 8), in lots 6 and 7. In 1810 John A Cornell had taken up land where most of its was to stand. Warner Churchill built the first store there and became its first postmaster, in 1837, then sold out to Seth Holcomb, who became postmaster. When Sheffield first got the post office the mail came through from Hamilton on horseback, afterwards by stage. A letter in the Ontario Archives from Hugh Smith, Beverley to T. W. Parke, Surveyor-General, Kingston sent January 11, 1843 is postmarked with a large double circle broken by Sheffield, U.C., in red 13 Jany 1843 is written in.

Petersburg, at the corner of Snider's Road (Highway 7) and the 6th sideroad of Wilmot Township, was named for Peter Wilker, who settled there in 1835. It got a post office in 1841.

In the 1830's Henry Lamb staked out a domain of 2000 acres near the future site of Rockton, in Beverley Township. The metropolis in the wilderness he hoped for he named Romulus. In 1834 the first clearing of the site of Rockton, lots 19 and 20 on the future Dundas-Waterloo Road (Highway 8), was made. A stone blacksmith shop and a stone hotel were built there by Joseph Leeman in the 1840's. When it was to get a post office, in 1851, there was strong feeling in favor of calling it Lambville.

While Herman G. Barlow was treasurer of Beverley Township Mrs. Barlow gave a party at which were present the wife of Sheffield's postmaster, Seth Holcomb and other ladies. Mrs. Cranly was waiting on the table. A government official had arrived to establish a post office and he was introduced to the ladies, had tea with them and stated his mission. None of the ladies liked the name Lambville and in the midst of a discussion as to what would be a good name, referring to the rock terrain around there, Mrs. Cranly sang out. "Call it Rocktown — Devil a bitter name you'll get than that!" Amid laughter the little village got its present name of Rockton.

In 1795 William Cope settled in Beverley Township at the northeast corner of the Governor's Road (Highway 99) and the 30th sideroad, destined to become Cope-town. Jasper G. Dresser built a store, and became first postmaster in 1851. At the junction of the 6th concession road and the road in lot 7, Blenheim Township, opened Richwood in 1851. One of its pioneer storekeepers, Rockwood, had given his name to the place, but because this name had already been appropriated by another village, it was somewhat changed to Richwood.

On the 8th concession road of Blenheim, west of its crossing of the Nith River, Wolverton was established in 1851. In 1848 Enos Wolverton called it Warsaw, but, as another place already had that name, the Post Office authorities named it Wolverton for its founder. He founded the milling industry there, and was first postmaster. In 1851 also opened Chesterfield, at the western boundary road of Blenheim and the 13th concession road.

Josiah Cushman built a small sawmill in Wilmot Township on the Nith River, near the present center of New Hamburg, in 1830. William Scott erected after 1832 flour and woolen mills on the river. Between 1834 and 1840 new settlers from Hamburg, Germany gave the village its present name. Scott became postmaster when a post office was opened in 1851.

In the same township, at the corner of Erb's Road and the 18th sideroad was established Philipsbourg in 1851. It was named for Philip Leinhard, the first settler in the village, about 1825. John Miller came in 1826 to Wilmot and named the village he planned northeast of the 4th concession road south of the Huron Road and its junction with the 6th sideroad New Dundee after the city in Scotland he came from. He

dammed the creek and built the first sawmill there, also opening the first store. The post office opened in 1852. That year in the same townships opened St. Agatha, at the corner of Erb's Road and the 6th sideroad.

In the early 1850's John Howard kept a small store at Lynden, on the 12th sideroad of Beverley Township, north of its southern boundary road (Highway 99). Its people wanted a post office, so a meeting was held at the school one night to choose a postmaster and name the place. Howard was appointed postmaster and Jeremiah Bishop suggested that the place be called Lynden. The post office was opened in 1852. Mail was carried by stage between Hamilton and Lynden. On the "down trip" it was supposed to reach Lynden at 11 p.m., but it was sometimes 2 A.M. before it got there. With the opening of the Great Western Railway two years later there was more lumber shipped at Lynden than at any other station on the whole line.

Washington post office was opened in Blenheim in 1852, at the corner of what is now Highway 97 and the 12th sideroad, its first postmaster Levi Sherk believed to have named it. The same year in that township was established Drumbo, at the 7th concession road and 12th sideroad, in North Dumfries Roseville, on the present Highway 97, 1¼ miles east of the western boundary.

Kirkwall, at the 8th concession road and 18th sideroad of Beverley, was first known locally as Little Scotland, first settled in 1832. Early in the 1850's Malcolm Campbell began a store at the corner. In 1853 the post office opened and the mail came once a week, later twice a week, then a daily mail.

Branchton, opened in North Dumfries at the beginning of 1854, was probably so named because it was a branch of the Great Railway between Harrisburg and Galt, opened that year. William Rosebrugh, who owned the land on the west side of the 3rd sideroad in concession 7, laid out the village there. A hamlet established earlier a half mile south at the boundary road with South Dumfries Township, Brant County, clustered around a school and the blacksmith shop of Thomas Turnbull. In 1855 Branchton moved to Turnbull's Corners, crossing into South Dumfries. A few years later it went back to its original location in North Dumfries.

At the corner of Snider's Road (Highway 7) and the 14th sideroad of Wilmot Baden was established in 1855. It was founded

by Jacob Beck, first postmaster, who came from the Grand Duchy of Baden. Goble's Corners opened in Blenheim on the 18th sideroad at Dundas Street (Highway 2). Reverend Jacob Goble settled near its site in 1823. His son William Goble began a general store and was first postmaster. In the 1890's its name was shortened to Goble's.

Plattsville, opened in 1855 in Blenheim Township on what is now Highway 97 northeast of its crossing of the Nith River, was named for its founder, Samuel Platt, who came to Canada in 1844. After working a few years in New Dundee, he constructed the Blenheim Mills, on the east bank of the Nith, at the village named for him. He was its first postmaster. In 1854 opened Vroomenia post office somewhere in North Dumfries Township, with Alexander Dunbar as postmaster. It closed in 1855, and like so many other post offices which existed only a year or less, its location is unknown. Westover post office opened in 1855 in Beverley Township, at the 6th concession road and 30th sideroad John Westover was postmaster.

The neighborhood of Clyde, four miles east of Galt, in Beverley Township, was first settled in 1831. William McPherson later opened a store in his home on lot 10, north side of the 10th concession road, where the Clyde post office was first opened in 1858. He afterwards built a store at the corner with the 6th sideroad to which it moved.

In 1863 opened in Wilmot Township Mannheim, on Bleams Road (at the corner of the road in lot 2. The same year was established in Blenheim Township Bright post office, where the Canadian National Railway, as it is now called, crosses the western boundary road in concession 10. In the early 1880's it moved west across the boundary road into Blandford Township. For many years the station was called Plattsville Station. Around 1863 George Baird had the village surveyed and decided to call it after the British statesman.

The land northeast of the corner of the 2nd concession road and the 24th sideroad of Beverley was settled first in 1795 and came to be known as Thompson's Corners. In 1877 Orkney post office was opened there. Established in 1880 at the corner of the 3rd concession road in the north of Wilmot Township with the 6th sideroad, Josephsburg was named for Joseph Schwartz who kept a hotel and was postmaster.

*(Continued on page 71)*

# Sales Circuit Comments

JAMES C. LEHR, 2818 Cheshire Rd., Devon, Wilmington 3, Delaware

We are certainly starting 1966 with a bang! As of time this was written (1/29/66) we already have added 40 new books to the circuit and have sales of \$814. Keep up the good work on those new books. Also, those of you who may have gotten out of the habit of using the sales circuits are missing a good bet. With the following exceptions we now have a pretty good selection:

- (1) Airmails—still dont have much, not enough for a full circuit.
- (2) Proofs & Essays — nothing.
- (3) Stationery & booklets — Postage cost is high on these and sales are usually low. We can usually break even on U.S. circuits at 3rd class mail insured but can't afford to circulate 1st class mail registered to Canada.

- (4) Covers — Demands is strong but postage costs again are too high for normal circulation of lower priced covers in circuit books. We are experimenting with a new way of circulating covers but for the present will continue to accept circuit books of covers if the total value per book is over \$40.

We now have 17 circuits out to over 100 members, so if you haven't received one yet its either on the way or your interests fall in the about scare categories. Circuit request cards received after the middle of January will have to wait several months until enough circuits are returned and new books submitted to allow preparation of new circuits.

## Perfin Study Group

R. J. WOOLLEY, Secretary, 1520 Bathurst St., Toronto, Ontario

After a lapse of about three years the writer of this column has decided that a revival was due. One of the reasons the column was dropped was a scarcity of news on which to base articles although from time to time there has been an item submitted worth publishing and these have accumulated so that it may be possible to keep going now for several issues. To those who have been kind enough to draw my attention to newsworthy items I offer my apologies for the delay and hope that the delay has not discouraged them. My particular regrets to such stalwarts as H. G. Walburn, Ed. Richardson, C. R. McNeil and E. L. Piggott.

I also offer my apologies to former readers of this column, if any, and to those who collect Canadian stamps with perforated initials and have been deprived of a source of information.

The second edition of the Perfin handbook, published in time for the 1961 Convention has been completely sold out since last fall, the 500 printing lasting for five years. This now makes a total of 1000 Perfin handbooks in circulation so that there must be a definite interest in their collection. A reprint of the handbook is under

consideration with an addenda to include the new additions which have been reported and some new information on identifications discovered since the last printing. Present planning should have this third edition off the press in time for Calgary in September.

Your columnist had the pleasure last October of attending the annual convention of the CPS of GB and I must say that it was a real pleasure. The companionship was of the best and hospitality to the strangers within the gates was wonderful. BNAPS was well represented. In addition to the writer, Doc. Ian Taylor of Wheeling, Illinois and Al. Peatman of Renforth N.B. attended. The display of Perfin designs which I had entered was awarded second place in the Research and Study group and many interesting comments received from their members. A few Perfin collectors mentioned difficulty in finding sources of supply, a condition which is common to both sides of the Atlantic.

In the April 1956 issue of Topics we illustrated what we considered to be an incomplete strike of C12—International

*(Continued on page 65)*

# CANADA 1859

## THE FIVE CENTS MAJOR RE-ENTRY

by G. Whitworth (BNAPS 1684) Westfield, Greenland, Halifax, England

A short while ago Mr. C. G. Kemp described a strip of three stamps, the upper ones being from positions 8 and 18, the lower one showing all the doublings of the major re-entry, R.1 (diagram 1) Unfortunately, this lower stamp was only attached to the upper pair by means of a stamp hinge, and although it appeared as an original strip of three it is desirable to prove this to be so in order to record that the major re-entry came from position 28. Members are invited to study the following notes and, if they have relevant material to contact the author.

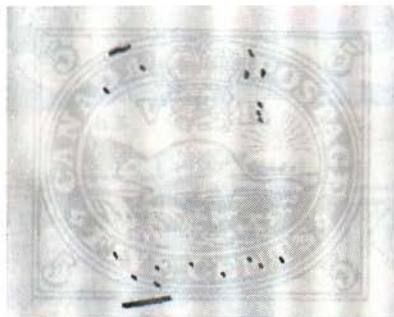
The stamps of diagram 1 are undated but position 8 does not carry Plate Flaw 42. This flaw is first recorded on a stamp dated May 4, 1867 and last seen dated October 9, 1867. Stamps dated December 1867 and January 1868 do not carry the flaw. Position

18 carries P. F. 24a where the only recorded date is September 16, 1867. The major re-entry, B2, has been recorded with dates from November 19 1867 to March 31, 1868.

Diagram 2 represents a vertical strip of three stamps dated October 31, 1866. The two upper stamps, A and B, are normal but the lower stamp, C, is a deep impression of re-entry No. 25.

Diagram 3 represents a block of 7 undated stamps. B1 is the major re-entry, C1 is re-entry No. 25A, the others are normal stamps. R25a is a repaired impression of R25, most of the features remaining visible but the frame lines have been doubled by the repair. The earliest recorded date for R25a is October 23 1867 and it remained on the plate until the end in March 1868.

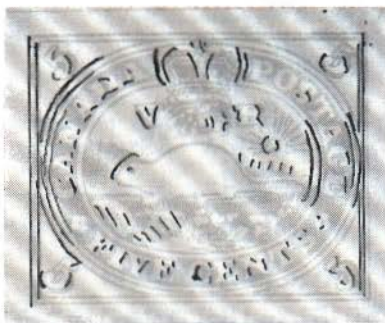
Diagram 4 represents a strip of four



Re-entry No. 25



Re-entry No. 25a



Re-entry No. 1



8.

18.

P.F. 24a

B2.

R.1.

Diag. 1



A

B.

C

R.25.

Diag. 2.



6

P.F. 89b  
98a  
125

16

P.F. 31a

Diag. 5.



16

17

18

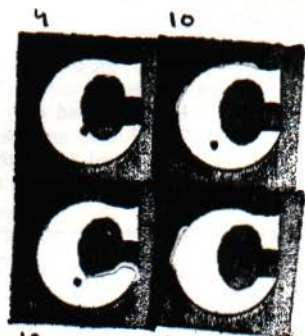
19

P.F. 31a

P.F. 51

P.F. 24a

Diag. 4.



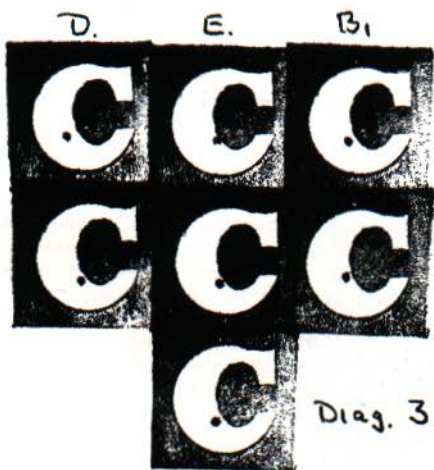
4

10

19

20

Diag. 6.



D.

E.

B1

R.1.

C.1.

R.25a.

Diag. 3.



29

30

R.39b

T.A.C.G.S  
R.26



40.

Diag. 7.

stamps, positions 16 to 19, on a cover dated September 16, 1867. Position 16 carries P.F. 31a, Position 17 P.F. 51, Position 18 P.F. 24a, Position 19 is a normal stamp. Many of the author's earlier doubts about R.1. being from position 28 were caused by P.F. 31a and, in order to avoid future confusion, P.F. 31a is definitely from position 16. Some other position, at this same period in time, carried a very similar flaw but the stamp can be identified because, as well as this similar flaw, there is also P.F. 57 and the remains of the doubling of Re-entry No. 7.

The stamp below R7 is R52. If this pair had been from positions 16 and 26 then stamp D on diagram 3 should have shown some traces of R52, which it does not.

The second stamp of diagram 4 carries P.F. 31a but on another cover dated Oct. 21, 1867 a stamp from position 16 does not show the flaw. P.F. 51 on position 17 remained on the plate until the end and any vertical strip showing position 27 should be identifiable with stamp E of diagram 3. P.F. 24a on stamp 18 has only been seen dated on this cover. It is necessary to know if later dates exist in order to prove that it was still on the plate at the time the major re-entry was visible.

Diagram 5 illustrates a vertical pair Positions 6 and 16 on a cover dated August

1, 1867. Position 6 carries P.F.s 89b, 98a and traces of 125. Position 16 carries P.F. 31a.

Diagram 6 illustrates an undated block of four from positions 9, 10, 19 and 20. Position 19 appears to coincide to the stamp from diagram 4. Position 10 carries re-entry No. 43d and position 20 carries the end of the re-entered imprint.

Diagram 7 illustrates the 'C' dot of position 29 as it was in 1866. On October 7, 1867 Position 30 carried re-entry No. 39b and the full re-entered imprint.

It will be seen that one or two linking strips would prove conclusively that the lower stamp, B2, of diagram 1 is correctly described as from position 28.

In diagram 2 stamp B had become the major re-entry by late 1867, but when did stamp A develop P.F. 24a? and, was this flaw in evidence later than September 16 1867?

The author would be very grateful for any information concerning pairs on strips containing the major re-entry. It is stated to exist in proof form and news of such a copy would help the records of proof material. It is hoped that these notes will be of interest to members and that some conclusion concerning the plate position of this most prominent re-entry can be given in a future issue.



#### PERFIN STUDY GROUP

(Continued from page 62)

Harvester Company, which was interesting in that the entire letter "C" was missing, leaving an IH monogram similar to that currently in use by this company and which

can be seen on trucks manufactured by them. We have recently acquired the stamp illustrated here confirming our earlier deduction that the IH monogram was our C12 with the enclosing "C" entirely missing. An interesting find.

**RESERVE NOW — SEPTEMBER 15-18**  
**BNAPEX '66**  
**THE CALGARY INN, ALBERTA**

# Rounding Up Squared Circles

Editor: DR. A. WHITEHEAD, 52 HAVELOCK ST., AMHERST, NOVA SCOTIA

## HAIL AND FAREWELL

by Dr. Alfred Whitehead

My many squared circle friends have probably noticed that I have become somewhat lax in my contributions during the last year or so. There are several reasons for this, but my age is chiefly responsible. It would be quite impossible for me to measure the enjoyment I have had in preparing my monthly page in TOPICS: "Rounding Up Squared Circles". I have done this regularly since January, 1957, helped by innumerable collectors (BNAPSters and many others) from Sweden to New Zealand. Many of these have become some of my most valued friends; I trust they will remain so and continue to delight me with their welcome letters. At the 1965 Halifax Convention of the R.C.P.S. my old friend, Dr. Henry Hicks, introduced me (I was one of the speakers at the Symposium there) as 'the discoverer, classifier and populariser of squared circles'. This description is only partly true, for the large group of squared circle collectors have done an immense part in the furtherance of this very popular branch of Canadian philately.

For the good of the cult, then, I have looked around for one to succeed me on the editorial staff of TOPICS. I felt it should be someone who has youth, energy, training and wide philatelic information. Actually, there are many such among the

membership of our society; but after much consideration I finally decided to ask Dr. William Moffatt to succeed me. He has all the above merits and many more. I will remind my readers of his splendid article on 'The Two Formosa Hammers' in TOPICS, October, 1965. If proof of his ability were needed, here is evidence aplenty! He has my hearty welcome and my best wishes as the new editor of the squared circle page. I'm sure the President, and also the editor of TOPICS will give him the cordial assistance I have for so long enjoyed.

I wish here to thank with all my heart a valued friend of many years for carrying on during recent months when I was unable to do so — Clarence Kemp. I'm glad to say that Clarence agrees with me that Dr. Moffatt will prove an ideal editor of the squared circle page, and joins with me in welcoming him.

Lastly, I trust that my many other friends will continue to tell me about their collecting, their chief interests, their discoveries. And when they have found unusual things in my still favorite groups: HALIFAX, BELLEVILLE and WINNIPEG (there are so many other towns which keenly attract me) I trust they will let me know about them. They will find that I'm still keen! They must be prepared to find that I still intend to write on HALIFAX and the others from time to time in "Rounding Up Squared Circles".

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## THE 1896 HALIFAX SUMMER CARNIVAL COVERS

by R. M. Doull

Since the appearance of my first notes on this cover in the January issue of Topics, I have had a most gratifying response from many members — this is one of the nice things about BNAPS.

As a result of some research, and with the help of other collectors, a number of new and interesting facts have now come to light.

I was in error in stating that the water

sport events staged during the Carnival were held on the North West Arm and not in Halifax Harbour itself. It seems that the harbour was used for this purpose then, and in fact until sometime around 1900 when all sporting events were transferred to the Arm.

It is now known that there were at least three different types of cachetted covers used to mark this event. These three types



are shown in the accompanying photographs.

The best known is the Harbour scene, type I, printed in blue. The illustration shows this cover bearing the name of the sender, Wm. Muir Son & Co., printed with a rubber stamp, and is dated 2/MY 8/96, with the Halifax squared circle cancel.



Type II, addressed to J. D. Cox, who was the Postmaster at Stewiacke N.S. for many years, shows part of the old fortifications at the Citadel and one of the old ocean vessels, sail and steam, that were common in Halifax harbour at that time. This cover is also printed in blue and is cancelled, June 22/96, at the Gottigen St. sub Post Office.



Type three is printed in black and shows various scenes of interest in and around Halifax, the Martello Tower, the North West Arm, the Harbour, and horse racing. It is cancelled with a Halifax squared circle hammer and is dated 3/JU 18/96.

These three covers are in the collection of Mr. E. L. Piggott of Kentville, N.S., who very kindly loaned them to me for the purpose of this record. Incidentally these are the only examples of type II and III

that have been reported so far, and it is hoped that anyone having similar covers will let me know.



Up to the present time I have recorded 43 covers in thirteen different collections. The earliest date is April 25/96 and the latest is November 9, 1900, with two in the year 1897. As would be expected 36 of these bearing various dates in June and July. Curiously there is only one reported with one of the four Carnival dates. Obviously there were not many "cover conscious" collectors in those far off days!

Seven new names of firms using this cover in business have been added to the list which now includes eleven as follows:

- Wm. Muir Son & Co.
- A. M. Boutilier & Co., Grocers
- A. J. Grant, Hardware
- A. W. MacKinley, Publishers
- The Queen Hotel
- W. B. Arthur & Co.
- T. A. S. DeWolf & Sons
- Pickford & Black
- Canadian Atlantic & Plant S.S. Co.
- Crown Insurance Co.
- A. M. Bell & Co.

It seems strange that so far no covers have turned up from the Morris St. Sub Post Office in Halifax, or from any of the neighbouring towns in N.S. It is equally strange that this cover is not more widely known since the fact that many businesses used it during the period would indicate that many thousands must have gone through the mails.

I would be very grateful for help from anyone having any of these covers or knowledge of the historical background of the Carnival itself.

## WANTED

BNAPSer in the Toronto area who will volunteer to take over the duties of the circulation editor and will work closely with the Editor.

# FANCY CANCELLATIONS

Day & Smythies

Supplementary Plate M — Chapter VI

Letters and Initials

Serial No.	Description	P.O. of Origin	Date	Remarks
326A	Town & date in large double lined oval, outer line serrated	Fitch Bay, Ontario	82	Purple—A number of small P.O.'s used this type
351J	P.O. with segmented cork insert	Port Hood	?	
351K	P.O. with segmented cork insert	St. John Suburb	?	
388A	A.M. mogram in circle	Cow Bay, N.S.	71	Anthony Martel, P.M.
348C	Lot 46—Kings in block letters	Red Point P.E.	97	
398A	Large, irregular B with hump on upright	Banks, Ont.		
398B	Large plain B	Barrie, Ont.	80	
437A	C in thick oval	?	?	Purple
482A	Small intaglio F in circle with serifs	?	?	Maybe signet
507A	Intaglio H in grid of horizontal bars	Hastings, Ontario	90	
514B	Plain H with curved right upright	St. Helene de Chester, Que.	81	
545A	Boxed K in rectangle	?	?	
554A	Intaglio K in circle	Kingston	77	
565A	Intaglio script L in partially serrated oval	?	?	
611A	Boxed N in rectangle	?	?	
656A	Small p in nine barred grid	?	?	
683C	Intaglio reversed R in small square in circular surround	Rosemont, Ontario	75	Replaces incomplete strike in Sup. Plate G.
696A	Intaglio S in circle	?	?	
726A	SU with bars in circle	?	?	Reverse of 726
720A	T in irregular circle	?	?	

PLATE M



326A



351J



351K



388A

LOT+46  
KINGS

348C



398A



398B



437A



482A



507A



514B



554A



545A



565A



611A



656A



683C



696A



726A



720A

## INTRODUCTION TO PRECANCELS I

The Official Catalog of Canada Precancels, Seventh Edition divides its listing of precancels into two groups:

Bar Types  
City Types

Let us first consider the Bar Types. These are identified by letters A to X and to the Editor Mr. Walburn lists some 21 different. The study of these falls into two separate periods.

1889-1904

Types A to U were probably applied by hand by Local Postmasters not unlike the Roller precancels reported in recent PDQ columns.

The following bar types have been identified as being used at these cities:

- I—Beamsville by H. G. Walburn
- J—London by G. E. L. Manley
- T—Toronto by H. G. Walburn
- U—Montreal by H. G. Walburn

These Bar Types (A-U) were applied mainly to the Small Queens but Type I and U were in use from 1895 until about 1903 or 1904 when the city types were introduced by the Post Office Department and may be found applied on stamps in use during that period.

The different types may be identified by the number of bars, width of the bars, number of diagonal lines; or arrangement of wavy lines between two bars. They are characterized by numerous printing positions and overstrikes.

Heffie (Bnaps R. B. Hetherington) suggested as long ago as July, 1949 in MAPLE LEAVES that the study of the early line type precancels could be divided into three groups:

### GROUP 1—(Walburn's Types A, B and C)

Precancel description

2 to 6 thick bars about 2mm wide.

Used on these stamps:

½c SQ, 1c SQ, 2c SQ, 5c SQ, 6c SQ and 10c SQ  
8c and 20c stamps of 1892

### GROUP 2—(Walburn's Types D through J)

Precancel description: 6 to 8 thin bars

Used on these stamps ½c, 1c, 2c, 3c, 5c, 6c, 10c SQ 8c and 20c 1892 Issue  
2c Xmas Stamp 1898.

### GROUP 3—(Walburn's Type K-N)

Precancel description: two to eight diagonal dashes Used on these stamps 1c and 3c SQ.

The next four bar types consisted of two straight bars with a wavy line between. Walburn's R and S "were cancelled by a self-inking hand roller, ten stamps wide. They are found both horizontal and vertical and there are many minor variations of these".

Walburn's Types T and U "were cancelled by Electro-type a sheet at a time (Hetherington) or as Walburn believes a self-inking hand roller as above and there in the latter days of use an electroplate was used. Hetherington now is investigating the printing methods employed prior to the city types.

Type R — Precancel description: "A short sharp wave." Used on these stamps: 15c Large Queen. ½c, 1c, 2c, 3c, 5c, 6c, 10c SQ 8c and 20c 1892 Issue.

Type S — Precancel description — a long shallow wave. Used on these stamps: 15c Large Queen ½c, 1c, 2c, 3c, 5c, 6c, 10c SQ 8c and 20c 1892 Issue.

Type T — Precancel Description — A large deep wave. Used on these stamps: 15c Large Queen ½c, 1c, 2c, 3c, 5c, 6c, 10c SQ 8c, 20c and 50c, 1892 Issue. Jubilees, Maple Leaves, Numerals, 1898 Xmas and Edwards.

Type U — Precancel description — A bold heavy square-shouldered wave.

½c, 1c, 2c, 3c, 5c, 6c, 10c SQ 20c, 50c 1892 Issue. Jubilees, Maple Leaves, Numerals, 1898 Xmas and Edwards.

Mr. Walburn lists about 175 primary and 300 secondary varieties of precancels in the Early Bar Types.

1922 to the present

A standard style of precancellation was introduced in 1922 consisting of three pairs of bars. At first they were used only at cities requiring quantities of stamps too small to warrant an electroplate. Now the bar type is the only form of precancellation in use.

Three different types were used from 1922 to date. Walburn identifies them as Styles V, W and X.

Type V has thick bars and was used by The Canadian Bank Note Co.

Type W has thin bars and was used by the British American Bank Note Co.

Type X has thin bars closely spaced. It is being used by the Canadian Bank Note Co.

The Seventh Edition lists 82 primary and 24 secondary varieties.

### DEFINITIONS

A word or two about **primary** and **secondary**. The terms are my idea and I am sure some of you will agree or perhaps violently disagree with the idea. Let me know.

**PRIMARY** — A major variety as listed by Scott's with a distinguishing type of pre-cancellation.

E.G. V-107 2c green Admiral — Primary  
V-108 2c green thin paper—Secondary

**SECONDARY** — Any precancellation printing variety, such as invert; double etc. Also any variety not recognized by Scott's as a major variety. (See V-108 above).

E.G. V-162 2c brown 1930-32 Die I  
Secondary; Die II Primary.

V-126b do. double, Secondary  
bx triple, Secondary.

The Early Bar Types 1889-1904 require a very careful study as in my opinion too many primary varieties are listed:

E.G. T7 2c green SQ Primary  
T17 2c blue green SQ, Primary  
T21 10c brown red SQ Primary  
T22 10c dull rose SQ, Primary  
T23 10 pink SQ, Primary

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### NOTE ADDRESS CHANGE OF SECRETARY

### EARLY POST OFFICES OF THE GALT DISTRICT

*(Continued from page 61)*

In 1885 appeared Valens post office in Beverley, at the corner of what were later to become Highways 97 and 52. Valens settlement was first settled about 1834, and originally included the land south and north of Highway 97 1½ miles east and the same distance west of Highway 52, as far as could be settled to the great Beverley Swamp. John Valens was the original pioneer, on the east side of the corner. He built the first sawmill there.

Christie opened in 1886 in Beverley, where the road from Dundas (Highway 8) enters the township at its eastern boundary. It closed at the turn of the century.

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Therefore, by authority of the Chairman of the Board of Governors, and the President, the undersigned has been authorized to solicit donations for same. We have had some donations to date, thus assuring our having a lounge at the Shoreham Hotel, in Washington, D.C., the site of SIPEX.

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To those who attended either, or both of the above mentioned shows it is not necessary to point out the convenience of a lounge by YOUR SOCIETY; but to those who did not, and expect to attend this one; believe us it is well worth the cost. WILL YOU HELP?

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