

BNA Topics

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Whole Number 160

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of the
British North America
Philatelic Society



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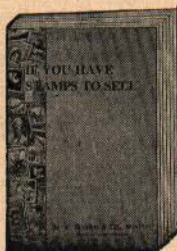
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BNA Topics

Official Journal of the
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140	A115	x				156	A1	x				195F	3		x		
140	A116	x				157	A2		x			195R	4		x		
140	A117	x				157	A3	x				197	3				x
142	L & R Upper Plts.					158	A2	x				197	4				x
	A1, 2, 3, 7, 9, 10 & 12					158	A3		x			197	7	x		x	x
144	A1		x			159	A1 Block of 8 or 10					197	8	x			x
144	A2		x			163	8			x		213	3 Block (10)				x
144	A3		x			164	4		x			218	4		x(14 or 20)		x
146	A1		x			164	5			x		Blks. (14) or (20) of:					
149	A1		x			164	6			x		219	1		x		
149	A2		x			165a	5				x	219	3		x		x
149	A4		x	x		167	2		x			219	5		x		
149	A5		x	x		176	1				x	x	219	6		x	x
149	A6		x	x		184	A14			x		Blk. of 14 or 20	219	7		x	x
150	A1		x			190	2		x		x	219	8				x
150	A7		x			190	3		x		x	224	2 Block (10)				x
150	A8		x			191a	3		x			231	11 Blk. (4)				x
150	A9		x			191a	4			x		C-8	5		x		
150	A11		x	x		191a	6				x						
151	A1		x														
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Fur Traders... Explorers... Gold Miners 'THE BUILDERS OF THE WEST'

PART TWO

(Part One appeared in the July-August issue)

AS ALREADY suggested, the shallow diggings on the lower Fraser River bars, not for long producing pay dirt, the miners continued higher up the "terrible canyon," despite the violent opposition of the Indians and the cruel hardships entailed. Amongst these hardy souls was one, Ned Stout, who survived to retire to Yale, the scene of his early endeavors, early in 1858.

Ned was 85 in 1912 and was invariably seated on the steps of his cabin, almost opposite the railway station in Yale, the head of navigation. He was always glad to chat about his miraculous escape from the hostile Indians and his several claims in Cariboo. A thrilling account of this amazing miner is to be gleaned in Dr. W. W. Walkam's rare book. A full account being prohibitive, the following is an enlightening extract:

"Our sufferings from many causes were terrible. . . . The total number of whites murdered by the savages will never be known. Capt. Snider took out of the water at Yale ten dead whites; at Dead Man's Bend, opposite, 19, and the H.B. Co. at Hope took out 32.

"Those murdered had their heads and arms cut off, while those who were killed otherwise, had just arrows sticking in their bodies.

Blood-thirsty Hell Hounds

"On the way up, Snider and Graham had come across the following dead and missing people of and from their several claims: At Rocky Bar 17 Scotchmen and one American dead and their heads and arms cut off. At what is now known as Hell's Gate, Dick Green and six of his brother Cornishmen had been made away with by these blood-thirsty hell hounds. At Boston Bar,

the savages had murdered every Frenchman working there. As they tramped along the river bank, dead bodies were in evidence everywhere, some floating in the swift waters of the Fraser, whilst others were lying headless on the shore. If it had not been for the timely arrival of Capt. Snider and his miner-soldiers from Yale — noble fellows who kept us supplied with food and tended our wounded — not one of us would have lived to tell the sad tale of our companions."

As visible proof of all this, Ned would show you the dozen or more arrow wounds in his body, evidence of his thrilling experiences in the hunt for gold.

Late in the fall of 1860, John Rose, McDonald, 'Doc' Keithley and George Weaver, who had entered the country over Bald Mountain, left their Keithley Creek claim some 20 miles to find the richest deposit yet! One pan produced \$25 and a second \$75, it is recorded! Thus, the *raison d'être* for the frenzied rush to fabulous Williams Creek, Cariboo, in 1862. Over 2,000 miners were on Williams Creek alone in a small area covering the three little settlements on the creek—Camerontown (the spot where 'Cariboo' Cameron accumulated \$150,000 the first nine months of 1863!), Barkerville and Richfield—all but a mile apart. Barkerville became the post office for the district (allotted numeral '10' hand canceller), whilst Richfield was honored with the court house and other administrative offices. The writer closely investigated in 1926, but apart from a mass of Government 1870 Land Act forms, the court house (still extant today) was entirely philatelically unproductive.

Supplies and News

At this point—October 1863—let us see how this wild and remote settlement re-



FRANCIS J. BARNARD, pioneer in the express business in British Columbia's early days, is shown here holding a coachman's whip, standing in front of the famous 'Bonaparte Roadhouse' at Cache Creek, near Ashcroft, in 1870.

ceived their supplies and news of happenings in the world 'outside'.

Francis J. Barnard, a native of Quebec, entered the express business in the autumn of 1860, and by sheer indomitable courage very soon outdistanced all rivals. To commence with, he actually conveyed the mail all alone from Yale to Barkerville, a distance of 385 miles, on foot!

He maintained an amazingly regular and reliable service under most difficult terrain and circumstances. Gradually gaining footing, he ran a "Pony Express." His "PAID" and "COLLECT" labels (red for the former and green for the latter) are today excessively rare and much sought after, especially so when on cover.

Barnard is shown in the accompanying photo (1870) at the famous Bonaparte Roadhouse, Cache Creek, near Ashcroft. This illustrious pioneer is here depicted holding the stage coachman's whip.

In May 1862, upon tenders being called for by the government for a new contract for conveying the mails to the interior, Barnard outbid all rivals, including Ballou, the latter by this time beaten and broken in both purse and health, so history records.

Dietz & Nelson's celebrated Express amalgamated with Barnard after 1862, the former providing service between Victoria and Lillooet via Yale, the latter places north of Lillooet. In 1866 Barnard obtained the contract for the entire route as far as Soda Creek. The present Senator Barnard, who resides in Victoria, is a son of 'F.J.'

Postage Stamps

Bearing the names of two (at that period) separate and distinct Crown colonies, the initial adhesive of 1860 can probably lay claim to being unique in this respect.

The island colony is designated as 'VANCOUVER'S' Island, and the stamp was available in both colonies for the prepayment of the colonial fee. This initial adhesive was in all probability designed by Capt. W. D. Gossett, of the Royal Engineers, who arrived in the colony on Christmas Day 1858 to assist in maintaining order and justice during the gold stampede.

Gossett was acting postmaster-general of British Columbia and Vancouver Island from June 1859 to July 1860. He also designed the historic gold coins. Printed by De La Rue in London, the initial stamps did not arrive until March 1860. Earliest known cover is dated 25 Aug. 1860.

In the writer's experience, this first emission comes in four main shades—rose, pale rose, orange-rose and rare pink. Unless in the richest of these shades and an early state of the plate, it is not a very attractive stamp, being invariably off-centre and of a faded appearance. A striking exception is the beautiful strip on cover shown in the "Pope" cover illustrated here. This bears the excessively rare 'BX' (Barnard's Express) hand cancel impression and was one of 101 covers included in the writer's collection when disposed of to G. E. Wellburn (Grand Award at CAPEX, 1951) some 18 years ago, after having obtained silver-gilt and silver medals at WIPA 1933 and New York 1936, respectively.



"POPE" COVER bearing strip of 2½d British Columbia and Vancouver Island. Note the address and amount to collect.

The green 'COLLECT' label would probably be applied by Barnard at Yale—385 mountainous miles for \$1—worth every cent of it!

Royal Collection

In the recent Centennial Exhibition in Victoria, the writer was much intrigued to renew his acquaintance with an old friend—many, but here a unique item. I refer to the 2½d imperf. in the Royal collection bearing a fine, clear impression of the Victoria numeral cancellation "35". Many years ago, when Sir E. D. Bacon was curator of the Royal collection, the writer was flattered upon being submitted this item for his opinion as to the genuineness of the "35" cancel. The most minute measurements and comparison with other impressions on the perforated ones, definitely established said impression was from the original canceller issued to Victoria, even down to the minute 'break' in the body of the figure '5' which persists on most copies thus used.

Incidentally, it may interest readers to learn that at that time the writer possessed the said boxwood and brass canceller, it having been located by J. P. Davies, i/c telegraph office, 150 Mile House in Cariboo, in October 1927. How the canceller came to be rusticated in an old tool box in '150 Mile' P.O. will, I suppose, for ever remain

a mystery. It makes one wonder if it was ever utilized to cancel mail at that point, for, if not, how come it was there?

Wishing for a higher authority, I mailed the unique item (which is always considered a 'reprint' ordered by the Duke of Newcastle for an exhibition in England) to the late Henry C. Hitt, curator of the famous Lichtenstein collection. Mr. Hitt was as intrigued as myself and had no hesitation in confirming my opinion.

On November 17, 1866, the two colonies were united, the 2½d being used to cover various rates—a long story—as late as May 1867.

In September of 1865, due to a most unsatisfactory state of affairs when the 2½d was used on Vancouver Island—for the mainland government admittedly was the sole proprietor—an entirely separate issue of stamps of 5c and 10c denominations were placed on sale. They had been requisitioned for by Governor Kennedy in January of that year, and were issued on September 19, greatly simplifying the post office accounts of both colonies.

It was noticed that the Royal collection contains two immaculate unused copies of the extremely rare 5c rose Vancouver Island imperf., and another equally fine used—veritable 'feasts for the eye'. Apart from these Vancouver Island emissions, and the



Deaville No. 4 Frank on cover addressed to Ireland.

2½d in similar imperf. condition, everything was present in mint blocks of four! However, it seems a pity that no write-up whatever was appended.

The 3d British Columbia issued November 1, 1865 had, like its predecessor, the 2½d, a most complicated and varied career upon which one could compose an entire article. However, the fact that this same die (for purpose of economy) was surcharged and utilized for the 2c to \$1 denominations of 1868-71, adds another 'unique expedient' to philatelic records.

Postal Franks

Another unique chapter in philately—how very rich we are!—was the use of colonial handstamp postal franks. These numbered seven in all, being used from 1858 to Confederation 1871. Unlike the franks of the Confederate States and 'Postmasters' of our cousins to the south, ours were used as cancellers in addition to being postal franks proper.

The rare cover pictured here, Victoria to Ireland, 19 Jany. 1867 (via San Francisco and New York as usual at that period) shows Deaville's No. 4 frank. It was used thus from 1859 to 1861, subsequently mostly as a stamp 'killer' up to Confederation, July 20, 1871, when Canada became united coast to coast. Thence, automatically, federal authorities took over the entire postal service.

And now an amazing and colorful incident, very little known today, which transpired in Victoria between December 8, 1859, and September 19, 1861.

In order to fully comprehend subsequent

events, it is here necessary to retrogress briefly. In indenting on the Colonial Department in London, England (Sir E. Bulwer Lytton, Secretary of State), under date of June 8, 1859, for a supply of adhesives for both colonies, Governor Douglas deplored the unsatisfactory delay and inconvenience, also tendency to fraud, in not having independent postage stamps. Douglas states: "Partly to correct this evil, we have hitherto employed the postage stamps of the United States!" A stock of U.S. adhesives of the required denominations was kept by the post office in Victoria at this date—an unorthodox procedure, rarely resorted to in philately, but excusable at that hectic period. These U.S. adhesives were almost invariably left 'inviolated' until reaching San Francisco, where they were duly obliterated by the 'Frisco cog' as evidenced on the illustrated cover.

Frank Paid Colonial Fee

This P.O. Frank, known to philatelists as 'Deaville No. 4' (vide that indispensable 'standard bible' with its incomparable cross index¹) once impressed, took the place of a 2½d adhesive, or in other words, paid the five cents colonial fee. Several of these franks were utilized to frank plain covers in advance, singly or in bulk, in order to facilitate the handling of the mails—most infrequent at that period.

In return for these franked covers, the postmaster collected a fee of five cents for the colonial post office treasury.

¹ The late A. S. Deaville's 'The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia, 1849-1871', published by B.C. Archives as Memoir No. 8, in 1928.

Late in 1859, the deputy postmaster for Victoria—one, Peter Tuite—unsuccessfully applying for a 50 per cent increase in salary (how familiar it sounds!) duly resigned. On December 8, John D'Ewes was appointed acting postmaster of Victoria at his predecessor's annual salary of £200.

D'Ewes was furnished with excellent credentials from Sir E. B. Lytton, Lord Wiloughby de Broke, and others testifying not only to his ability but also to his position in society and his literary attainments. D'Ewes, it is said, possessed a "superior address, a natural grace and the art of ingratiating himself with others to a high degree."

With Governor Douglas, it is recorded, the new postmaster was quite a favorite. Admittedly in reduced financial circumstances on reaching Victoria with his family, D'Ewes was "most thankful" for his appointment.

As previously stated, the initial 2½d colonial adhesives reached Victoria in March 1860, by which time D'Ewes had become a general favorite with the public. In October 1860 he worked alone at the post office, employing only casual help on mail 'rush days'.

Being severely reprimanded for this unauthorized procedure, D'Ewes, on October 1 of that year, applied to Governor Douglas for an increase in salary. The increase (£300 per annum) was granted. Incidentally, "the amount the worthy Peter Tuite had asked and been denied." (Deville, p. 17).

No Proper U.S. Agreement

For years prior to D'Ewes' arrival on the scene, Vancouver Island had no proper postal agreement with the United States, being very much indebted to the courtesy of the captains and owners of the various vessels arriving from San Francisco and sundry intermediate ports, for the gratuitous handling of the mails. This courtesy being doubtless abused, at length the 'pot boiled over' and D'Ewes, after much wrangling, succeeded in contracting with the owners of the 'Eliza Anderson' to convey the mails between Victoria and Port Townsend, on the opposite American shore. D'Ewes thus proved his ability to handle a situation when essential that he do so.

Being left alone, it would appear that D'Ewes no longer resisted the opportunity to handle affairs to his own advantage. On September 9, 1861, declaring that he badly needed a "change of air"—his health required it—he applied for leave of absence

between mail steamers. The request was granted, but he was instructed to pay into the Treasury all public funds in his possession. D'Ewes failed to do this, for the "change of air" was evidently to his liking, and he did not return!

He took with him £300 advanced for payment of mail services, an almost equal amount for letters, postage to San Francisco on which had been collected by him, an unknown amount in colonial postage collected but not accounted for to the Treasury; also undisclosed personal debts to a considerable amount. The daily postage box produced the sum of \$1.15 only! How very simple and expedient for the postmaster to pocket the many '5 cent colonial fees' once the frank—usually No. 4—was applied. These franks, as previous intimated, had not been withdrawn on issue of the 2½d adhesives.

Apparently no books were kept by D'Ewes and no records whatever. This recalls an amusing story in Higgin's "Mystic Spring" (p. 204) which is quoted: "Capt. 'Billy' Mitchell of the H.B.'s pioneer steamer 'Beaver' trading with the Indians on the Northwest Coast, incurred the displeasure of Governor Douglas—ever a martinet—because of his dilatoriness in handing in the 'Beaver's' accounts. After several unsuccessful applications, the Governor in person went down to the boat. 'Capt. Mitchell,' he began, 'you must hand in your accounts by noon tomorrow.' 'My accounts?' replied Billy. 'I have none!' 'Surely, Capt. Mitchell,' returned the Governor, 'you kept accounts of your expenditures and receipts?' 'Yes, sir,' I did.' 'Well, where are they?' 'To tell you the truth, Governor, I kept them in the Bible, and the d—d rats have eaten the book from Genesis to Revelations'."

Suspicion fully aroused, the Colonial Office was advised. A letter dated Febru-



ary 23, 1862, was later received from Downing St., the Duke of Newcastle, informing Governor Douglas that D'Ewes had been traced to Homberg, a German watering place, and that after heavy losses at play, had committed suicide by shooting himself.

An Interesting Sequel

Browsing in a secondhand bookshop in Duncan, Vancouver Island, in 1928, the writer suddenly was alerted on viewing a title, "D'Ewes' China." In a few seconds the uncommon name registered. Much intrigued, the inside revealed "China, Australia and the Pacific Isles in the years 1853-6, by J. D'Ewes Esq., London, 1857", leaving no doubt as to the identity of the writer, for here was the "literary attainment."

By similar recommendations to those tendered Governor Douglas some seven years later, D'Ewes, according to his book, obtained the position of police magistrate at the then famous Ballarat Gold Field—the yellow metal seeming to have been an obsession with him. It is too long a story to relate here, suffice that 'our hero', in accepting bribes from the liquor interests, lost his position as magistrate in 1854.

Governor Douglas, some time after appointing D'Ewes to the office of postmaster in Victoria, had learned of the latter's past delinquency, but strangely enough entirely overlooked his past misdeeds, so securely had D'Ewes ingratiated himself with one and all. Truly can he be dubbed 'the suave of opportunists'!

The title page of D'Ewes' most interesting travel book suggests cause for reflection. Thereon is inscribed in bold letters on an ornamental buckle as a background, the Latin motto 'Malo Mori Quam Foedari!' Coming, it is said, from a Suffolk 'county family', at least one member of that illustrious house sure lived up to the family motto!

The general history and philately of most countries are closely linked, for is not the one the product—often a fair mirror—of the other? Thus, in a commemorative tribute to our earliest pioneers, this very amateur writer finds it entirely impossible to do anything like full justice to the subject. It has on occasions—several in fact—been found expedient to quote more competent historians. Due recognition has been given, their material assistance being greatly appreciated.

Lastly, should these notes on our early history and philately prove of interest—possibly of enlightenment—to any BNAPS member, the writer will be gratified. ★



Centennial of Oil Development Honored by New Postage Stamp

Canada's latest commemorative stamp to be issued September 10, focuses attention on the important role played by Canadians in the development of petroleum. A Canadian geologist, Abraham Gesner of Nova Scotia, laid the foundation for the new industry when he discovered kerosene in 1846 and established its use for illuminating purposes. Another Canadian, James M. Williams, dug the first commercially successful oil well at Oil Springs, Ontario, in 1857. Canadian enterprise in the refining of petroleum became the basis for the modern world-wide petroleum industry.

The release of the new stamp coincides with the World Power Conference which will convene in Montreal from September 7 to 11. At this conference Canada will be host to some 1700 delegates representing 52 countries.

The new stamp will be printed in two colors, green and red. It is designed by A. L. Pollock, and engraved and printed by the Canadian Bank Note Company. ★

Correction

In the caption under the photo of the block of Queen Elizabeth stamps with the faulty perforating job on page 184 of the July-August issue, the values mentioned should be transposed, as it is the 1 cent block that is illustrated, and not the 5 cent as mentioned. ★

• We have several articles on phases of British Columbia philatelic history which will appear in subsequent issues. The October issue will carry an article on "Posts in Vancouver Island and British Columbia Before Entering Into Confederation" by W. E. D. Halliday, plus a number of other interesting features.

The British Columbia Duck and Conservation Stamps, 1946-51

HERE is a most interesting, attractive and, in some cases, apparently scarce series of Canadian sideline items. They escaped philatelic attention until first listed in Holmes' 1954 edition of "Philatelic Catalogue of Canada and B.N.A.". There seems to be no doubt, however, that these were **not** issued by a regularly constituted governmental department or agency. They appear to have been issued by a private group of sportsmen, for the purpose of obtaining revenue for the ducks, and/or the protection of all game. At best they can be considered as 'Semi-Official revenues' — and only if there was some official **sanction** and **assistance** in their distribution and use. At their worst, they are merely interesting 'Conservation Seals.'

This article does not try to determine the degree of their official status—I leave that to others who know more of their history. Because of the interest there appears to be in these, I merely attempt here to bring to the attention of those interested the known

varieties, including known proofs and other data regarding size of sheets or panes, etc. Undoubtedly there are still other minor varieties in existence, or perhaps some proofs of which we have no record. However, my three years of collecting, study and writing on the subject have not brought them to light yet.

The Duck Stamps, 1946 and 1947

These were prepared and sold to sportsmen and others for the purpose of obtaining revenue for the feeding of ducks on the British Columbia southern mainland. Such feeding was permitted by the Migratory Bird Act of 1946. The purpose was to feed those ducks who failed to go south during the winter, and which had previously starved in great numbers. These both had a face value of 50 cents per 'stamp'.

The FIRST Issue Duck Stamp. Issued in 1946. Fig. 1. Colors were black for the central design, the outer narrow ornamental



FIG. 1—
The 1946
Duck
'stamp'.

border, the lettering and the shield and grain; blue for the background.

These were made up into booklets, containing ten panes of four stamps each. Total face value of the booklet—\$20. These were rouletted between the stamps, and vertically along the tab at the left side.

The paper is white wove with a very distinct vertical mesh.

The booklets were stapled twice at the left.

Panes of this stamp are not common, and appear on most want lists. Booklets are rare.

The SECOND Issue Duck Stamp. Issued in 1947. Design is exactly the same as for the 1946 issue, except for the change in dates. The central design, etc., is in blue, the background in yellow.

Again these were made up into booklets, containing ten panes of four stamps each. Total face value of booklet—\$20. A few booklets are known containing 11 panes. While I have no record of the design of the 1946 cover, the 1947 booklet covers were printed in blue on the front only, as follows:

1. The year date at upper left.
2. An illustration of a hunter and two mallards in flight on the left half.
3. In four lines on right half "British Columbia/ DUCK/STAMPS/\$20.00".
4. Serial number at lower right.

Back covers are plain and the cover stock is a medium weight manilla card. One of the more common issues, complete booklets scarce.

These were the **only** British Columbia **Duck** stamps, they being replaced in 1948 with the **Conservation** stamps.

Conservation Stamps, 1948 and 1949

Taking the place of the earlier **DUCK** stamps, the new series of **CONSERVATION** stamps, intended to raise revenue for the protection of all game, were first issued in 1948. The face value of these was now raised to \$1.00. The stamps were sold through the Sportsman's Council.

The FIRST Issue Conservation Stamps. Issued in 1948. Fig. 2. This was a five-color issue: (1) sky—yellow-orange; (2) water—blue; (3) hill and trees—green; (4) beaver and pheasant—brown, and (5) lettering—black. Perforations are $1\frac{1}{4} \times 1\frac{1}{4}$ and the paper is a white wove with a distinct horizontal mesh, but which has the appearance of being vertically ribbed.

These were printed in booklet panes of five stamps arranged in a horizontal format. They were issued in booklets of one



FIG. 2—The 1948 Conservation 'stamp'.

pane of five stamps with a total face value of \$1.00. A number of sheets of five with extra wide margins at top and bottom have been seen. These measure approximately $7\frac{1}{2} \times 4\frac{1}{2}$ inches, and the perforations, both horizontal and vertical, extend through the margins. There are no staple marks, or other evidence of these sheets ever having been assembled into a booklet. It would not be normal for any of the 1948 issue to have straight edges, the sheets or panes of five being perforated all around. This seems to be one of the more common of the B.C. Duck and Conservation issues. Complete booklets are rare.

Trial color imperforate sheets of these have been seen. They are printed on the paper of issue and are fully gummed, consequently they are frequently offered as an imperforate variety of the normal stamp. However, the colors differ slightly from those in the normal. In this trial color printing the hill and trees are of a lighter shade of green, with less olive-tone than in the normal. The water is in a lighter brighter blue than in the normal. Usually the imperforate sheets are on smaller sized sheets, measuring approximately $7\frac{1}{2} \times 3\frac{1}{2}$ inches.

The SECOND Issue Conservation Stamps. Issued in 1949. Same design as the 1948 issue, only the date and the colors being changed. Paper and perforation details are the same as for the 1948 issue.

The color combination is less attractive than in the 1948 issue, being predominately orange for the background of sky and water. Other colors are blue-violet, red and black. In the 1949 issue the log in the foreground is colored.

Sheet arrangement was in five horizontal rows of five stamps each, making a sheet of 25. Full sheets were straight-edged at the top, bottom and right.

These were then assembled into a rather odd booklet arrangement. The covers were of full sheet size, perforated horizontally four times to correspond to the gutters between the horizontal rows of stamps. One sheet to a booklet. This made a large booklet, but which could be torn into five smaller booklets of only five stamps each. There would be three varieties of booklets—(1) containing a pane imperf. at top and right; (2) containing a pane imperf. at right only, and (3) containing a pane imperf. at bottom and right. Single stamps are quite scarce, and full sheets, and booklets of either five or 25 are rare.

An essay of the 1949 issue exists in trial color progressive proof form. I have been told that only three sheets of these exist. It is in the form of an imperforate sheet of three impressions. At left is an impression of the detailed design, printed in red. At the right is an impression of the 'overlay' for the background—in blue. In the centre is a multicolored impression of the

previous two. The essay differs from the issued stamp in the treatment of the background to "STAMP", and to the white circular space for "\$1". In the issued variety these are uncolored—in the essay there is a shading in pink or red-violet.

The 1949 stamp was the last of the adhesive stamps intended for use on the license forms. They were replaced with decals.

Conservation Decal, 1950-51

The final British Columbia conservation issue was in the form of a decal for use on auto windshields. There were approximately 4½x2½ inches in size, imperf. (See illustration in BNA TOPICS, February 1957). They were issued in booklets of five decals, consisting of five 'panes of one', rouletted along left tab end.

Colors for the 1950-51 decal were blue, red, yellow and black. While no face value is stated in the design, we understand they were sold for \$1. We have found this issue to be quite scarce.

This completes the British Columbia Duck and Conservation issues. Just five different issues. Happy hunting! ★

REG. NAIRNE (BNAPS 1316)

British Columbia's Centennial Law Stamps

IT MAY BE news to some that British Columbia, in addition to the Centenary stamp issued in May, already had a special pictorial commemorative set of its very own to mark the occasion. The five stamps which comprise the issue were put on sale, without any advance publicity, on February 1. It is true that they are not a postal issue, but they are quite collectible nevertheless, for they are provincial law stamps.

The idea for this unusual issue (for I believe that a commemorative pictorial issue of revenue stamps is unique, in Canada at least) had its inception during a meeting of officials who were planning special events for the Centennial year. Mr. Cecil Davies, Inspector of Government Agencies, and a member of the Vancouver Island Philatelic Society, made the suggestion, which was approved immediately.

The set comprises five stamps, the central

design on each showing one of the old court houses of British Columbia. The values run from 10c to \$2. They are lithographed in three colors by the Government Printing Office at Victoria, the central design on each being printed in the official Centennial colors of green (for the court house) and gold (sky in background), with frames in a contrasting hue. They are line perforated 12½ in sheets of 25 (5x5) and as the outer edges of the sheets are trimmed with a knife, 16 out of the sheet have straight edges, leaving only nine stamps perforated on all four sides.

Denominations, colors of frames, and designs are as follows:

- 10c grey, court house, New Westminster 1890.
- 25c red-brown, court house, Richfield 1862.
- 50c brown, court house, Kamloops 1885.
- \$1 blue, court house, Nanaimo 1863.
- \$2 mauve, court house, Victoria 1858.

One unique feature about these stamps is that they are issued un gummed. Neverthe-

less, when licked in the usual manner they stick down as well as any postage stamp! The mystery is explained by the fact that they are printed on a special gum-impregnated paper, which, though it looks exactly like ordinary paper, has the great advantage that it never curls when running through the press — a big trouble saver in a three-color job.

By an odd coincidence, the stamps had only been on sale for three months when the government decided to switch over to meters, starting with Victoria, Vancouver and New Westminster—the three cities which account for most of the law stamps in the province. All supplies of stamps held by the court houses of these three cities have now been ordered to be turned over to the Treasury Department in Victoria.

This will mean, of course, that the use of these Centennials will be restricted to the smaller towns of the province, so they are not going to be any too plentiful. Used specimens will be particularly difficult to procure, for law stamps are filed away on documents which are held for many years before being thrown out and made available. These special stamps are only to be on sale during the present year. ★



Photo: B.M. & T Studio

ANNE DRAKE is not only one of the loveliest chorus girls at the Cafe de Paris in New York, but the caption accompanying this publicity shot says that she is such an ardent stamp collector that even her bracelets, pins and belts have a stamp motif. The excuse for all this was the ISPEX show held in New York back in June. The photo was received too late for the publicity to do the show any good, but we thought it was worth publishing anyway, if only to add a bit of glamor to our usually sober publication.

From Hansard

Extract from House of Commons Debate (Hansard), Ottawa, Wednesday, July 2, 1958:

Post Office Department

Special Issue to commemorate 59th Anniversary of First Commonwealth Air Flight.

On the orders of the day:

Mr. Robert Muir (Cape Breton North and Victoria): May I direct a question to the Postmaster General. Has the Post Office Department any plans to issue a stamp to commemorate the 50th anniversary of the first powered flight of a heavier than air machine in the British Commonwealth, which occurred in Baddeck, Nova Scotia, on February 23, 1909? This may not seem a very urgent question, but it is one of vital importance to the citizens of the town of Baddeck.

Hon. W. M. Hamilton (Postmaster General): Yes, Mr. Speaker, this subject was selected by the post office as a very suitable one to be so marked, and the design is now in the process of development. It is probable that it will include a representation of the first aircraft which flew at Baddeck, piloted by Mr. J. A. D. McCurdy almost 50 years ago. ★

MAILBAG

Thanks!

What a terrific journal this one was [July-August]—read it from cover to cover! Congratulations on a fine job, and I await the following issue.

Ever do one for the other provinces, or plan to? Should be a success.

R. V. C. Carr (No. 1427)

• A most successful issue was presented in April 1957, honoring Newfoundland's centennial. We hope to do other provinces in the future if the material is available.

Correction

There is an error of my own making in my article in the July-August issue, "The Postal History of British Columbia and Vancouver Island."

On page 170, upper right column, second paragraph, "Sixty" should be substituted for "Twenty" to read: "Sixty stamps of each denomination were preserved for the Archives."

Marjorie Harris (No. 1010)

'Posted on the High Seas'

IF YOU ARE a student of the cancellations of British Columbia, here are a few that you won't find—or shouldn't find—on the stamps of Canada. These marks are the cancellers used by Victoria and Vancouver on mail received from ships arriving from various ports in the Pacific area.

When are they applied? Properly, they are applied to mail posted on the high seas, prepaid by the postage of the country in which the ship is registered. The most logi-

cal countries would be United States, New Zealand, China, Philippines and possibly Australia, although in a rather extensive collection of Australia, I have not found a Canadian mark.

In his exhaustive book on the subject, entitled "Paquebot and Ship Letter Cancellations of the World, 1894-1919," Brig. M. A. Studd lists a total of six designs. **Illustration 1** appears by itself without any other means of identification. Appearing on

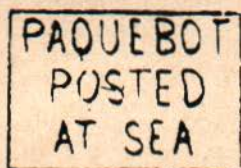


Illustration 1

Illustration 2

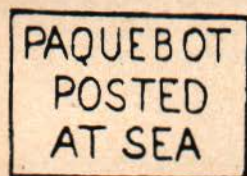
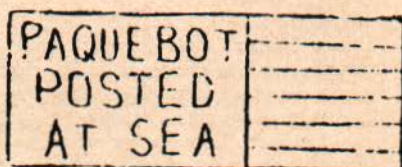


Illustration 3

Illustration 4



1.

Illustration 5

Illustration 6

¹ 467 Avenue Del Ora
Redwood City, Calif.

the cover, however, is a circular cancellation, identifying it as Vancouver. It was in use from 1937 to 1950, and possibly longer, and is struck in green, blue or black.

Illustration 2 appears from 1933 to 1939, **Illustration 3** from 1937 to date. They were both used with the same machine dial. The main difference is in the 'O'. In Number 2 it enters the circle, in Number 3 it stops at the edge. Note also the tail of the 'Q' in Number 1, an entirely different type.

Illustration 4 appears to have been used exclusively on mail from Alaska and should therefore be chiefly on U.S. stamps.

Victoria appears to be represented by two types. **Illustration 5** is a handstamp, similar to those in use at Halifax, North Sydney and St. John. It was in use from 1928, and is possibly still available.

Illustration 6 was in use from 1929 to 1939. Up until 1933 the wording "British

Columbia" appeared at the bottom of the dial in place of the initials "B.C."

* * *

How would it be possible to obtain the cancels presently in use? By contacting the purser or mail officer aboard a ship of foreign registry, at the port of last call prior to touching at either of the two cities. You should supply him with covers fully addressed, and with postage properly prepaid with the stamps of the country in which the ship is registered. Ask him to **deliver** the covers to the main post office, and to hand them in with either a verbal or written statement that they were mailed on the high seas. With a little bit of luck your covers will come through. Caution the purser that no other postage or markings on the covers will be necessary, though he can add his ship's rubber stamp on the face of the cover on the left side if he so desires. ★

R. WULFF (BNAPS 1363)

British Columbia Postal History

THE POSTAL HISTORY of British Columbia is very involved but brief summary may help to understand some of the postal arrangements.

Vancouver Island was created a Crown colony in 1849, when Sir James Douglas became governor. Mails were delivered free of charge to the Hudson's Bay Company employees, while others were charged one dollar per letter in British Columbia, or New Caledonia, as it was then known.

With the discovery of gold on the Fraser River in the spring of 1858, Governor Douglas also took charge in New Caledonia, though whether in the interest of Her Majesty Queen Victoria or in the interest of the H.B.C. is debatable, as he was an employee of the latter company.

With the start of the gold rush, "Ballou's Pioneer Fraser River Express" commenced operating on the mainland as far inland as Kamloops, and connected with Freeman's Express, that operated between Victoria and San Francisco. Letter rates were as high as two dollars per letter to outlying claims.

On November 10, 1858, the establishment of the new outpost of Empire was proclaimed at Fort Langley, the provisional capital, under the name "British Columbia,"

Douglas accepting the appointment to the governorship of the new colony in addition to that of Vancouver Island, and relinquishing his connection with the H.B.C.

Sets Up Postal System

Governor Douglas lost no time in setting up a postal system, and on November 30, 1858, the 'Victoria Gazette' printed this notice:

"Hereafter mails will be forwarded to and from the undermentioned stations in British Columbia.

"Fort Langley, Postmaster W. H. Bevis.

"Fort Hope, Postmaster R. T. Smith.

"Fort Yale, Postmaster P. B. Whannell.

"Colonial postage to and from these points, 5 cents, to be prepaid,

"to Oregon, Wash., Calif., 8 cents

"to any other part of U.S.A., 15 cents,

"to Australia, 38 cents.

"In the following cases (except as regards to Colonial postage) Prepayment is optional

"Great Britain & Ireland, 34 cents,

"Denmark, 40 cents,

"France, 20 cents,

"German State, 35 cents,

"Holland, 36 cents,

"Poland, 42 cents."

This mail went via Panama. However, this method of delivering Colonial mail was slow and the miners preferred to pay Ballou's Express 50 cents per letter for delivering their mail.

Late in 1859 the United States agreed to transmit letter mail from Canada overland with their own mails, by train, from N.Y. to St. Louis, thence by stage to San Francisco. The long overland journey of 2,765 miles was covered in 22 days, a vast improvement over the Panama route.

Stamp Issued in 1860

In 1860 the 2½d stamp was issued, but the handstamp franks were still used extensively.

In January 1859 the Royal Engineers first camped at Derby, three miles below Fort Langley, where it was first proposed to locate the capital. Shortly afterwards they cleared a camp site at Sapperton, and the capital city of New Westminster was laid out. In April 1859 W. R. Spalding was appointed magistrate and entrusted with the supervision of the tentative post office.

In November 1861 Ballou gave notice that he would not carry the mails between the above-mentioned fort without a contract. This was refused, and F. J. Barnard, his rival in business, obliged the administration by continuing the service temporarily without pay.

In April 1862 Barnard got the contract to handle the mail, and made arrangements with the Dietz & Nelson Express Company to handle the mail in the lower area, while he retained the Cariboo.

Post offices were authorized at Lytton, Lillooet, Williams Lake, Quesnel Forks and Antler. Postal rates were changed as follows:

New Westminster to:

Douglas, Hope, Yale, 5d.
Lytton, Lillooet, 1/.
Williams Lake, 2/.
Quesnel, 3/.
Antler, 4/.

Douglas to:

Hope, Yale, 5d.
Lytton, Lillooet, 1/.
Williams Lake, 2/.
Quesnel, 3/.
Antler, 4/.

Hope to:

Yale, 5d.
Lytton, Lillooet, 1/.
Williams Lake, 3/.
Quesnel, 3/.
Antler, 4/.

Yale to:

Lytton, Lillooet, 1/.
Williams Lake, 2/.
Quesnel, 3/.
Antler, 4/.

Lytton to:

Lillooet, 1/.
Williams Lake, 2/.
Quesnel, 3/.
Antler, 4/.

Lillooet to:

Williams Lake, 2/.
Quesnel, 3/.
Antler, 4/.

Williams Lake to:

Quesnel, 1/.
Antler, 2/.

Quesnel to:

Antler, 1/.

Payment Compulsory

Payment in all cases was compulsory, but despite the improved postal facilities the miners still had their mail delivered to their diggings at the much higher rate by the express company to save the time of going to the different post offices.

The express companies were supposed to pay 2½d postal tax on all letters carried by them, but by the amount of the tax collected, it would indicate that a lot of letters went by express without the tax being paid.

All express companies had their own obliterating dies, as had each post office. Thirty-six dies were sent out from England in the later part of 1859 or the early part of 1860. New Westminster got No. 1, Douglas 2, Hope 3, Yale 4, Victoria 35, Nanaimo 36. There is no official record of which post offices got the balance, but some have been traced down by old letters and envelopes.

In 1866 Vancouver Island and British Columbia became one colony, and the postal rate was established at 5 cents, 12½ cents or 25 cents, depending upon the distance..

In 1870 exchange arrangements were made with the United States by which the use of U.S. stamps was discontinued. ★

• EDITOR'S NOTE: We have several letters on plate blocks and other subjects, which, due to their length, will have to be held over until a later issue. ★

Trail of the Caribou

By DAN MEYERSON (BNAPS L3)



THAT'S HOW IT IS with stamp collecting—In the June column we advised of the discovery of Plate 4 in the U.L. corner of the 2 cent, Scott No. 186, in imperforate condition. At the time we wrote about it, for all we knew the block might well have been unique. We know better now—while loafing through the catalogue of an auction house in Ireland, we noticed that they were offering a mint imperforate sheet of the 2 cent, Scott No. 186. From the photo we were unable to make out the number so we wrote to the auctioneers and asked. The answer came back promptly enough—it was another example of Plate 4. So we are still wondering whether Plate 1 and Plate 3 exist in the imperforate condition. We know that Plate 2 does, because it reposes in our collection.

It has been more than a year since we have had a new TPO to add to the list that has been published in TOPICS at various times, starting as far back as Feb. 1947. When we first started a list of 40 different seemed almost impossible to attain, but new ones were found all the time, and when we say 'new' ones, we don't mean any that came into use after Newfoundland joined Canada—these were all TPO markings in use in the old Newfoundland, as some of us collectors remember it. Bit by bit we added to the list and it is only occasionally that a new one comes up now. The last new addition was the one published in the March 1957 issue of TOPICS, and this month we introduce No. 122, used on Oct. 26, 1909.

In addition, we have a later date to add

to one of our early numbered cancels. We are referring to cancel No. 9 first published in TOPICS in Feb. 1947, and subsequently corrected in June 1948. This is the COASTAL NORTH T.P.O./NEWFD, which was previously recorded from July 2, 1912, to Sept. 15, 1917. The new late date is Dec. 16, 1946. While it seems to be a re-cut cancel, it certainly looks enough like the old No. 9 to be classed as the same one. Sometimes the strikes are so indistinct that we can't be too exact about establishing new cancels.

Just about the finest sale of early Newfoundland airmail covers was held early in June when H. R. Harmer of London auctioned off the 'Rothschild' collection. Included among the lots offered for sale was an o.g. copy of the Hawker which sold for £580, as well as a vertical pair of the same stamp, one of only three multiples known. The vertical pair fetched the very handsome sum of £1200. Then followed three Hawkers on flown cover and they were sold at 500, 460 and 420 pounds respectively. The last Hawker was a fantastic piece, as it consisted of a copy of the manuscript Martinsyde on the 3 cent Caribou used on small part of cover with an uncanceled Hawker beneath it. While the item is undoubtedly philatelic, as only one stamp was required to carry the mail, it is certainly an interesting oddity and realized £1250. The printed Martinsyde overprint on the 2 cent card, described by Harmer and Dalwick as bogus, fetched a very handsome £97, 10/. There were two complete panes of the Alcock-Brown showing the complete setting of the surcharge, and they each changed hands at £160. A flown cover and one from the Martinsyde supplementary mail of July 12, realized £35 and £95 respectively. A complete pane of 25 of the Halifax showing the setting of the surcharge, was knocked down at £110 and a copy of the

(Continued on page 212)



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Rounding Up SQUARED CIRCLES

EDITOR: DR. A. WHITEHEAD, 52 Havelock St., Amherst, N.S.

VOLUNTEERS FOR SQUARED CIRCLE SEPARATION

In TOPICS for March, I asked for a volunteer to provide descriptions of similar postmarks, with special attention to their differences; this in order to facilitate the separation of such markings, especially partial strikes. This is a big, necessary piece of work, requested by several collectors.

Three keen squared circle fans have volunteered: (1) Lewis Ludlow (I think we should call him 'Lucky' Ludlow or 'Cyclone' Ludlow—he is certainly one of the most active of our group, and has made some spectacular finds). (2) Daniel Rosenblat, a close friend of 'Lucky' Ludlow, and a formidable rival; (3) Brian Milne—he calls himself a comparative beginner, but is a keen student, and has sent in the list of similar squared circles shown below, which goes far beyond the obvious pairs of Woodstocks, Windsors, Georgetown, etc. This list will help make clear the urgent nature of this piece of work.

I am sure that both David and Brian will agree with me that Lewis Ludlow should be in charge, and I know they will assist him to their utmost. Their results will appear in this column when ready.

I quote from Lewis Ludlow's letter: "I think I have now a sufficiently good collection and could obtain most of the necessary information from my own cancellations. For an occasional copy that I don't have, I could borrow for study purposes."

Here follows Brian Milne's splendid and helpful list:

1. Towns ending in "ville"

(a) Type I

Brockville, Ont.	Shannonville, Ont.
Mansonville, Que.	Westville, N.S.

(b) Type II

Beamsville, Ont.	Kentville, N.S.
Belleville, Ont.	Lennoxville, Que.
Bowmanville, Ont.	Merrickville, Ont.
Chesterville, Ont.	Orangeville, Ont.
Clarenceville, Que.	Sackville, N.B.
Danville, Que.	Stouffville, Ont.
Dunnville, Ont.	Victoriaville, Que.

Hagersville, Ont.	Wolfeville, N.S.
Huntsville, Ont.	Woodville, Ont.
Iberville, Que.	

It should be noted that in some cases two-three letters prior to "ville" must be recognizable to make for positive identification, especially if the province name is missing (i.e. Ches-TERVILLE vs. I-BERVILLE).

- | | |
|-------------------------------|---------------------|
| 2. Oxford Mills, Ont. | Lambton Mills, Ont. |
| Windsor Mills, Que. | Millbrook, Ont. |
| 3. Hawkesbury, Ont. | Thornbury, Ont. |
| 4. Cobourg, Ont. | Tilsonburg, Ont. |
| Lunenburg, N.S. | Wallaceburg, Ont. |
| 5. International Bridge, Ont. | Bracebridge, Ont. |
| Butternut Ridge, N.B. | Lethbridge, Alberta |
| 6. Brantford, Ont. | Waterford, Ont. |
| Burford, Ont. | Watford, Ont. |
| Thamesford, Ont. | |
| 7. Newport, N.S. | Freeport, N.S. |
| Newport Landing, N.S. | Northport, N.S. |
| 8. Port Maitland, N.S. | Port Dover, Ont. |
| Port Williams, N.S. | Port Hope, Ont. |
| Port Arthur, Ont. | Port Perry, Ont. |
| 9. Cache Bay, Ont. | Seelys Bay, Ont. |
| Gore Bay, Ont. | North Bay, Ont. |

Similarities:

Port Williams, N.S.	Fort William, Ont.
Glencoe, Ont.	Simcoe, Ont.
Acton Vale, Que.	Acton, Ont.
Aylmer (East), Que.	Aylmer West, Ont.
Aylmer West, Ont.	Milton West, Ont.
Sutton West, Ont.	
Sutton, Que.	Sutton West, Ont.
Sydney, N.S.	North Sydney, N.S.

Trail of the Caribou

(Continued from page 210)

invert with wide space between AIR and MAIL sold at £170. All in all, it was a very fine sale for those who could afford it.

There was an interesting bit in the May mailing of the Stanley Stamp Co. of Vancouver. Their May special was a matched set of blocks of the four positions of Plate No. 43702 at \$3.33, just a little more than twice face. This is the first offering of the 1941 plates that we have seen in a long time and it is interesting to see the valuation put on them by a knowing company. It is our opinion that all of these plates will be good in the not-too-distant future, so if you haven't got them now, you had best get them soon. ★

Senator J. A. Calder

F. R. P. S. L.



We are fortunate to have acquired substantial portions of this famous 1859 Canada collection.



We shall be pleased to solicit enquiries regarding this magnificent grouping.

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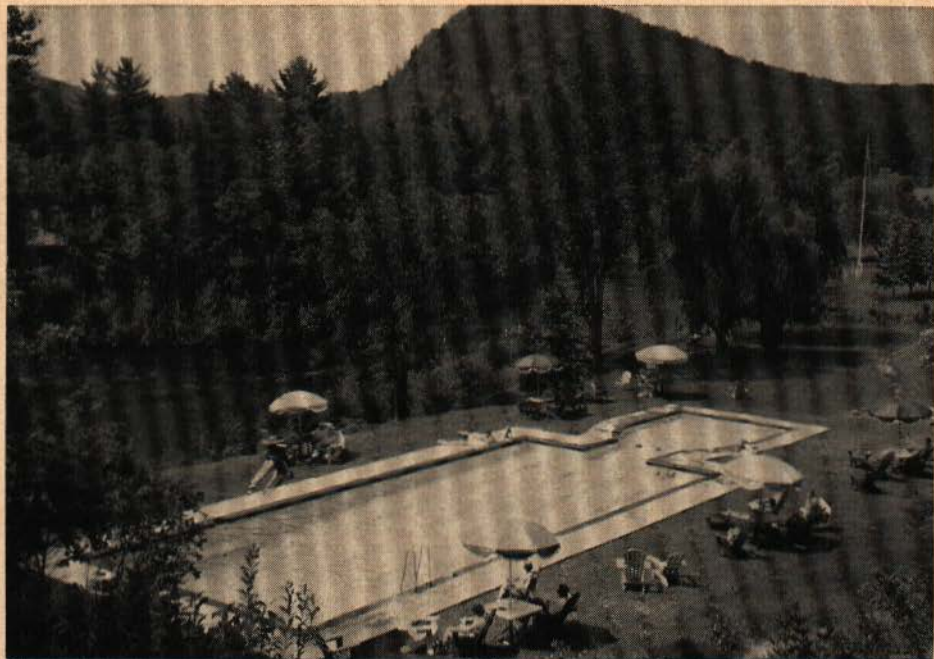
ROBERT W. LYMAN (CANADA) COMPANY

BOX 23, STATION D,

TORONTO 9

ONTARIO

CANADA



The Alpine Inn in the Heart of the Laurentians — Scene of BNAPEX-58

BNAPEX-58

ALPINE INN, ST. MARGUERITES, QUEBEC

SEPTEMBER 25 - 26 - 27

General Chairman: CHAS. P. deVOLPI,

109 Sunnyside Ave.

Montreal, Canada

MORE CLASSIFIED TOPICS — Continued from Page 218

EXCHANGE

CANADA OFFICIALS AND REVENUES wanted in exchange for Canada Postage or Plate Blocks. Roy Wrigley, 2288 Bellevue Ave., West Vancouver, B.C. tf

CANADA—Early singles. 1922 to date mint or used blocks, including booklets. Will exchange for U.S. mint or used, also FDC world. General first flight covers including fine Zeppelin mail. Almost anything of Austria, including rare postal stationery mint or FD cancelled. Stamps of the world mounted by country. Joseph Bush, 61 W. 74 St., New York 23. 146tf

EXCHANGE

CANADA CUT-SQUARES WANTED. Can offer in exchange: Canada plate blocks; U.S.A. mint singles, blocks and plate blocks; Israel FDC; U.N. mint singles, except No. 29; Vatican City singles. Correspondence invited. Tom Perkins, 3235 Humphrey Ave., Richmond, Calif. 159-2t

WANTED

WANTED FOR CASH—Canada No. 15 on and off cover; 4-ring numerals, varieties. William Taylor, Ruyard, Michigan. 159-1t

(MORE CLASSIFIED ON PAGE 218)



OFFICIAL SECTION

BRITISH NORTH AMERICA PHILATELIC SOCIETY

MONTHLY REPORT . . .

From the Secretary

JACK LEVINE, 209 PINE TREE ROAD, OXFORD, N.C.

August 1, 1958.

NEW MEMBERS

- 1558 Avery, Raymond E., 3 Old Mamaroneck Road, White Plains, New York
1559 Charles, R., 20 Mabel Street, Willoughby, New South Wales, Australia
1560 Krasner, Milton, 173 Ridge Road, North Arlington, New Jersey
1561 Lamouroux, Louis M., 222 Lawrence Avenue West, Toronto 12, Ontario
1562 McGowan, Louis C., 63 Walnut Street, Johnston 9, Rhode Island
1563 Niderost, Bernard, General Delivery, Talmage, California
1564 Stanford, Eidsel C., Belle Mina, Alabama
1565 Tuttle, George M., Main Street, Youngstown, New York
1566 Tyler, Laurence Lee, 6227 Radford Drive, Seattle 15, Washington
1567 Wasylenko, W. D., 70 Douglas Street West, Sudbury, Ontario
1568 Yaffe, Irwin, 1612 West Franklin Street, Baltimore 23, Maryland
1569 Blumenauer, Charles R., Box 521, Armstrong, British Columbia
1570 Hill, Arthur C., M.D., 409 Dufferin Avenue, Sherbrooke, Quebec
1571 Kammann, Frederick C., Williamsville, Vermont
1572 Mangold, Carl Rene, 1495 St. James Street West, Montreal, Quebec
1573 McComb, James Arthur, 1715-26A Street Southwest, Calgary, Alberta
1574 O'Neill, W. Paul, Jr., 7000 Glenbrook Road, Bethesda 14, Maryland
1575 Roy, Peter Edmond, 40 Myrand Nord, Apt. 6, Ste. Foy, Quebec 10, Quebec
1576 Shea, James L., 358 Granby Road, Chicopee, Massachusetts
1577 Wilkinson, Arthur H., 198 Dawlish Avenue, Toronto 12, Ontario

APPLICATIONS FOR MEMBERSHIP

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

- Alder, Bradbury C., 747-16th St. N.E., Masillon, Ohio (C-X) CAN, NFD, PROV—19th and 20th century mint and used postage. Coils. OHMS-G. Mint booklet panes. Mint and used airmails. Proposed by E. A. Richardson, No. 168.
- Benningen, Jack, 157 Wildwood Drive, Calgary, Alta. (DC) CAN, NFD, PROV—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless, 1st day and 1st flight covers. Plate blocks. Coils. OHMS-G. Mint and used booklet panes and complete booklets. Proposed by G. M. Hill, No. 1095; seconded by S. T. Richardson, No. 1117.
- Bowmer, Dr. Ernest John, 1919 Linden Road, Vancouver 13, B.C. (C-CX) CAN, NFD—20th century mint and used postage and mint blocks. Plate blocks. Proposed by B. C. Binks, No. 74; seconded by M. H. Harris, No. 1010.
- Cornell, Mrs. Edna M., 308 Park St., Syracuse 8, N.Y. (C) CAN, NFD—19th and 20th century mint and used postage. Mint and used airmails. Proposed by E. A. Richardson, No. 168.
- Fenell, A. E., 4215 Brant St., Vancouver 12, B.C. (C) CAN—19th and 20th century mint and used postage and blocks. Plate blocks. OHMS-G. Mint booklet panes. Semi-official airmails. Proposed by H. A. MacMaster, No. 484.
- Freeman, W. A., 39 Binkley Crescent, Hamilton, Ont. (C) CAN, NFD—19th and 20th century mint and used postage. Plate blocks. Coils. OHMS-G. Complete booklets. Mint and used airmails. Postal stationery entires. Proposed by C. R. McNeil, No. 649; seconded by J. W. Gardner, No. 1283.
- Goody, Harry, 26 Carrwood Rd., Bramhall, England (C) NFD. Proposed by C. P. deVolpl, No. L266.
- Harris, Sidney D., 162 Grove St., Rutland, Vt. (D) CAN, NFD—19th and 20th century mint and used postage. Proposed by M. Kay, No. 760.
- Lagueux, Paul, 1381 Des Gouverneurs, Quebec, Que. (C-X) CAN, NFD—Mint and used postage and mint blocks. Coils. OHMS-G. Mint booklet panes. Precancels. Semi-official airmails. Literature. Reentries, imperforates, curiosities. Proposed by J. Levine, No. L1.
- Langlois, Pierre, 98 Cours de Vincennes, Paris 12, France (C-C) CAN, NFD, NS—Pre-stamp covers. Precancels. Postal stationery entires. Literature. RPO, flag, slogan, 2 and 4-ring numeral, squared circle and other cancellations. Proposed by R. J. Duncan, No. 37.

- Marshall, Roy, 10424 McVine Ave., Sunland, Calif. (C-X) CAN—19th and 20th century used postage and blocks. Pre-stamp, stampless, 1st day, 1st flight and cachet covers. Mint plate blocks. Coils. OHMS. Used booklet panes. Precancels. Airmails on cover, RPO, territorial, flag, slogan, 2 and 4-ring and squared circle cancellations. Geo. V "straight edge." Specialties: Miniature sheets, i.e., those with selvage on sides or corners. Proposed by G. P. Lewis, No. L506.
- Mifsud, Austin V., 2784 Briarfield Ave., Redwood City, Calif. (C-CX) British Columbia and Vancouver Island used postage. RPO, numeral and all varieties of cancels. Proposed by E. A. Richardson, No. 168.
- Moberg, Cornell, Drawer 549, Yorkton, Sask. (C) CAN, NFD, BC, NB, NS, PEI—19th century mint and used postage. Proposed by E. A. Richardson, No. 168.
- deMontigny, R., 10 Brittany Road, Baie d'Urée, Que. (C-X) CAN—19th and 20th century mint and used postage and mint blocks. Pre-stamp, stampless and 1st day covers. Coils. OHMS-G. Mint booklet panes. Precancels. Federal revenues. Mint and used airmails and on cover. Postal stationery entires. Proofs and essays. 2 and 4-ring numeral cancellations, cork cancellations. Constant varieties. Proposed by F. G. Atkinson, No. 936.
- Outram, Robert Harold, 198 Pacific Hgy., Lindfield, N.S.W., Australia (C) CAN—19th century mint and used postage and mint blocks. Plate blocks. Coils. OHMS-G. Mint and used booklet panes. Specialty: OHMS-G. Proposed by R. P. Hedley, No. L164.
- Roberts, John W., 1801-39th Ave., Vernon, B.C. (C) CAN, NFD, PROV—Mint and used postage. Proposed by R. J. Duncan, No. 37.
- Seifert, William A., Jr., 4 Russell Rd., W. Albany, N.Y. (C-CX) CAN—19th and 20th century mint and used postage and blocks. Stampless, 1st day, 1st flight covers. OHMS-G. Mint and used airmails and on cover. Specialty: 1st flight and registered covers; C-2 on cover. Proposed by V. DeMase, No. 1415.
- Sprague, Gordon, 138 Vaughan St., Portland, Maine (C) CAN, NFD—19th and 20th century mint postage. Mint airmails. Proofs. Proposed by J. Levine, No. L1.
- Stephens, Walter T., 87 Valley Crest Rd., Rochester 16, N.Y. (C-CX) CAN, NFD—Mint and used postage. OHMS-G. Literature. Proposed by G. P. Lewis, No. L506.
- Wadsworth, Edward G., 70 High St., Eastport, Maine (C-C) CAN, NFD—Mint and used postage and mint blocks. Mint booklet panes and complete booklets. Mint airmails. Postal stationery entires. Charlotte Co., N.B., postmarks and history. Proposed by E. A. Richardson, No. 168.
- Webb, Lt. Col. R. H., 25 Melgund Ave., Ottawa, Ont. (C-CX) CAN—Mint and used postage. Specialty: Canadian Force Mail. Proposed by R. J. Duncan, No. 37; seconded by H. Reiche, No. 783.
- Wightman, G. Franklin, Smith's Cove, N.S. (C) CAN—Mint and used postage. Coils. OHMS-G. Mint and used booklet panes. Precancels. Proposed by E. A. Richardson, No. 168.

CHANGES OF ADDRESS

(Notice of change should be sent directly to the Secretary)

- 497 Bramhill, W. G., R.R. No. 2, Alton, Ont.
- 1525 Charron, J. J., 270 Mercille Ave., St. Lambert, Montreal 23, Que. (from Ottawa)
- 608 Eaton, Lt. Col. F. B., 3160 West 57th Ave., Vancouver 13, B.C.
- 1010 Harris, Marjorie M., 1405 West 12th Avenue, Vancouver 9, B.C.
- L164 Hedley, Richard P., 260 Delaware Ave., Buffalo 2, N.Y.
- 1434 Heins, Rev. Henry Hardy, Box 9005, Delaware Sta., Albany 9, N.Y.
- 666 Hodder, Rev. Morley, 745 Commonwealth Ave., Boston 15, Mass.
- 1462 Hollands, Hedley John, 2090 Claremont Ave., Apt. 40, Westmount, Montreal, Que. (from Calgary, Alta.)
- 1428 Horowitz, Philip S., P.O. Box 38, Jackson Heights 70, N.Y.
- 1346 Hunka, Daniel, 894 Ridley Blvd., Ottawa 3, Ont.
- 1543 Jacobson, CWO Benj. S., U.S.N.R./Ret., Box 174, Brainerd, Minn. (from Chelsea, Mass.)
- 971 MacDonald, W. A., 61 Almond St., Welland, Ont. (from Lakeburn, N.B.)
- 1053 Och, F. A., 2 East Main St., Adamstown, Penna. (from Corning, N.Y.)
- 1511 Orke, Willard, 206 Clarke Bldg., 10162-102nd St., Edmonton, Alta.
- 1389 Rosen, Saul W., M.D., Barclay Apts., No. 209, 4707 Chevy Chase Dr., Chevy Chase, Maryland (from San Francisco, Calif.)
- 1548 Scholl, Frederick L., 309 Montgomery St., Syracuse 2, N.Y.
- 1450 Traquair, Robert S., 1836-27th Ave. S.W., Calgary, Alta.
- 864 Ware, Lt. Cmdr. R. G., P.O. Box 933, Wilmington 99, Delaware (from Syracuse, N.Y.)
- 543 Watson, Maj. R. M., 7004 Somerled Ave., Montreal 29, Que.

CORRECTION

- 1540 Balassa, Frank, 610-17th Ave., Lachine 32, Que. (NOT Balasse)

RESIGNATIONS ACCEPTED

Johnson, Mabel E. Rutherford, Geo. A. Staton, Wesley

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, June 1, 1958	961	
NEW MEMBERS, August 1, 1958	20	
		981
RESIGNATIONS, August 1, 1958	3	3
TOTAL MEMBERSHIP, August 1, 1958		978

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Because of increased production costs the Society has been forced to raise the advertising rates for BNA TOPICS, effective July 1, 1958. Commencing on this date, advertising rates for this publication are as follows:

	1 Insertion	6 Insertions	12 Insertions
Full Page	15.00	13.50	12.00
Half Page	8.50	7.50	6.50
Quarter Page	5.25	4.50	4.00
Column Inch	1.80	1.40	1.25

Copy must be in the hands of the Advertising Manager by the first day of the month previous to publication.

Geo. B. Llewellyn, Advertising Manager
137 Clearview Ave.,
Huntingdon Valley, Penna., U.S.A.

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RATES—2 cents per word per insertion; 500 words to be used as desired, \$8 00.

COPY for Classified Topics should be sent to Gordon P. Lewis, 37 Eldomar Ave., Brampton, Ont., to arrive before the 1st of the month previous to publication date.

FOR SALE

PRICE LIST of used Canada on request. W. C. McClammy, Rocky Point, N.C., U.S.A. 149tf

BETTER CANADA. Sets, singles, mint blocks. Send want lists (with references). H. G. Saxton, 139 Twelfth Ave. N.E., Calgary, Alta., Canada. (98tf)

CANADA OFFICIALS collection of 79 varieties with one on cover, and four rare 5-hole perf. OHMS, \$10.00. Canada Officials Checklist, listing 729 varieties, \$1.50. Canada Officials Catalogue, pricing all major varieties, \$1.50. Selections of Canada Officials or Canada Revenues sent on request, or send want list. Roy Wrigley (APS, BNAPS, CPS, etc.), 2288 Bellevue Ave., West Vancouver, B.C. 151-ff

FINE CANADA, mint, used postage, postal stationery and revenues. Want lists serviced. Bert L. Baulch, 29 Indian Valley, Port Credit, Ont., Canada. 159-5t

PRIZED SOURCE BOOK, Howe's "Canada", exquisitely produced on vellum, autographed, numbered in limited edition, bound in red Morocco, complete with folio of plates, clean as new; at full catalog price; worth it. A. W. McIntyre, 10918 84 Avenue, Edmonton, Alberta. 159-1t

WANTED

NEWFOUNDLAND 5 cent Caribou, Scotts 190, 191 and 257, mint and used, including Perfins, TPO's, army cancellations, slogans, on or off cover, wanted for cash. Wood, 1 Dorset St., Grey Lynn, Auckland, New Zealand. 159*

WANTED FOR CASH—Squared circle, two-ring numeral and fancy cancels on or off cover, Small Queens only; also illustrated and corner card covers. George Hicks, Listowel, Ont. 142-ff

SQUARED CIRCLES WANTED—Will buy or exchange for Beeton, St. Hilarion, Great Village, Noel, Matane, Pointe A Pic, St. Gabriel, Forest, Nassagaweya, Pontypool, Simcoe, Waterdown, Ashcroft Station, Revelstoke, Lambton Mills. L. M. Ludlow, 22595 West River Road, Grosse Ile, Michigan. ff

WANTED

SQUARED CIRCLES WANTED—Belleville: (a) 1st hammer, any date, any number above; (b) any hammer for the following. The complete date and the number above the date (given first in each case) most essential: 2-Oc 2, 93; 2-No 3, 93; 2-De 13, 93; 3-Ja 15, 94; 4-Fe 5, 94; 2-Mr 19, 94; 2-Apr 18, 94; 4-Apr 27, 94; 4-May 17, 94; 2-May 22, 94; 4-Ju 8, 94; 2-Oc 14, 94; 2-No 5, 94; 2-De 24, 94; 3-Ja 22, 95; 4-Fe 7, 95; 3-Fe 16, 95; 3-Mr 23, 95; 2-Apr 4, 95; 3-Uo 5, 95; 2-Ja 16, 96; 3-Mr 10, 96; 2-Mr 27, 96; 2-Mr 29, 96; 2-May 8, 96; 3-Oc 19, 96; 2-Jy 8, 97; 2-Jy 19, 97; 2-Jy 31, 97; 2-Au 14, 97; 2-Au 19, 97; 2-Sep 10, 97; 2-Sep 30, 97; 2-Oc 15, 97; 2-Oc 21, 97; 2-Nov 22, 97; 4-De 20, 97. A. Whitehead, 51 Havelock St., Amherst, N.S. ff

SQUARED CIRCLES, Type 2: Lambton Mills, Millbrook, Mission, Revelstoke, Simcoe, Massagawa, Watford, Freeport, Fort William West, Waterdown, Forest, Blythe, Cache Bay, Clifton, Yennoxville, Point Au Pic, Stanstead, Sutton, Estevan, Matane. Type 1: Aldergrove, Beeton, Byng Inlet North. DATES: 1891—Jan 4, 9, 18, Feb 8, 22, Mar 15, 17, June 7, 14, 21, Aug 16, Sept 6, 13, 20, 27, Nov 22. 1892—Jan 24, 31, Apr 24, May 22, July 10, Au 28, Nov 20. 1893—June 11, Dec 24. 1894—Apr 15, July 15, Sept 2, 23. (On 3c Small Queen). What do you wish in exchange? Will give dates in 1880s as far as I have them, as well as in the 1890s. C. S. McKee, M.D., McKee Rd., R.R. No. 3, Abbotsford, B.C. 155ff

WANTED—New Brunswick #6-11, Newfoundland #24-60d, unequivocally superb mint or used singles, pairs, strips. Will purchase or exchange. (Have, among others, Canada #8 superb used; 14, 18, 19 very fine used; 209 mint unhinged; USA #1 superb used; 9 very fine used pair; 369 mint; also 371, 537, 620-21, and most later commemoratives and airmails; Hawaii #6, 10, 15, 18, 25, 29, 50 very fine unused; 9, 46 very fine used. Will sell at market in lieu of exchange.) Laurence Tyler, 6227 Radford Drive, Seattle 15, Wash. 159-1ff

(MORE CLASSIFIED ON PAGE 214)

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