

BNA Topics

Official Journal

Of The

British North America

Philatelic Society

Volume 20 Number 2 Whole Number 209 February 1963

The Second section of the world-famous

"BURRUS"



collection includes

ANTIGUA

APRIL 3

BRAZIL

APRIL 4

CANADA

APRIL 2

CEYLON

APRIL 3

DOMINICA

APRIL 3

GAMBIA

APRIL 3

GRIQUALAND

APRIL 3

LABUAN

APRIL 3

NEWFOUNDLAND

APRIL 2

PRINCE EDWARD ISLAND

APRIL 2

ST. CHRISTOPHER

APRIL 3

ST. LUCIA

APRIL 3

ST. VINCENT

APRIL 3

The Portuguese Guinea and a few Central American covers
from the "Burrus" collection will be included in the
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Robson Lowe Ltd., 50 Pall Mall, London, S.W. 1 England

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 20 / NUMBER 2 / WHOLE NUMBER 209 / FEBRUARY 1963

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Official Section



Monthly Report from the Secretary . . .

JACK LEVINE, 209 PINE TREE ROAD, OXFORD, NORTH CAROLINA

NEW MEMBERS

- 1954 Brandeberry, Robert B., 58 West Salisbury Drive, Wilmington 3, Delaware
1955 Haywood, Barry Kenneth, 66 Hillholme Road, Toronto 7, Ontario
1956 Messer, Charles L., Roque Bluffs — RD 1, Machias, Maine
1957 Robinson, John Arthur, P.O. Box 1187, Stuart, Florida

APPLICATIONS PENDING

- Alton, T. R., 91 Cosburn Avenue, Apt. 401, Toronto 6, Ontario
Hatcher, James B., Scott Publications, Inc., 461 Eighth Avenue, New York 1 N.Y.
Mueller, Mrs. B., Box 35, Vananda, British Columbia
Shantz, Stanley, 763 Green Lane London Ontario
Simmonds, William E., 2646 Penobscot Bldg., Detroit 26, Michigan
Slater, N. H., 2535 Lake Shore Blvd. West, Toronto 14, Ontario
Vinsel, Thomas, 931-441 Eller Avenue, Akron 6, Ohio

APPLICATIONS FOR MEMBERSHIP

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

- Fraser, Donald D., 7826 Laburnum St., Vancouver 14, B.C. (C) CAN—Mint postage. Proposed by E. C. Black, No. 1639. Seconded by H. M. Dilworth, No. 692.
Glover, Robert W., 108 Roosevelt Ave., Newport 4, Dela. (C-CX) CAN, NFD—19th & 20th century mint & used postage. Coils, O.H.M.S.-G. Federal, Provincial & Tax-Paid revenue. Mint & used airmails. Literature. Proposed by J. Levine, No. 1.
Korbel, George W., 7651 W. Adams St., Forest Park, Ill. (DC-CX) CAN, NFD—Mint & used postage and used blocks. 1st Day covers. Used airmails. Proposed by E. A. Richardson, No. 168.
Palmer, Ralph A., 509 Cheever Ave., Geneva, Ill. (DC-CX) CAN, NFD—Mint & used postage. Coils O.H.M.S.-G. Mint & used booklet panes. Federal revenues. Mint, used & semi-official airmails. Proposed by R. J. Woolley, No. 359.

CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 1308 Berkelheimer, Irwin, 3431 Flamingo Avenue, Charlotte, N.C.
1869 Devlin, M., Ste. 18, 1030-12th Avenue S.W., Calgary, Alberta
1032 Hawley, Cyril H., East Hartland, Conn. (incorrect in Yearbook listing)
234 Hiscock, E. H., 15 Cornwall Heights, St. John's, Nfld.
839 Statkus, John A., RD #2—Ensign Road, Burton, Ohio
1210 Webb, Jim F., 22 Mackay Drive, Thornhill, Ontario

RESIGNATION RECEIVED

- 1532 Carmichael, John A., 104-210 West 13th Street, North Vancouver, B.C.

RESIGNATIONS ACCEPTED

- Bastian, Lois M.; Hodgson, Ashton Rowell; Robertson, Donald G.; Bird, Mrs. W. J.; LeBaron, Leslie B.; Rock, Patricia M.C.; Goldsborough, Joseph R.; Pilling, Henry N.

DECEASED

- 432 Gabbitas, A., 56 Blair Athol, Banner Cross, Sheffield 11, England

DROPPED FROM ROLLS

- | | |
|------------------------------|--------------------------|
| 1821 Anning, Edmond James | 1221 Johnson, B. Connor |
| 1794 Archambeault, L. H. | 308 Johnson, G. E. |
| 1644 Armstrong, Robert J. P. | 218 Johnson, George S. |
| 1754 Baker, Edward M. | 1372 Moyle, Dr. H. B. |
| 979 Barclay, David | 1809 McMillan, John |
| 953 Blauvelt, Everett A. | 830 Nadon, E. |
| 1569 Blumenaer, C. R. | 69 Nelson, H. I. |
| 35 Bond, P. V. | 724 Newberry, Roger |
| 1340 Boudignon, Robt. F. | 1171 Olivier, Dr. J. |
| 1853 Burgess, Robert L. | 925 Park, M. |
| 1253 Chapman, C. E., III | 1761 Pharo, G. F. |
| 592 Cooke, J. R. | 1814 Rosenthal, Louis |
| 706 Crook, Leigh G. | 251 Rowe, H. H. |
| 1343 DeFrantz, Walter | 1815 Schmitt, Eugene H. |
| 1526 Dorian, Miss Anne | 466 Sparrow, W. H. |
| 1002 Edington, A. | 1576 Shea, James L. |
| 594 Fromm, Frank | 1682 Webb, Clarence V. |
| 582 Hofbauer, Frank L. | 538 Wellburn, Gerald E. |
| 72 Jamieson, Ray A. | 1683 White, Elizabeth B. |

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, December 1, 1962	1054	
NEW MEMBERS, January 1, 1963	4	
		1058
RESIGNATIONS, January 1, 1963	8	
DROPPED FROM ROLLS, January 1, 1963	38	
DECEASED, January 1, 1963	1	47
		1011
TOTAL MEMBERSHIP, January 1, 1963		

THE Editor's MAILBAG

Dear Mr. Editor:

The Philatelic Group of Boston (now in its 32nd year) held its annual Canadian Night on Wednesday Nov. 28, 1962 at The Boston University Faculty Club in Boston.

This event has proven very popular and this night was no exception.

Bill Russell started the program which covered the Convention at the Alpine Inn, describing the Inn in all its splendor. Took all those in attendance through the many room for buying or swapping. Excelled in his descriptive tales of encounters with other members etc.

Al Thomas, gave a very interesting talk about the Admirals, and showed some fine material including the coils and booklet panes.

The ever reliable Clarence Westhaver as usual delighted those in attendance with colored slides of the Inn, its surroundings, with all the fall foliage, the bar, the bourse, and the Prize Exhibits.

If at any time you have any additional space you are welcome to whatever you want to print.

Yours truly,

Alfred R. Thomas

B.N.A.P.S. #1441

Dear Mr. Editor:

The International Bridge which Sir Casimir Gzowski helped to build spans the Niagara river between Buffalo and Fort Erie and not at Niagara Falls, as stated in the report on the Gzowski stamp in the Dec. issue of BNA TOPICS. The International Bridge was built in 1871-73. The first train rumbled across the bridge just before midnight on Nov. 2, 1873. It cost \$1,500,000 to build. The steel was replaced in 1901 and the bridge widened in 1916, but the stone piers which Gzowski constructed 90 years ago are still in place.

The railway bridge at Niagara Falls was first built by John A. Roebling. Completed in 1855, it was opened for regular service in May of that year. It replaced an earlier suspension bridge built in 1848. A picture of Roebling's bridge can be seen on the U.S. 1948 3c stamp commemorating a century of friendship between the United States and Canada. In 1896-97 this suspension bridge was replaced by a steel arch. Instead of the original single track, provision was made in the new structure for two tracks above with a vehicular roadway beneath them, flanked by a sidewalk on each side. It was modernized in 1919.

Merry Christmas and Happy New Year!

Sincerely,

Edward J. McGrath

BNAPS #857

Dear Mr. Editor:

Ed Richardson has suggested that I get in touch with you regarding a project in which I have been involved for a few years, the organizing of information on Canadian Machine Cancellation.

In my early days of collecting the cancels, I would find no date or system of organizing form, so started off by creating my own system. This gradually grew, with my collection until others became interested, and came to a head and I created a small handbook entitled "An Introduction to Canadian Machine Cancellations", and with a great deal of assistance, sold 75 copies. This handbook consisted of 3 parts, a good instruction to the subject, a series of plates illustrating most of the known varieties and an Index, listing 839 different cancels from 376 towns, with dates of use.

This was issued in Oct. 1960, but rapidly became out of date as many towns changed their dies promptly. Since then I have been accumulating new dates in the hopes of

revising this handbook. But, although I have been pressed by quite a few people for a revision pressure of work has prevented me from proceeding. Even now I could afford little time to the project.

It has been suggested that the BNAPS might be interesting in co-operating in this endeavour by publishing a series of monthly studies, on the lives of previous cancel studies, articles could be assembled into the form of a handbook when complete.

This would interest me more than attempting a one shot deal, so I thought I would drop you this line to get the ball rolling, or at least see if you think it is worth while. I have sent a complimentary copy of my handbook to the Librarian if you wish to see it.

I shall look forward to hearing from you at your convenience.

Yours sincerely

Ken Barlow

Dear Sir:

During the last year or so, there have been offered for sale at fancy prices Die Proofs of the Prince Edward Island 6d

stamp in a variety of colours, and to my knowledge at least one specialist collector (not myself) has been taken in. The colours which I have seen are orange-yellow, black-brown, dark carmine, dark rusty brown, dim blue-green, blue and plum, and I believe that other colours exist.

The effects of Whiting, the original printer of these stamps, were sold in 1892, and certain dies and plates were bought privately and were later presented to the Royal Philatelic Society, London. The dies were defaced with two narrow parallel cuts. Four dies were missing, one of which was the 6d, and it would appear to have been in private hands, and that at some time prior to 1941 reprints in colours were made from the die, and it is these privately-prepared reprints which are now being offered for sale. They are not forgeries since they have come from the original die, but they are not printer's proofs, but simply pulls made privately, and they are of little commercial value.

Your sincerely,

Leslie G. Tomlinson

FRPSL No. 574

OFFICIAL NOTICE

Beginning on January 1, 1963 Copy Deadlines are as follows:

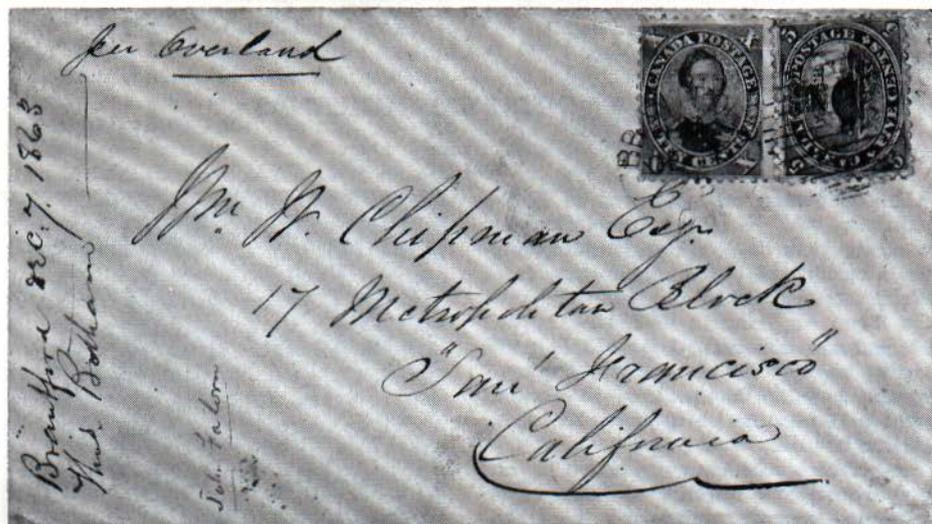
Display advertising copy must be received by the advertising manager six weeks prior to the month of publication. Features, articles and classified advertisements must be received by the Editor six weeks prior to the month of publication.

BNAPS REGIONAL GROUPS

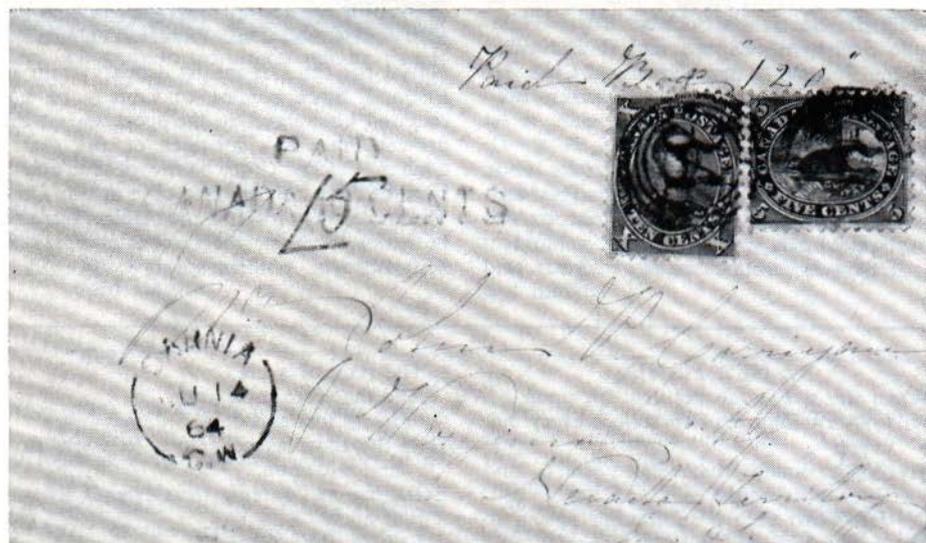
Philadelphia—Meets the first Thursday of each month at 7934 Pickering Street, Philadelphia, Pa. *Niagara*—Meets the second Wednesday of each month at 651 Kenmore Ave., Kenmore 23, New York. *Vancouver*—Meets the fourth Monday of each month at Kerrisdale Community Centre, 5851 West Boulevard, Vancouver, B.C. *Winnipeg*—Meets on a Monday in each month to be decided upon at previous meeting. Harold Wilding 135 Traill Ave., Winnipeg 12, Man. *Edmonton*—Meets twice a year in May and October in a public place, time and date to be announced. Out of town visitors to communicate with Secretary, S. Weber—10615-130th Street. *Twin City*—Meets at members' homes on second Thursday of each month. J. C. Cornelius, 2309 Irving Ave. S., Minneapolis, Minn. *Calgary*—Meets second and fourth Tuesday at 8 p.m., in "The Board Room," Anglo American Building, 330-9th Ave. S.W., Mrs. Russel H. Lane, Secretary, R.R. No. 3, Anderson Road, Calgary, Alberta. *Pacific*—Meets twice a year at the call of the Secretary, Brian F. Milne, 14500 San Jose Street, San Fernando, California.

The President's Page

C. M. JEPHCOTT, 323 ROSEMARY RD., TORONTO, ONTARIO



Cover showing the 15c rate for a single letter from Canada to California. From Brantford C. W. December 7, 1863.



Cover showing the 15c rate for a single letter to the United States over 3000 miles. Sarnia C. W. August 14, 1864 to Virginia City, Nevada Territory.

Sketches of BNAPSers

by V. G. GREENE, 77 VICTORIA ST., TORONTO, ONTARIO

No. 96 HEDLEY J. HOLLANDS

A young man of great promise in the philatelic field is Hedley John Hollands who was born in Northamptonshire, England, on May 8, 1928. Graduating from Wellingborough School in 1944, he joined the Royal Air Force in 1945 when he was 17, and was demobilized in 1948. In 1957 Hedley came to Canada and was employed by the Bank of Nova Scotia in Toronto until 1961 when he joined the staff of J. N. Sissons Limited.

A collector of stamps as long as he can remember, Hedley began to specialize in the stamps of Canada and joined the C.P.S. of Great Britain and was the honorary secretary of that organization until he moved to Canada. In appreciation of the fine work for the Society he was elected a Fellow in 1962. He is a member of the Philatelic Specialists Society; Royal Philatelic Society of Canada and is a director of the Toronto Stamp Collectors' Club. He has a fine collection of Canadian railway R.P.O.'s (19th century only), and is at present collaborating with Mr. T. P. G. Shaw in a revision of the latter's book "Catalogue of Canadian Railroad Cancellations" which should be available to students in March.

Hedley is an outstanding cricketer and



played for the Devonshire County team in England. Since coming to Canada he has renewed his interest in the sport and at the present time is a member of the Grace Church Cricket Club. Many of our members met him for the first time at our Conventions in Elmira and the Alpine Inn and he hopes to renew their acquaintance next September in Williamsburg.

A NEW MANIA

When was a folly so pestilent hit upon,
As folks running mad to collect every spit
upon
Post-office stamp that's been soil'd and
been writ upon?
Oh for Swift! such a subject his spleen to
emit upon,
'Tis said that some fool in mustachios has
split upon

The rock of a bet,
And therefore must get,
to avoid loss and debt,
Half the town as collectors, to waste time
and wit upon,
Bothering and forcing their friends to sub-
mit, upon
Pain of displeasure,
To fill a peck measure
With the coveted treasure (over)

FANCY CANCELLATIONS

by DAY & SMYTHIES

The recent publication of a handbook of Canadian Fancy Cancellations seems to have stirred up unusual interest in this fascinating branch of Canadian philately. Already the authors have received many letters concerning new material hitherto unlisted. An attempt will be made from time to time to describe and illustrate new items in "Topics"; also to correct many mistakes which have occurred in the handbook; additional data on listed material also will be provided.

Undoubtedly a few spurious or fake cancellations have been listed although the authors have been assiduous in their attempt to eliminate questionable material. Only when the year date and post office of origin are listed are they reasonably sure that the cancellations are genuine. This data signifies that the respective items have been seen on cover and are considered to be authentic. Some comments on fakes will be forthcoming in a future column.

New material is solicited, especially covers, which will be returned promptly to the owners after examination, or, if this is not feasible, tracings of the cancellations and accompanying data will be welcomed. This does not apply to the almost infinite variety of cut corks and geometrics. While these are interesting it is beyond the scope of this work to attempt their classification.

Additional information about identification of various cancellations already has been received since publication of the handbook. Also some errors need correction.

No. 39—Delete. This is considered a worn Halifax.

No. 40—Retain. Add Jarrett #106. The October issue of *Maple Leaves* questions the existence of the two ring 4 of Watson's Corners but a number of covers exist between 1872 and 1875.

No. 96—Delete. This is not a numeral but a Tilsonburg T, #712.

No. 302—Has been identified as Brockville, Ont., 1883.

No. 305—Also occurs in black inside of fine circle of 25 mm. diameter.

No. 381—Has been identified as Akrona, Ont., 1880.

No. 616—Has been identified as Tyrone, Ont., 1876.

No. 628—Has been identified as Newton Robinson, Ont., No date.

No. 762—Change description to positive and negative W in negative frame in oval. Identified as West Winchester, Ont., 1855. Complete Strike.

No. 802—Remarks—A similar but larger wheel from St. Catherines, Ont., 1882.

On page 116 a serious error was made in listing British Columbia numerals:

No. 27 should read Spence's Bridge.

No. 28 should read Burrard Inlet.

No. 29 should read unidentified.

A plate of new cancellations from material recently received is listed in this issue with special thanks to Ray Peters and Stuart Johnstone for their assistance by supplying many new items from their collections. Further plates will be added as material accumulates. The next plates of new designs will consist of names, letters and initials.

Of as many old stamps as perforce can be lit upon,

To paper a room, or stuff cushions to sit upon.

Do, dearest punch, let fly a sharpe skit upon
The crest of the order of Knights of the Spit Upon.

From *Punch*, 1842, p. 76.

(Note.—We are indebted to Chas. W.

Richmond for a copy of this "poem" that appeared originally in *Punch*, London in 1842. In the light of to-day the lines are curious and amusing, and the collector can well afford to smile at their whimsicalities. Moreover, the effusion establishes the important fact that so early as the beginning of 1842 "stamp collectors" were in evidence in goodly numbers.)

Serial No.	Description	P.O. of Origin	Date	Remarks
46a	Small metallic 3 in 4-pointed star in circle	?	?	
54a	Small 5 in vertical half of six ring target	?	?	
89a	1879 in circle	Barnston, Que.	1879	Indistinct
53a	5 petal flower with fine veins	?	?	
69a	Intaglio shrub in circle	Possibly Nanaimo	?	Late small queen
185a	Intaglio double cross	Stratford, Ont.	1877	
181a	Cross with four knobs	?	?	
220a	Small crown	Seaforth, Ont.	1878	Outline strikes. Details indefinite.
220b	Small, primitive crown. Three vertical vents	?	?	
221a	Small, outlined crown. Two bands at base	?	?	
222a	Small crown, one band at base. One vertical vent	Picton, Ont.	1886	
228a	Intaglio outlined crown with intaglio 1857	Streetsville, Ont.	1863	See Jarrett #851x— Late Use
228b	Intaglio crown with 4 points	Gordon Mills, Ont.	1877	
249a	Small square and compass	Acton, Ont.	1889	
266a	Small pumpkin head, misplaced eyes	Fenelon Falls, Ont.	1885	
274a	Full Moon	Scotsburn Station, N.S.	1893	Very striking
293a	Large heart enclosed in thick oval	?	?	
295a	Intaglio heart in circle	?	?	
296a	Solid heart	?	?	Blue
446a	Fancy intaglio C surrounded by wedges	?	?	'Atomic cloud'

Supplementary Plate A.



46A



54A



89A



53A



69A



185A



181A



220A



220B



221A



222A



228A



228B



249A



266A



274A



293A



295A



296A



446A

Trail of the Caribou

By D. C. MEYERSON, 69 FENIMORE DRIVE, HARRISON, NEW YORK

While at BNAPEX '62, at the Alpine, in the Laurentians we were shown an interesting envelope by Bill Rorke, BNAPS #1511, Edmonton, Alberta. True, it was an envelope franked with three copies of the 1c Admiral, Scott #104, and it had evidently been addressed to Newfoundland from Hamilton, Ont. We say evidently because it was a window envelope and of course the address remained on the letter which was not enclosed. However marked in pencil across the face of the envelope were the words, "1c More to Pay—Window Envelopes/Not Transmissible/to Newfoundland". Something I never knew before. I wonder as to the reason for such a rule.

Mr. W. D. Van Ness, BNAPS #1062, Chestnut Hill, Mass., is in with an addition to the specialized listing that we had in the Jan. '60 issue of Topics. This one now is a mint copy of the 3c brown, Scott #147, in the comb perf 13.5 x 12.5 instead of the 13.5 x 12.7 as previously listed. This will now necessitate a slight change in the listing for this stamp, this newly discovered comb perforation shall be known as "B1" and the previously recorded line perf 13.9 x 13.7 shall be known as "B2" instead of the previous "B" as heretofore. Thanks ever so much Van, we have you more to thank than anyone else for these additions so that we may complete our knowledge on that score.

In the Oct. 12, 1962, issue of "Stamp Collecting", the firm of B. J. Hunter, Guilford, Surrey, England, offers a mint unhinged block of four of the 3c, Scott #246, imperforate between the stamp and the margin at \$56.00.

In the Oct. 18, 1962 auction sale held by the New York firm of Harmer, Rooke & Co., an o.g. pair of the 50c airmail, Scott #C10, in horizontal condition imperforate vertically was sold for \$170.00. This stamp is listed by Scott as #C10b but is not listed by Gibbons nor by Dalwick & Harmer in their most excellent book on Newfoundland airmails. We examined this pair rather carefully and as closely as we could see it is genuinely imperforate vertically and not a horizontal pair imper-

forate between that has had the vertical perforations trimmed. An item seldom seen.

Well, N. W. Scales, BNAPS, #1058, Evansville Ind., has certainly knocked the opinion concerning the watermarks on the pence issue as expressed in the Sept. '62 issue of TRAIL into a cocked hat. Narl sends along a mint lower right corner block of the 6d., Scott #20, with part of the watermark going through the two stamps at the left. Oh well, it was a good idea while it lasted — anyone else have any ideas.

It is just a matter of having patience. Back in Dec. 1940, my late brother Bill and I sat in on the auction off of the S. A. Brown collection of Newfoundland stamps by Harmer Rooke. During that sale a used 6½d. scarlet sound in all respects was offered for sale and our records indicate that it went at \$75. As time progressed and our financial position improved we started to look for a sound used 6½d. scarlet for our collection but to no avail until Bob Siegal, the New York auctioneer brought up a copy of his catalogue of the Fifth part of the Newbury collection. Imagine my pleasure when the catalog showed a nice looking 6½d. that was described as sound. I see that I forgot to mention that Bob brought his catalogue up to BNAPEX '62 in the Laurentians. At any rate as soon as we got back to New York we checked on the stamp and sure enough it was the first sound copy we had seen offered in more than 20 years. So we dug further and brought out our copy of the S. A. Brown sale and sure enough it was the same stamp. Since we had let it get away from us some 23 years ago and hadn't seen one since we felt that we shouldn't tempt fate again so we bid it in. The price, \$425—a far cry from the price it realized in 1940.

At the Nov. 20, 1962, sale held in London by H. R. Harmer, a 4d scarlet vermilion, Scott #4, used on wrapper and addressed to Tucker in Baltimore realized \$1,228.00, more than twice catalogue. It just goes to show that nice stamps bring nice prices.

Notes on THE YUKON AIRWAYS AND EXPLORATION CO. LTD.

by H. L. BANNER

PART II

Mr. G. H. Clarke, Inspector of Postal Service, Vancouver B.C., was in charge of setting up the mail service to be handled by the Yukon Airways and Exploration Co. Ltd. In this, he was assisted by Mr. F. H. Middlemiss of the Post Office Department.

A few years ago I bought a cover flown by the Company and addressed as follows:

F. W. Middlemiss

Post Office Dept.

Vancouver

c/o Postmaster, Dawson, Yukon

The cover was cancelled "Whitehorse Nov. 11, 1927" and also "Dawson Nov. 11, 1927". It had a Yukon Airways and Exploration Co. Ltd. stamp on the reverse and a 2c Canadian stamp on the front. Inside this cover was the following handwritten letter:

To Ed Wilson

Canadian Immigration

Dec. 1927

This cover is one of the original 21 letters sent into the Yukon — November 1927 — see cancellations.

This was the first air mail into the Yukon Territory — only 21 letters were sent in on that flight.

Presented by F. H. Middlemiss

Carried by Yukon Queen

The above letter should settle the question of how many covers were carried on the first flight. (Some of the Catalogues have been rather obscure about the number of letters that were carried on the November 11 flight.)

Also in my collection is a cover addressed to

G. H. Clarke, Esq.

Inspector of Postal Service

Vancouver B.C.

c/o Postmaster — Dawson — Yukon

This cover carries stamps and cancellations similar to the Middlemiss cover.

Just how many of the 21 flown covers exist today it is impossible to say. The Ian C. Morgan Catalogues 1931, 1934-1935 have

an excellent photograph of one of them. However, none were in the Matthews collection when it was sold.

On November 24, 1927, Wernecke and Keno Hill were included in the route. During the first flight on this route the plane was forced to land because of the extremely cold weather causing oil trouble. The mail had to be taken to Mayo by dog team, reaching Mayo December 4, Wernecke December 5, Keno Hill December 6 and Dawson December 8.

The American Airmail Catalogue 1950 states that 70 pieces of mail were carried between Whitehorse and Wernecke and 75 pieces between Whitehorse and Keno Hill. I have been unable to verify these figures from any other source.

Fortunately the plane sustained no serious damage when forced down November 24, 1927, but it was some weeks before it was able to take off again, only to be forced again with oil congealing due to the severe cold. The plane was taken to Mayo by dog team and in March 1928 the engine was overhauled by Captain T. G. Stephens, successor to A. Cruickshank, and on April 2, 1928 was in service again. It remained in service until May 1928 when the plane crashed and operations were suspended until a new plane was purchased. (It should be stated that pilot A. Cruickshank had left the company and joined Western Canada Airways, for whom he worked until he was killed in a crash in the North West Territories on July 5, 1932.)

This new plane was an Alexander Eagle-rock biplane with a whirlwind motor. Clyde Wann and pilot J. M. Patterson took delivery of it at Colorado Springs September 7, 1928. On their way north, they made a stopover of several days in Vancouver where the company made some money by giving flights in conjunction with the Vancouver Sun newspaper. The new plane was called the Queen of the Yukon II. It was flown north from Vancouver by Patterson

accompanied by Wann, finally arriving in Whitehorse December 11, 1928. (See Appendix A).

After the crash of the Queen of the Yukon I, May 1928, the plane was rebuilt but crashed again during a landing at Mayo April 5, 1929 on what was to have been a pioneer flight from Dawson to Aklavik, North West Territories. I have seen it in print that the pilot was Clyde Wann and that he was killed in the crash. This seems to be an error as Clyde Wann is alive today (May 1962). He lives on the Alaska Highway but refuses to answer letters addressed to him. A careful check of the newspapers around the date of the crash of the Yukon Queen I does not provide any information about the pilot being killed. This last crash ended the career of the Queen of the Yukon I as so little of it was left intact that repair proved impossible.

The Queen of the Yukon II flew successfully until November 2, 1929 when she crashed through the ice at Mayo. Pilot J. Patterson was killed in the crash. I have not been able to find any information about the company from that date.

The year 1929 seemed to temporarily end airmail flying in the Yukon. It was not resumed until United Air Transport Ltd. on July 7, 1937 began to carry mail in an unofficial capacity from Edmonton to Whitehorse. A year later, on August 4, 1938, the first direct connection from Vancouver to Whitehorse was established.

We can perhaps thank some bad weather during the flight from Whitehorse to Carcross for so many copies of The Whitehorse Star with the Yukon Airways and Exploration Co. Ltd. stamps being in existence today. During the flight, the plane began to lose altitude rather quickly and to get her up again some of the parcels were thrown overboard. Among these parcels was a bundle of the newspapers. This bundle was found by a trapper who kept them intact until a few years later when he brought them down to Vancouver and sold

them to a friend of his who kept a bookstore. The name of the bookstore was Sourdough Book Shop; the owner was Mr. P. H. W. Service (brother of the famous Yukon Poet, Robert Service). This store was at 533 West Pender street Vancouver British Columbia. I happened to drop into the store for a book and, knowing I was interested in stamps, Mr. Service took me into the back room and showed me the bundle and also told me the story about how he had got it. Needless to say, I bought six of these newspapers with well tied in stamps. How many papers were in the bundle I do not know, but at a rough guess, I would say about a hundred. I have always regretted not having counted them.

Information regarding the company is very hard to find. Thanks to Narcisse Peltier, who was fortunate enough to come into possession of a letter from Clyde G Wann (Appendix A), we do find that there must have been a reorganization of the company either late in 1928 or early in 1929, making W. A. Puckett president, J. E. Ferrell vice president, James F. Finnegan secretary treasurer, Clyde G. Wann operations manager and J. M. Patterson chief pilot. Captain T. G. Stephens left the company late in 1928 to work as a pilot for Klondike Airways.

New bases were established during 1928-1929 at Atlin, Carcross and Telegraph Creek B.C. and at Champagne Landing and Aklavik N.W.T. In Appendix B. is the list of places to which mail could be carried by the company. In this list appears the name of Engineer. After carefully checking a map of the Yukon Territory and not finding any place with that name, I went to the office of the British Columbia and Yukon Chamber of Mines and was informed that during those years there was a mine called Engineer Mine operating a few miles from the town of Atlin B.C. I assume that it is the Engineer referred to in the letter.

—To be continued—

B.N.A. COLLECTION BRINGS HIGH PRICES 438 lots total \$30,165

An attractive collection of Canada and Maritime Provinces was offered at auction by H. R. Harmer, Inc. of New York on Tuesday, December 4th on instructions

from a Westchester County, N.Y. collector.

The property had been brought together over many years and included many extremely interesting and rare covers. Collectors from Canada and many parts of the United States competed with active agents and a heavy "book" from mail-bidders. The 438 lots realized \$30,165 against the auctioneer's expectation of \$28,455.

Quality all important

Once again the auction stressed the importance of quality. An 1851 3 pence on cover brought \$160 because of large margins showing much of the imprint; another copy cut into on a cover brought \$17 despite the letter bearing a Railroad cancellation!

Covers again received keen attention and some realizations of note were:

Canada, 1855, medium wove paper 10p to Jersey (Channel Islands) — \$270. 1857 ½p bright rose on envelope circular — \$200; 1857 6p, ½p rose (3), ½p lilac rose (1) on "More to Pay" cover to Scotland — \$850; 1859, perf. 12 10c black brown — \$230; 17c + 5c to Dunedin, New Zealand — \$250; 1868-79 large Cents 6c dark brown, bisected — \$700; British Columbia, 1865 perf. 14 5c + pair 10c tied by Dietz and Nelson's Express — \$825; Nova Scotia, 1860-63 perf. 12 10c bisected — \$210; Prince Edward Island, 1862-65 3p + 6p to New Brunswick — \$115; 3p, strip of three and single — \$190; 1872 6c to Charlotte Town — \$100.

Multiple popular

A number of multiple pieces of quality brought excellent figures; most notable was considered to be a Canada 1859 10c deep brownish purple (early printing) block of four which sold for \$575 against catalogue price of \$13 a stamp. A used block of 6 of the 1859 17c blue went at \$230 and an o.g. block of 6 of the 1868-79 12½c brought \$160. An o.g. imperf. imprint block of 12 of the 15c deep brown purple made \$400, just short of catalogue. Blocks of four Jubilees sold at \$190 (\$1 lake, mint), \$105 (\$2 dark purple, used), \$220, (\$3 yellow bistre, used) \$230 (\$4 purple, used) and \$250 (\$5 olive green used).

Modern varieties show increased interest

The Canadian portion of the collection included many 20th Century errors and varieties. These attracted more attention than in the past and price levels were in many cases close to or exceeding catalogue value.



Victoria Commemorative Voted Tops In Free Press Stamp Popularity Poll

The postage stamp which Canada issued in mid-August to commemorate the centennial of Victoria, B.C., was the best produced during 1961 and 1962. This was the

By STAN SHANTZ
Free Press Stamp Editor

decision of more than 1,100 stamp-collecting Canadians, and a sprinkling of collectors in the United States and other countries.

Roughly two out of three ballots received

in the fifth London Free Press Stamp Popularity Poll made the Victoria stamp, their first choice. The other one-third was split among the remaining stamps.

The most unpopular design of the 11 stamps issued in the past two years was the new regular issue 5-cent stamp, portraying Queen Elizabeth in a sculptured effect. Only 27 persons thought it was the best.

Second choice was the stamp issued in early 1961 to mark the centennial of the birth of Pauline Johnson, noted Indian poetess.

In compiling the result of the poll one point was given for a first place choice, two for second and so on through to 11 points for the last place choice. On this basis the poll established the 11 stamps in this order of popularity.

1. Victoria Centennial	2975
2. Pauline Johnson	5567
3. Colombo Plan	5698
4. Northern Development	5839
5. Red River 150th Anniversary	6310
6. Resources for Tomorrow	6529
7. Trans-Canada Highway	7142
8. Education	7157
9. Jean Talon	7412
10. Arthur Meighen	8695
11. Regular 5c	9540

As these figures indicate, the first and last choices were established by clear cut margins but placings of the other stamps developed close "rivalry" in at least two spots. The closest was between the Trans-Canada Highway and Education stamps. In compiling the tally, totals for these two switched in the standing several times and at the finish the Highway stamp was only 15 points ahead, a margin which could have been switched by less than half a dozen ballots.

The poll was conducted in a Canada-wide basis. In addition to Western Ontario readers of The Free Press, who clipped ballots from the regular column STAMPS, members of stamp-collecting organizations from Sydney, N.S., to Victoria, B.C., received ballots by direct mailing to club secretaries. The response of these groups was uniformly enthusiastic, and consequently the poll truly represents the opinion of stamp-collecting Canadians from coast to coast. In addition ballots were sent in by collectors in the United States, Britain, New Zealand and West Germany.

Prizes offered to the three persons sending in ballots which came closest to listing the stamps in the order established by all the ballots to go: 1, Ernest Weinhold, Edmonton, Alta.; 2, D. W. Webber, Niagara Falls, Ont.; and R. Callard, Tofield, Alta.

None of the ballots listed all the stamps in the order set by the poll. Winner of first prize had eight of the 11 correct, including the first six, plus 10 and 11. The second place entry also had eight stamps in their correct position, but with only the first three correct, followed by Nos. 6, 7, 8, 10 and 11. The third place ballot came up with seven correct positions, Nos. 1, 2, 3, 5, 7, 10 and 11. Others with seven correct missed more of the top positions, one failing to pick the No. 1 stamp.

The first-place winner has the choice of the three prizes offered, second place winner gets second choice and the other award goes to the third place ballot. Prizes consist of a collection of 112 used Canadian stamps issued since 1950, a complete used set of the first Queen Elizabeth stamps issued by Trinidad and Tobago, and complete plate block sets of the Jean Talon and Red River stamps of Canada.

FANCY TORONTO "2" TYPES



Type 66 has been found recently on 2 copies of the 1c yellow orange and Type 67, on but a single copy of the 3c Large Queen. It must be remembered in all of

by H. W. HARRISON

these tractings that a great deal of the detail is lost in the transfer of the actual strike on the stamp to an Indian ink drawing which requires considerably more skill than the "artist" possesses to reproduce faithfully the gradations of gray between black and white. Only the judgement of the "artist" determines where to draw the line between black and white in these gray areas. I believe that it is a proper job on almost all of these drawings. As the late Justice Holmes of the U.S. Supreme Court once said, "I may not always be right, but I'm never in doubt!"

EARLY YORK COUNTY POST OFFICES

by MAX ROSENTHAL

This article does not include all of York County. Previous ones have covered the early post offices of Toronto, Scarborough and Etobicoke townships, York Township, and the two on Lake Simcoe, Georgina and North Gwillimbury. This leaves five townships in the middle. East of Yonge Street, from south to north, are Markham, Whitchurch, and East Gwillimbury, the latter touching the southern tip of Lake Simcoe. West of Yonge Street are Vaughan and King townships.

In fact, Yonge Street, now equally known as Highway 11, is the central feature of this area. Planned by Governor Simcoe, and named after a British minister of war, it was laid out after 1895, to connect Toronto with Lake Simcoe.

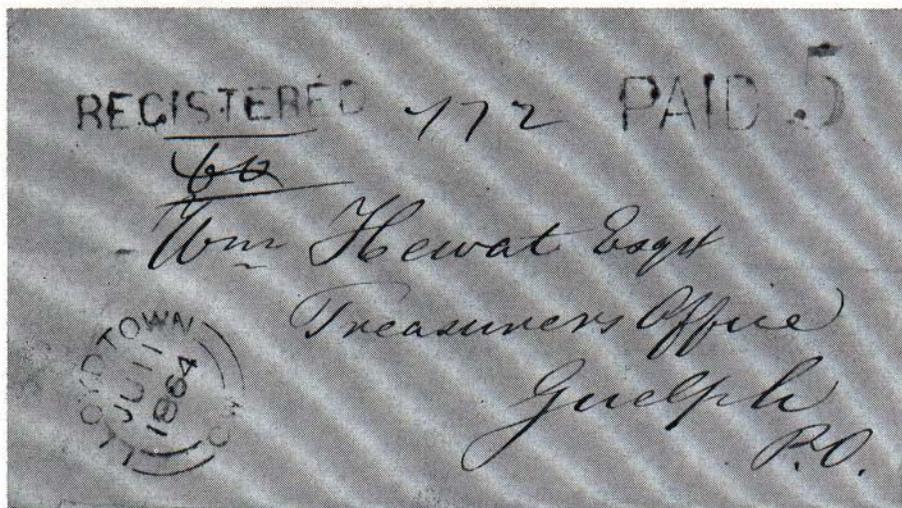
The earliest post office in York County, after Toronto, was established at Newmarket a mile east of Yonge Street, just south of the north boundary of Whitchurch Township, where the Holland River could be navigated down to Lake Simcoe. Joseph Hill built the first mill there in 1801. In 1804 he sold land there to Elisha Beaman, whose mills and store were the nucleus of Newmarket. The first post office, opened in 1826 in conjunction with a store, was on the site

where Cousin's Dairy is now situated. Until about 1890 the post office was spelled in two words, New Market.

The next post office to open was Thornhill, at Yonge Street from where Highway 7 now goes west. First settled about 1800, this community was variously call Atkinson's Mills, Lyon's Mills, and Purdy' Mills, as well as Dun Doran. Benjamin Thorne came to the village in 1822 Buying Purdy's mill in 1828, he petitioned for a post office and it was established in 1829, named Thornhill, after him. For many years its post office was on the west or Vaughan side of Yonge. In 1886 it was moved to the east of Markham side, where it was situated a decade later, when the squared circle was being used there.

Thornhill was the business center of the district. From it a road went east to Reesonville, which in the same year 1829 also opened a post office, renamed Markham, after the township whose main center it has always been. Settled about 1800 by German settlers, the first house in the village was built in 1826, and Joseph Reesor laid out the village.

Two post offices were opened in 1831. One was Holland Landing, in East Gwil-



From Lloydtown C. W. in 1864

limbury on the Holland River downstream from Newmarket, as far up as larger boats could sail from Lake Simcoe. The other was Lloydtown, about a mile west of Schomberg, in King. Schomberg, now the more important of the two, was not even in existence yet. At the time of the Rebellion of 1837 Lloydtown became prominent as a rendezvous for clandestine meetings of the rebels. The village took its name from Jesse Lloyd, who built the first house in 1826. He became prominent in the revolt, and quickly emigrated to the United States when it failed.

Richmond Hill post office was opened in 1836. The Duke of Richmond, Governor-General of Canada, stopped to chat to workmen while passing through in 1819, and the village was named after him. Richmond Hill postmarks are difficult to find on stamps. Generally, an obliterator of bars was applied to the stamp, with the circular date marking at its side or the envelope, so they have to be looked for on cover.

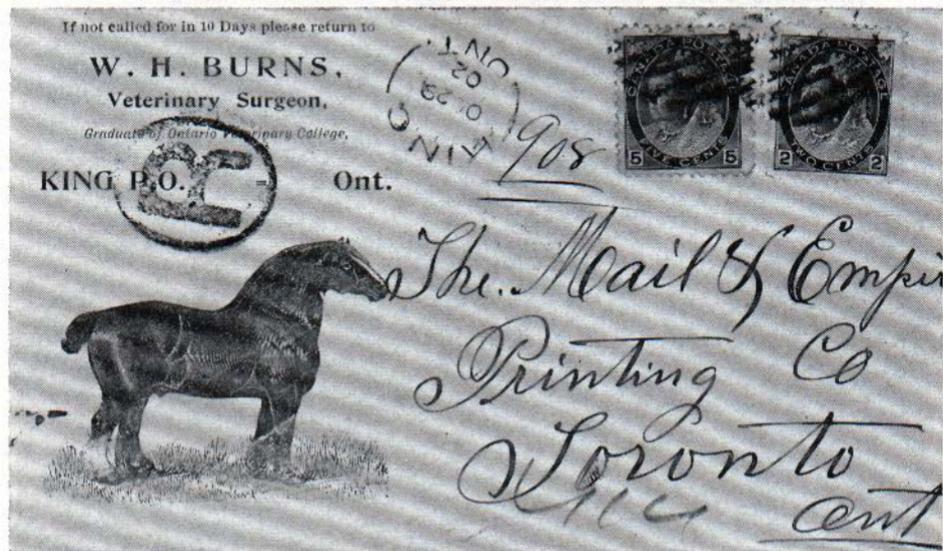
In 1837 Rowland Burr exchanged some land he owned on Yonge Street for a piece of land on the banks of the Hudson River, where Woodbridge now stands, and erected a flour mill. The new village was called Burwick. However, the same year a post office was opened on the east bank of the Humber, above its confluence with its East Branch, and it was called Vaughan, after the township. Apparently in 1854 a

request was made to replace Vaughan with a post office in Burwick, south of the forks of the river. This was done, but, to prevent confusion with one called Berwick, it was named Woodbridge.

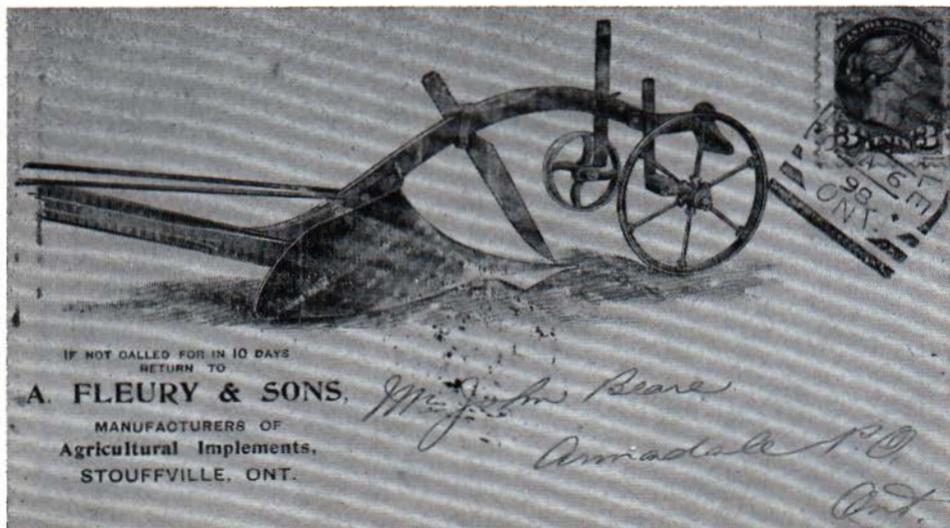
Sharon post office was opened in 1841, 2½ miles east of Holland Landing, on the southeast corner of what are now two county roads. David's Temple, built there in the mid 1820's by David Willson, head of a religious sect which split away from the Quakers, is now a tourist attraction. In the township of the same name King post office was opened in 1841, at the southeast corner of what are now two county roads. It is now called King City.

On the boundary between Markham and Whitchurch, near the east edge of York County, Stouffville was established in the early 1840's. Its name, earlier spelled Staverville, was taken from that of the original settler of German descent about 1800, Abraham Stouffer. Aurora was opened in 1846 at Whitchurch post office, being on the east side of Yonge Street, with Richard Machell as postmaster. It had formerly been designated Machell's Corners, after this pioneer, who settled there about 1830. After the first railway out of Toronto came to this village in 1853, the location of the post office was changed to another corner, and the name was changed to Aurora in 1854.

1846 saw Rupert opened in Vaughan, at



From King, Ont., in 1902



From Stouffville, Ont., in 1898

the intersection of the present county roads now called Maple. It became Maple in 1855. Joseph Noble, its first postmaster settled there about 1830. Relatric Thomas Noble became postmaster when the Nobleton post office was established at the north-west corner of the present Highway 27 and the 5th sideroad, about 1850.

The late 1840's and early 1850's saw the beginning of a rapid increase in the number of post offices. In East Gwillimbury, Queensville — first settled about 1826 — had a post office established in 1848 at the southeast corner of the 3rd concession road and the 20th sideroad. In Whitchurch in 1852 and 1853 there were opened. Lemonville, at the southeast corner of the 7th concession road and the 8th sideroad, Pine Orchard, at the southeast corner of the 6th concession road and the 30th sideroad, Newland, seven miles east of Sharon. About 1865 Newland was changed to Mount Albert, its present name.

In Markham were established in the late 1840's and early 1850's five new post offices. Buttonville, on the east side of the 4th concession road, almost a mile north of Highway 7, was first settled about 1846 by Major Button. Crosby's Corners, at the southwest corner of the 6th concession road and the 25th sideroad was changed in 1856 to Cashel. Gormley's Corners, at the southwest corner of the 4th concession road and the northern township boundary road, was named after its first settler and

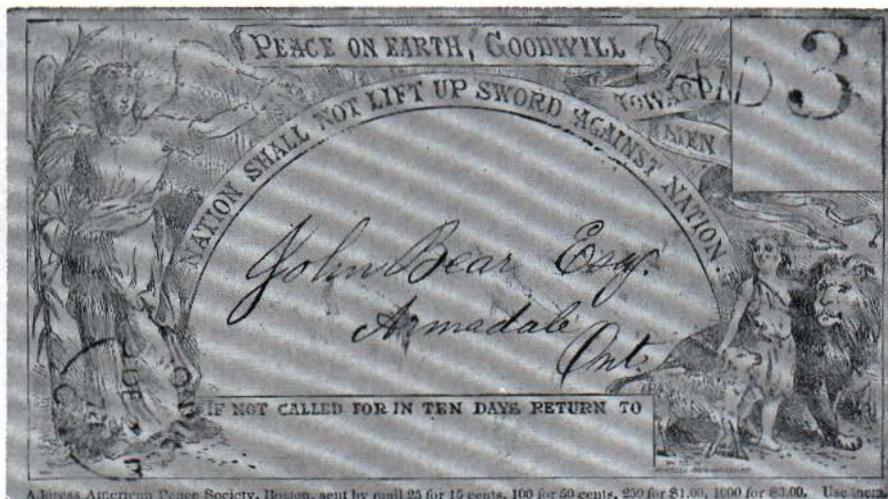
postmaster James Gormley. It opened in 1850, and in 1856 simply became Gormley. Unionville, on the west side of the 6th concession road, had its post office almost half a mile north of the present Highway 7.

Still in Markham, in 1852 and 1853 were opened Belford, on the west side of the eastern boundary road, in lot 8, and Milnesville, on the west side of the present Highway 48, where Little Rouge Creek crosses.

Klineburg, in Vaughan, was opened in 1852 on the east side of the road north from Woodbridge about seven miles, opposite the present Highway 49. It was settled about 1848 by John M. Kline, after whom it was named. It has been spelled Kleinburg since about 1890.

In King Township in 1851 was opened Kettleby's Mills in the middle of the 4th concession on the south side of the road in lot 28 east of a stream. In 1854 it was spelled Kettleby Mills, and in 1859 it became simply Kettleby. Victoria Square was established in 1854 in Markham, a little west of the 4th concession road on the north side of the 25th side road.

Where Joseph Baldwin had built a dam and sawmill on the East Branch of the Humber in 1854 his son Henry established a general store and was postmaster for over 20 years. Spelled at first Loskey, it was opened in King, on the east side of the 5th concession road, lot 3. In 1855 it appeared as Losky, in 1860 as Lasky, and in



From Unionville C. W. in 1874

1861 Laskay was settled on. The Laskay Emporium, site of the old post office, has been moved to the Pioneer Village Museum at Jane Street and Steeles Avenue, northwest of Toronto.

In 1855 Markham had Cedar Grove established, on the 10th concession road, lot 3, south of Little Rouge Creek, and Headford, at the northeast corner of the 2nd concession road and sideroad 20. Two more appeared in the same township in 1857. Almira, on the south side of sideroad 30, in the 6th concession, where Bruce Creek crosses, and Ringwood, at the present Highway 48 at the north boundary road.

The next five years saw only four new post offices established: Ballantrae, southeast corner of Highway 48 and the 20th sideroad, Whitchurch; Linton, southeast corner of Highway 27 and sideroad 20, King; Milliken, northeast corner of the southern boundary road (Steeles Avenue) and the 6th concession road, Markham; Concord, concession 3, Highway 7, where the Canadian National Railway crosses, Vaughan.

The middle and late 1860's saw a steady increase in the number of post offices, especially in Whitchurch. Hartman was opened in the southeast corner of this township, but closed in 1882. The others were Bloomington, established in 1863, southeast corner of the 10th concession road and the sideroad 10; Vivian, on the present Highway 48 at sideroad 30; White

Rose, at a farmhouse on the 3rd concession road, in lot 15. In Markham there appeared Box Grove, on sideroad 5 east of the corner of the 8th concession road, and Mongolia, southeast corner of the 10th concession road and sideroad 25.

Vaughan was also busy with post office openings. Carrville was on the north side of the 15th sideroad in concession 2, where a mill had been built on the Little Don River. The post office was in a house on the overlooking hill to the west, now modernized with a veneer of rug brick but strictly a private residence. On the next road up in the same concession, sideroad 20, another crossing of the Little Don was the site of Paterson, on the north side, west of the river. Named after the Patterson Agricultural Implements works there, the post office was closed about 1890.

Continuing in Vaughan, Pine Grove post office was established on the East Branch of the Humber River, a mile north of Woodbridge, a block of the present county road, where it still is. Purpleville opened at the southeast corner of the 7th concession road and sideroad 50; Teston, on the east side of the 5th concession road, in lot 27; Vellore, on the west side of the 6th concession road in lot 18. Five years ago at nearby Maple I acquired a small group of Villore covers, postmarked in the Edwardian period with the usual small circle broken by the name of the hamlet.

King Township had these post offices opened: King Creek, on the west side of

the road in the middle of concession 7 in lot 4; Eversley, on the northeast corner of the 2nd concession road and the 10th sideroad. Eaton Hall, country residence of the famous Toronto department store family is near Eversley. Also opened was Schawberg. Previously it was known as Brainsville, with Lloydtown the nearest post office. It was named after its founder, Thomas Brown, who built the first sawmill there in 1836. In 1861 its residents complained about having to go to Lloydtown to pick up and send mail. When a post office was established in 1862 it became necessary to change from Brownsville. The provincial parliament member for south Simcoe suggested Schomberg, from the young Duke who was a military officer at the Battle of the Boyne.

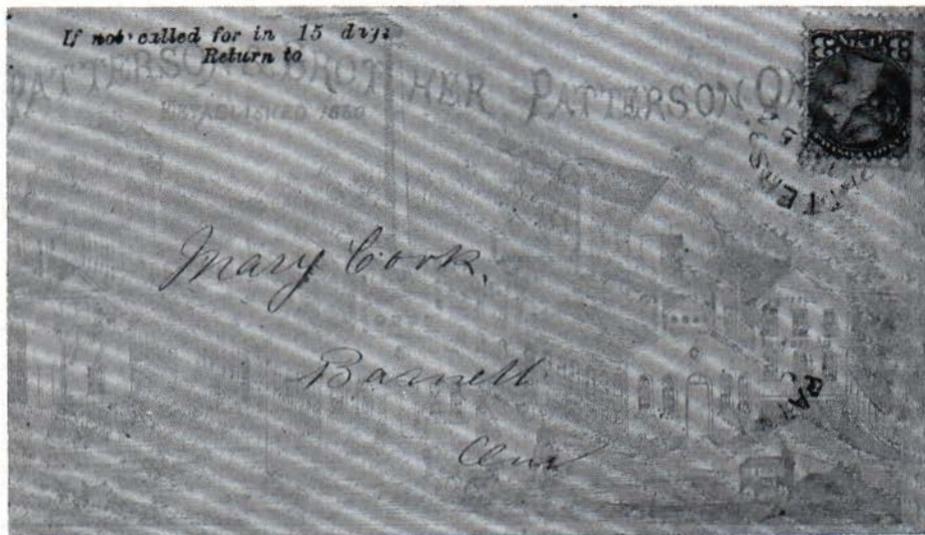
In the late 1860's and early 1870's Markham Township had two new post offices established only 2½ miles apart, on what is now Highway 7. The monetary name Dollar was given to the one at the northwest corner of the 3rd concession road, opened in 1869, while Langstaff was opened two years later at Yonge Street, as a sub-post office of Thornhill. During the same period Temperanceville was opened in King, at the southwest corner of the present county road from Oak Ridges to King City, at the 2nd concession road. In Vaughan, Edgeley came into being at the southeast corner of Highway 7 and the 4th concession road. As late as 1960 it was

closed, to be replaced by rural delivery from Maple.

Hagerman's Corners appeared in 1874, at the northwest corner of the 6th concession road and the 5th sideroad, Markham; Bethesda in 1875, on the east side of the 4th concession road north of the corner with the 5th sideroad, Whitchurch. About 1870 David Elder had bought the Wishaw Mills on the Humber River, in Vaughan Township, which had begun as a sawmill in 1844, with a grist mill added in 1850. The name was changed to Elder's Mills and a post office established in 1875, located about a block west of the present Highway 27, on the north side of sideroad 15. Pottageville was opened in King in 1877, at the southeast corner of the present county road from Aurora and the 7th concession road.

Around 1880 Vaughan added Nashville, on the present Highway 49, west of the Canadian Pacific Railway crossing (its depot is called Kleinburg Station), and Sherwood at the corner 1¼ miles south of Maple of the county road. 1882 another post office opened on Yonge Street, Jefferson, in lot 59, Markham. Also in the early 1880's Tormore opened in Vaughan, in lot 27 on the present Highway 50, while in King came Holly Park, at the southeast corner of the 10th concession road and sideroad 15, and Strange, on the 5th concession road, lot 4.

In 1885 in Markham was opened Green River Station, where the Canadian Pacific



From Patterson Ont.

Railway crosses what is now Highway 7, so named because it was the nearest railway point to Green River, two miles east. The next year it was changed to Locust Hill.

Around 1890 Ravenshoe was moved south across the boundary road from North Gwillimbury to East Gwillimbury, in concession 5, lot 35. In the early 1890's Vandorf was opened on the west side of the 4th concession road, lot 17, Whitchurch. The late 1890's saw Bogarttown opened in the same township, at the southeast corner of the 3rd concession road and sideroad 30, a mile southeast of Newmarket. John Bogart, of Dutch descent, had come from the United States in 1802, and had chosen the land where the hamlet later stood, building a sawmill on Bogart Creek in 1805.

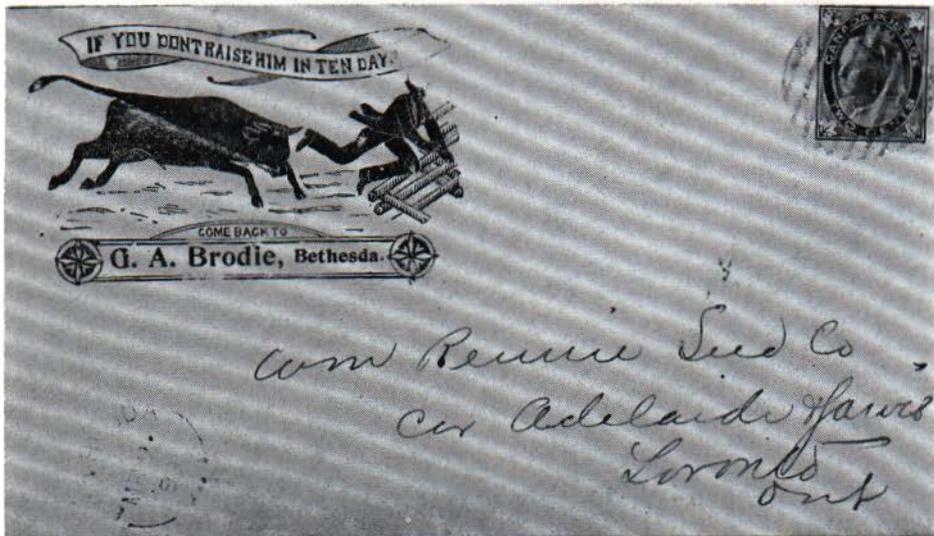
The years at the turn of the century saw Mount Joy post office come into existence on the present Highway 48 at the north edge of Markham village, just north of the Canadian National Railways crossing. Elgin Mills opened at the southwest corner of Yonge Street and sideroad 50. Last year it was closed, as the expansion of Richmond Hill brought about a new sub-post office in a shopping center a little south. Glenville was established in King, on the 35th sideroad, in the middle of concession 3.

Hope was opened on the county road in

Vaughan north of Maple, in lot 28, in the mid 1900's. Amber came to the northeast corner of the Markham southern boundary road (Steeles Avenue) and the 3rd concession road. King got Armitage, on the west side of Yonge Street, in lot 89—it is now on the east or Whitchurch side.

The middle 1900's also saw Alder opened in East Gwillimbury, at the 6th concession road and sideroad 23, and West Franklin, on Mount Albert Creek, in the same township, concession 7, lot 12. In Whitchurch appeared Cedar Valley—Pine Orchard Station was the name of the depot on the Canadian National Railways—at the northeast corner of concession road 6 and sideroad 30. Pleasantville, in the same township opened about 1908, at the 4th concession road and the 30th sideroad.

Our story ends at this point, for rural delivery was soon to come, shortly after 1910, and with it, the closing of many tiny rural post offices. However, in this particular area, a surprising number have hung on, and hamlets like Holt and Armitage still have post offices. The nearness of Toronto has stimulated suburban growth in this region, particularly at its southern edge, and along Yonge Street. As a result, Markham, Richmond Hill, Aurora, and Newmarket now have numbered sub-post offices.



From Bethesda, Ont. in 1899

Canada's Semi-Official Airmails

by DANIEL G. ROSENTHAL (BNAPS 1445) 660 W. Hillsdale Blvd., San Mateo, Calif.

The First of a Proposed Series of Columns

As an enthusiastic collector and ardent student of the Pioneer and Semi-Official air-mail stamps of Canada it no longer surprises me that additions to my collection come slowly and only after wide search. Nevertheless, it does surprise and distress me that additions to my knowledge in this field are even more difficult to come by and that standard reference works on the subject are more often in disagreement with one another than in accord and are usually unanimous only in their inability to supply data in a great many areas.

Since the topic under discussion is a mere 46 years old (the first Pioneer stamp having been issued in 1918) in a field where several of the principal figures are still alive, where many who collected these stamps as contemporary issues are still active collectors and where records and newspaper accounts should be available with a minimum of recourse to ancient archives, it seems unusual and indeed somewhat improper that so many unanswered questions should exist or long remain unanswered.

It may be contended that there is insufficient interest in this relatively esoteric field to warrant a considerable degree of research effort, or even any considerable amount of space in this magazine, but this I doubt. Of the last 100 applicants for membership in our Society not less than twenty have listed the Semi-Official airmails as one of their specialties, and it is reasonable to assume that a proportion of those many others who specified "Airmails" include therein the Semi-Officials.

There are within our Society several persons with outstanding collections in this field and equally outstanding knowledge. Unfortunately much of their knowledge remains uncommunicated except perhaps within their own small circle. In this respect it has been indicated to me that the current edition of Holmes' Catalogue did

not avail itself as fully as it might have of the knowledge available from its impressive listing of Airmail Co-Editors, and I do not appear to be alone in the opinion that this catalogue (the latest and most widely circulated source book in the field) is somewhat incomplete and not without grievous inaccuracies.

Other major reference works on the subject have their own faults. Sanabria gives little or no information on the flights and the Catalogue of the American Airmail Society, although an excellent reference on the flights, has not been revised in many years and I fear that recent discoveries have rendered it somewhat obsolete. Soon to be reissued, it will then become much more available to collectors but unfortunately the new edition will exactly duplicate the original—without revision of any kind—and thus help to perpetuate the obsolescence.

Where then can the collector turn for full and complete information regarding the stamps issued, the number and types of varieties, the dates and number of covers carried on first flights, the schedules of subsequent operational flights and all the other trivia that differentiates philately from collecting and the student from the accumulator? Surely the essential data must exist in the various collections scattered about the entire continent, and one method of gathering it would be an arduous correspondence with as many other collectors as possible. I have attempted this from time to time, and although I have received excellent cooperation and much valued aid, I have also found it inadequate. I can contact only a few of the sources in this manner and the information received cannot readily be disseminated to other collectors and is unlikely to ever find its way into future editions of the references.

I have in mind therefore to attempt a solution of this problem by means of a

regular column in "Topics" which will be somewhat dissimilar to the normal column in which the expert elucidates for the benefit of the students. Rather the student will summarize what he has so far learned from existing sources about some aspect of the Pioneer and Semi-Official airmails (probably in chronological order of their issue) and will then pose to the experts and to his fellow students a series of questions relative to the gaps in his knowledge.

It is my hope that not only the experts but especially all of my fellow students will undertake to reply to me directly with their answers to these questions, with any further questions that they may have or with exceptions that they may take to my summary of established facts. These replies will then be included in future columns in addition to my summaries and questions pertaining to additional material.

In time, drawing on the accumulated knowledge of our membership, the material in this column may well serve as the basis for a definitive handbook on the subject or at least serve as a very handy reference in its column form. The key to the columns success will rest not with the writer but with the degree to which the membership, no matter how advanced or how tentative their collections may be, will undertake to respond with the information available to them.

The Aero Club of Canada Issue of August 26th, 1918

This is the first of the Pioneer air stamps of Canada. All sources seem agreed that the stamp was issued by the Aero Club of Canada in a total quantity of 3000 copies in tete-beche pairs for use on a series of mail carrying flights sponsored by the Club. Of these 3000 it would appear that the first printing of 100 pairs (200 stamps) was without numerals of value—94 pairs in the standard two colors (black and red) and three pairs of a scarce variety in which the red flames are missing. The remaining 2800 stamps show the value.

It also appears that the majority of the flown covers are franked with the first printing, although some known covers are known with the stamp showing the value.

Although not listed in any catalogue, I believe that Dr. R. H. Shradly possesses a tete-beche pair with numeral of value but without the red flames—a most unique variety of this stamp.

The flights were apparently made as follows:

- (a) From Toronto to Ottawa on August 26th, 1918.
- (b) From Ottawa to Toronto on August 27th, 1918.
- (c) From Toronto to Ottawa on September 4th, 1918.
- (d) From Ottawa to Toronto on September 4th, 1918.

However, Morgan in his 1931 catalogue indicates a flight from Toronto to Ottawa on August 26th, August 27th and September 4th with return flights on August 27th and September 4th. This will not balance in terms of complete round trips and seems doubtful.

Both Holmes and the A.A.M.S. catalogue list a round trip flight on August 15th-17th under the auspices of the Aero Club but without special stamps. The A.A.M.S. catalogue states that the flights were flown by a Captain Longman while the later flights with the special stamp were flown by a Lieutenant Dunstan. Morgan credits a Lieutenant Longmore with the later flights and does not mention the August 15th-17th flights at all. Captain Longman and Lieutenant Longmore may well be the same person but this still does not settle the question of who piloted the August 26th-27th and September 4th flights.

With regard to current values of the stamps and covers, the type with numerals of value has been realizing between \$15.00 and \$20.00 as an unused single and between \$22.00 and \$40.00 as an unused tete-beche pair in recent auctions. On cover, which is very uncommon for this type, the only example of which I have a record brought \$110.00 in 1957.

The variety without numerals of value (being a much smaller printing in the first place and having been largely used on the flown covers) has brought between \$62.00 and \$72.50 as an unused single and as high as \$190.00 for a tete-beche pair in 1960. On cover it has run between \$45.00 and \$78.50.

Unanswered questions pertaining to this issue include the following:

1. Is there any reason to believe that more than six copies exist of the type without numerals and without the red flames?

2. Can Dr. Stanley confirm the existence of a tete-beche pair with the numerals but without the red flames, and is anyone aware of any additional copies?

3. Has anyone any information of even a good basis for estimate of the number of covers carried on each of the four separate flights involved?

4. Has anyone any information or even a good basis for estimate of the proportion of flow covers franked with the two major types, either in total or for each individual flight?

5. Has anyone definite information as to the name of the pilot on any or all of these flights?

6. The stamps are normally referred to

as the Issue of August 26th, 1918, but since this appears to be the actual date of the first flight it seems likely that they may have been issued somewhat earlier to permit their sale prior to the day of flight. Has anyone any information in this regard?

7. Can anyone confirm the flight of August 15th-17th, 1918 made without special stamps?

AN ASPECT OF MEMBERSHIP

by IAN PATERSON

How often have you been in a strange city; with time on your hands, and unable to decide what to do. I'll tell you what I do. Out of the suitcase comes the latest B.N.A.P.S. yearbook (which is as important to me while travelling as a clean shirt) and a quick perusal of the membership listing usually reveals a few members who reside in the city you are visiting. The next step is a phone call, introduce yourself as a fellow member (don't be afraid of being a little forward) and suggest that you'd enjoy "getting together" if and when it is convenient.

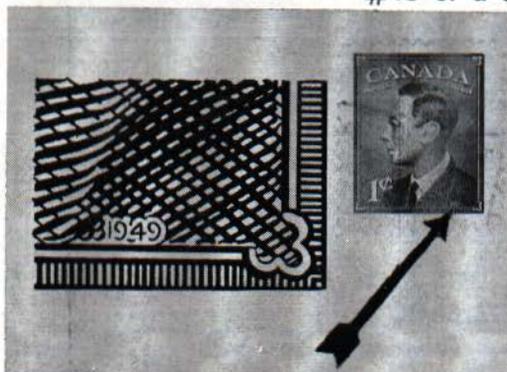
Believe me this approach has opened many doors, and true friendships have flourished because of our common bond-philately. When stamp collectors gather the barriers of the work-a-day world vanish, and from experience I can honestly say that among stamp collectors there are very few snobs. Regardless of my hosts position in the business world, whether he be chairman of the board, man of money, professional type, or the average collector. I

have always been gracefully received. Friendliness and acceptance away from home is always much more appreciated because of the circumstances. And never have I said my farewells without fully realizing that it is I who has gained because of these associations. The knowledge, friendship and help which fellow collectors offer is witness to the fact that even in today's rat race there are those who willingly take time to share and enjoy an association of mutual interest.

Recently I embarked on a study of The Postal History of Edmonton — and I scoured the pages of Topics looking for the names of those who might have some information or material pertaining to this subject. The results were gratifying, and the realization that among our members there are those who unselfishly share. Replies from Japan & Ireland, from California to New York and all provinces of Canada proved again the old adage "Seek and you shall find". Never has this been truer or more apparent than through the fellowship which our society endorses.

"SECRET DATE" or DATED DIES OF CANADA

#15 of a Series



1949 Regular Issue
George VI

All values have the date along the lower border — just in a bit from the right hand side.

Larkin (958)

By TERRY WILLS

Peterborough Examiner, Staff Reporter

SUBMITTED BY F. MARLOW BANKS

The final banquet of the 23rd annual meeting of the British North America Philatelic Society began seven and one half hours after we were married.

It was a dandy meeting I'm sure. But with other things on our mind we just didn't get everything out of it we should have. But then we were unprepared. We crashed it.

We had fled the reception at Three River, P.Q., about 3 p.m. Sept 29 and driven northwest into the Laurentian Mountains.

Since it was off season we thought there would be no need to secure reservations at the posh resort hotel where we had decided to spend a few days. That was our mistake.

We arrived when the manager was at dinner. He didn't seem too perturbed about being disrupted until he asked for our reservations. We shook our heads. A knowing glint entered his eye that seemed to ask: "Rather hurried affair, was it?"

Have you read '1984'? The manager had. Do you remember the torture room fashioned to fit the individual's opinion of the epitomy of horror. The manager did. He gave us room 132.

It looked fine to us when we deposited our bags on the way to dinner. A little small perhaps, but comfortable.

The dining room on the other hand was immense — and crowded. We wondered where everyone came from as we were seated at a table for two in the middle of the floor.

But soon the wine had come and we were

lost in the moment. We raised our glasses to drink to happiness.

"Will you stand with me and drink a toast to the queen?" a microphone voice commanded.

We stood and clinked glasses fondly over the candle glow. "The Queen", we sighed and melted back into our chairs.

"Will you stand with me and drink a toast to the president of the United States?" came the next query.

"Wait a damn minute. What is this?" I demanded, or so at least my wife tells me.

The answer was not long in coming.

"We have stamp collectors here from just about everywhere", said the voice enthusiastically. It belonged to a thin bespeckled man standing at a long head table.

We missed some of the following meeting but not much. And at any rate we caught the most important part — the 50-minute report of the judge's committee.

Inspired, we retired to room 132. We changed and opened the champagne. The pope of the cork seemed to signal the band to play.

It was a trio—bass drum, trombone, and tuba, I swear.

The dance floor was beneath our wing. The bandstand was right below room 132. The tuba was underneath the dresser. The trombone slid around below the right rear leg of the bed. The bass drum was directly below the pillow.

There were quite a few encores and the last note was struck at 3:48 a.m.

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The British North America Philatelic Society will hold a special meeting at the Royal Philatelic Society of Canada's forthcoming Convention at Niagara Falls which will be held at the Sheraton Brock Hotel from May 16 to 18. A most interesting programme is being arranged under the supervision of Dr. C. M. Jephcott President of B.N.A.P.S. and V. G. Greene of Toronto.

The Canadian Philatelic Society of Great Britain is holding its third consecutive meeting in Canada during the R.P.S.C. Convention. The first overseas gathering was held at the North Hatley Convention in 1961 and the second last May during "CANPEX"

at Windsor.

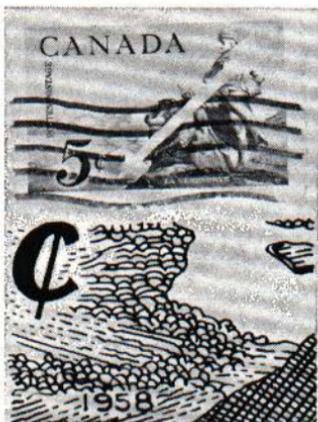
Thus with the participation of the world's two leading B.N.A. specialist societies the Convention is assured of a record attendance of the leading personalities in this field.

Plans are also being made for other specialist societies to hold special gatherings during the Convention so that those interested in other than B.N.A. material will have plenty to interest them.

The Programme Chairman for the Royal Philatelic Society of Canada's 1963 Convention is A. G. McKanna, 41 Saybrook Ave., Toronto 18, Ont.

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