

BNA Topics

FEBRUARY 1959

VOLUME 16 NUMBER 2

Whole Number 165

▲ Official Journal
of the
British North America
Philatelic Society



PATRIOTIC CARDS—"BULLDOG-BATTLESHIP" SERIES (See page 35)

In this issue:

The Halifax Post Office . . . Patriotic Cards
First Powered Flight in Canada . . . The
Riel 'Essay' . . . Unofficial and Freak Duplex
Stamps on 'Free' Letters . . . plus the Index



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Among the auctions that will be held in the near future which will include British North American material of interest to specialists are:

March 11th when approximately \$3,000 worth of Canadian taken from the general collection formed by a Belfast collector will be offered. This specialised catalogue includes a colour plate of a find of early Gambia stamps and the price is 35c post free (the catalogue—NOT the stamps!)

March 18th the first portion of the fabulous Bute collection of Air stamps and covers and the 1914-18 War Stamps offered by order of the Marquess of Bute. This particular sale will comprise the British Empire Airmails and included are all the classic rarities of Newfoundland, including the unique unused Hawker manuscript. The price for this catalogue is 70c, or all the De Luxe catalogues of the Bute sales with the colour plates are available for \$2 post free. These sales will be held during March, April and May.

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BNA Topics

Official Journal of the
British North America Philatelic Society

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THE *Editor's* MAILBAG

A HOLIDAY TRIP OVERSEAS

During the summer of 1958 I was fortunate enough to spend several weeks on the European Continent and in Great Britain, Ireland and Scotland. I feel that a report of some of my wanderings, comments and findings may be of interest to readers of TOPICS.

While the trip was basically just a holiday, and not a stamp-hunting expedition, I naturally never failed to visit a stamp shop if I found one. Indeed sometimes I went looking for them—but bear in mind my visits were as a collector, not as a dealer. My interest was, of course, Canada, and bargains if I could find them. Travelling alone and not on a tour, my time was my own and I could spend it as I wished.

Flying by Air-France from Montreal to Paris, we arrived an hour ahead of schedule after a very comfortable flight. I spent eight days in this gay, noisy, sometimes vulgar city. It is still Paris as we picture it except one thing is missing—the constant honking of automobile horns—they only go “peep-peep” now. There is still enough “night life” in Paris to keep you busy 24 hours a day.

I also visited Switzerland, with stops at Geneva, Montrioux, Interlaken, Zurich and other places—a delightful country. Denmark I loved . . . but I will not burden you with a sightseeing tour of all the countries I visited.

Little Canadian Philatelic Material

I soon found on my travels in Europe that there was little, if any, Canadian philatelic material to be had. True, some of the dealers had some Canada, mostly the modern issues mint. Any older material was very poor, certainly not better than second class and mostly in the third or fourth class. And prices were high! On more than one occasion I was told that there was no call for Canadian stamps. European collectors seem to be mainly interested in Europe, and mint or unused are highly favored. There were no Canadian covers.

Belgium perhaps warrants some special mention. Brussels, with the Exposition, was overcrowded and prices were high. I have always liked Brussels; I have spent a good deal of time there and know the city. In fact, I think I like it better than Paris. Between visits to the Exposition and to old friends, I found time to visit the Rue de Midi, the home of stamp dealers in Brussels. My

11 days there were rewarding through visits to old friends at Antwerp and other places. The hospitality extended to me throughout Europe was wonderful.

About the Exposition—you will have either seen it or read about it. It was tremendous and I am glad to have been fortunate enough to see it. The only place I saw stamps for sale (except the post office) was in the Russian building. They were doing a tremendous business and although I do not collect Russia, I bought some souvenirs.

Brussels a Large Stamp Market

Brussels is, of course, quite a large stamp market. Along Rue de Midi and other places you may see many stamp dealers, most of whom have large stocks, although largely mint European. Some dealers have indeed very highly specialized stocks. In a few you may find some older U.S.A. and Canadian items, but as a general rule stocks consist largely of modern mint—and prices are high.

The dealers in Brussels, in fact in Europe generally, prefer to deal in sets and are loath to sell stamps otherwise. As many of you know, they will also sell you used (cancelled) sets, cancelled to order, on pieces or on a sheet. They usually charge 10 per cent premium for getting them cancelled. I did pick up a few stamps but nothing out of the ordinary, and no covers. When I asked for Canada, in at least three out of five places, I just got a polite answer that they had none.

In Great Britain, at least as far as popularity of Canada is concerned, it is different. Canada is in great demand, with the result that stocks are low and prices high. As many of you know, the number of dealers is legion. London is full of stamp dealers. I did not visit them all of course, but I did contact quite a few. Actually I did not have the time to devote to such visits as I had on the continent, because I had so many friends to see and visits to make.

Re-union is a Highlight

One of the highlights of my trip was a re-union with officers who served with me when I was with British Second Army headquarters and later in Germany during the last war. I shall always be grateful for those who organized this get-together

(Continued on page 50)

1959

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The Halifax Post Office

PART TWO

(Part One appeared in the January Issue)

ALTHOUGH early records of the Halifax Post Office are far from complete, certain developments during the later years of the eighteenth century may be briefly described. Charles Ingram was the Deputy Master for Halifax by June 10, 1765, if not earlier. The location of the Post Office and the mode of its operation in 1768 may be seen in a notice which appeared in the 'Nova Scotia Gazette' in August of that year:

This is to inform all Merchants, Masters of Vessels, and others, that the POST-OFFICE is now kept at the House of Simon Patrick Haly, where due Attendance will be given. All Masters of Vessels are desired to take Notice, that they deliver no Letters, except into the Post-Office, but such as are immediately directed to their Owners, or those who have Goods on board their Vessels, on Pain of incurring the Penalty levied by Law for such Offences.

By 1770 James Stevens was the Postmaster at Halifax. He held the office until about 1782, when he was succeeded by Joseph Peters, who continued as Postmaster until his death in 1800.

Upon the death of Peters on February 13, 1800, William Thomson was sworn in as Postmaster on the next day. After holding this office for less than two weeks, Thomson resigned it on February 25, 1800, and John Brittain, who had been private secretary to the Duke of Kent, succeeded him.

Soon after this time, the two Howes, father and son, began a period of over forty years in the administration of the Post Office, when John Howe, Sr., by agree-

ment with Brittain, was appointed Postmaster at Halifax on August 7, 1801. This was a hard bargain for John Howe, as his famous son Joseph was later to call it:

He had a hard bargain at the Post-Office. A Mr. Britton, who held it, it was supposed was going to die. My Father was persuaded to give him £200 a year for the goodwill of the office. The arrangement was made. Britton lived seven years and a half during which my father paid him £1500. As the office took up much of his time, and greatly increased his expenses, this heavy payment laid the foundation of debts and sources of perplexity which ran over half his life. He held it about seven years and a half after Britton died the salary being £290, of which he had to pay £100 a year to a clerk. He got £1425 out of it in that time, or £75 less than he paid to Britton. The upshot of it was that he did the duty of Post Master General for 15 years and lost £75.

It is probable that the Post Office was on Barrington Street, at or near the corner of Duke Street, while John Howe, Sr., was in charge of it.

John Howe, Jr., succeeded him in this position in 1818 and continued in it until 1843. In the summer of 1829 the Post Office was removed to the house, nearly opposite the old Dalhousie College building (which stood on the site of the City Hall), previously owned and occupied by William Minns.

After the death of John Howe, Jr., on January 18, 1843, H. M. Watson was Acting Deputy Postmaster General until the arrival of Arthur Woodgate, the new Deputy Postmaster General, on May 30 of that year. Woodgate, a native of Kent, England, was a nephew of Sir Henry Hardinge, then Secretary of War and afterwards Governor-General of India and Viscount Hardinge. He had had experience both in the Home Office and the Post Office before crossing the Atlantic to Halifax in 1843.

Within a few weeks of his arrival at Halifax, Woodgate removed the Post Office to new quarters in a stone building on Barrington Street, which had been erected and for some time occupied by the late Thomas Forrester, dry goods merchant and member of the Assembly. The Post Office was in the lower storey of that building, which was at that time one of the finest edifices in the city. This was a temporary arrangement pending the availability of more permanent accommodations in the Dalhousie College building.

About a year later, after a lease for new quarters was signed on July 6, 1844, the Post Office was removed from this site to the old Dalhousie College building on the Grand Parade—the place where the City Hall now stands. It was to remain in the Dalhousie College building for twenty-seven years, until late in 1871 when it was transferred to the new Provincial Building.

The Post Office took up space on the ground floor and on the second storey of the Dalhousie College building in 1844. The inland sorting office, a delivery room, and a large room for sorting papers were all on the ground floor, while ample accommodation for the Deputy Postmaster General and his staff was provided on the next floor. Seven years later accommodations for the Post Office in this building were enlarged and improved—as may be realized by reading the following excerpt from the 'Novascotian' of December 29, 1851:

THE GENERAL POST OFFICE

The improvements for some time in progress at the General Post Office, Dalhousie College, are now completed. Considerable additional room has been secured in the basement of the Edifice; the centre wall (two feet and a half in thickness) has been taken down, and strong wooden piers supported by massive-granite pillars, cased with wood, have been substituted to sustain the upper part of the building; convenient apartments have been assigned to the several employers in the department, including a spacious inland room, &c.; and last not least the public have now provided for their accommodation in the eastern end of the establishment, a space about 35 ft. by 10 ft. completely under cover, where they will for the future mail and receive their letters, &c. without being compelled to submit to the exposure to the weather under which they so long and so patiently suffered. Marked improvements also characterize the delivery and mailing departments, as the space set apart for these comprises the entire width of the building, nearly the whole of which is of glass with the numbers marked on the panes against which the Boxes are placed. In short the comfort of the clerks and the convenience of the community have both been combined in the recent changes; and if the contemplated arrangements for carrying the Mails, which it is said will commence on the 5th of January next, prove as agreeable as we think the former will be, the

results will doubtless prove highly satisfactory to the public. Mr. D. McPherson, carpenter of this city, superintending the recent improvements at the Post Office; the expense to the Governors of the College will not probably fall far short of £300; and the Government have, we understand, taken a lease of the premises at an increased rent.

Woodgate in Nova Scotia was both the last Deputy of the Postmaster General in England and the first Provincial Postmaster General. He served in the first capacity until 1851, when the British North American provinces assumed the control of their own postal services. He then served in the second capacity until Confederation, when the Provincial postal administrations were amalgamated into the Post Office Department of the Dominion, and Woodgate became Post Office Inspector for Nova Scotia as well as Postmaster at Halifax.

Subsequently, about 1873, the dual position was divided—with B. W. Cochran becoming Postmaster and Arthur Woodgate continuing as Inspector until his retirement in 1874. Since that time the line of succession of Halifax Postmasters has included H. W. Blackadar, Col. Fred H. Oxley, Donald A. King, F. A. Warner, and J. P. Morrow.

The Post Office itself was removed from the old Dalhousie College building to the then new Provincial Building (afterwards the headquarters of the Royal Canadian Mounted Police), on December 11, 1871. There it remained for sixty-five years until it was removed to the Dominion Public Building on Bedford Row on October 25, 1937. ★

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PATRIOTIC CARDS

The 'Bulldog-Battleship' Series



"CALLIOPE, 3RD CLASS CRUISER." Card used from Montreal in 1909

FOR MANY YEARS now, two patriotic post cards have had an honored place in my collection of Victorian Period Patriotics—waiting to be joined by others of similar design and publisher. But so far they remain alone!

However, a recent visit with Ray Peters (BNAPS 1202), of Phoenix, Arizona, has again whetted my interest in knowing how many, and what other designs were published. Ray's collection contained a third type, and I rather suspect that the full series may consist of a number of designs—and their attractive appearance should have made them very popular in their day. This is, therefore, an invitation to other

BNAPSers to assist me in compiling a list of the known designs in this "Bulldog—Battleship" series.

Most Colorful Patriotics

Printed by the Toronto Lithographing Co., Limited, these are very attractive indeed, and really are among the most colorful of all patriotics of this period. They are done in beautiful multi-colors, including reds, brown, green, yellows and sometimes black.

They were printed on the 'message' side of the cards, leaving only a small part (about one-fourth) blank for the message in the lower right corner. Just above the blank message space appears the publisher's

one-line imprint in large and small capitals, reading "Entered According to Act of Parliament of Canada in the year 1898 by The Toronto Lithographing Co., Limited, at the Department of Agriculture." The date in the imprint varies, some being "1898" while others read "1899." Other dates may exist with other designs.

The other side of the cards is entirely given over to the address. A five-line legend, printed in dark blue, takes up the upper third, reading "Post Card Carte Postale/ Universal Postal Union Union Postale Universelle/Canada/The Address only to be written on this side./Cote Reserve a l'adresse."

Inspired by U.S. Patriotics

There is no doubt but that the many U.S. Spanish-American War "Battleship" type patriotics inspired this particular series. Since the earliest imprint is 1898 they cannot logically be a result of the Canadian participation in the Anglo-Boer War. Their use could have been extended as a result of this conflict, however, and it is quite possible that they saw their greatest use during the Boer War, 1899-1902, period. They were probably created as a result of the wave of patriotic pride which was generated as a result of the Victoria Diamond Jubilee. This same expression of pride in Empire was demonstrated that

same year (1898) in the Canadian Map stamp. These and others, often classified as Boer War Patriotics, might better be designated as "Victorian Empire Patriotics"—for such they really were.

CHECK LIST

- TL-PC1 "Benbow," in red, blue, green, brown and yellow—1898 imprint.
- TL-PC2 "Calliope," colors as in TL-PC1—1899 imprint.
- TL-PC3 "Terrible" (1st Class Cruiser), colors as before—1899 imprint.
- PC3a As above, special printing, ship in black instead of brown, 1899 imprint, and printed in fancy letters in message space, in four lines: "Wishing You/A Merry Christmas/and a/Happy New Year.

The writer would appreciate hearing from anyone having knowledge of other varieties of this series, either used or mint. Please give the essential details as to the name and class of ship, imprint year date, color variations, and other details where they differ from the two cards illustrated herewith. ★

'Hollow Tree' in Canadian Philatelist

"The Hollow Tree," Ed Richardson's popular column which appeared in Popular Stamps for many years, will appear in The Canadian Philatelist commencing with the January-February issue. ★



"BENBOW, 1ST CLASS BATTLE SHIP." Card used from Toronto in 1902

Trail of the Caribou

By DAN MEYERSON (BNAPS L3)



IT IS very gratifying to learn occasionally that a result arrived at by deductive reasoning is sometimes borne out by fact. Back in July 1950, we suggested that the 1, 2, 3, 4, 5 and 10 cent values of the 1911 Coronation issue had been printed at a different time or by a different printer than the 6, 8, 9, 12 and 15 cent values. The surmise was predicated on the fact that the perforations were different, the first six values mentioned being comb perf. and the last five values were line perf. 14. In addition, the plate proofs of the two different perf. varieties were on paper of different thickness. In the October 1958 issue of 'The London Philatelist,' Arnold M. Strange reports on some findings as a result of further examination of the De La Rue records and these findings confirm our original deduction, as they prove that the six comb perforated values were printed by the De La Rue Company for Whitehead, Morris. There is no information as to who printed the line perf. values, but at least we are certain that they were printed at a different time. In the same article, Mr. Strange also advises that the Caribou issue previously credited to Whitehead, Morris was also printed by the De La Rue Company, for Whitehead, Morris.

Ed. Richardson (BNAPS 168), of La Marque, Texas, is in with an earlier date to add to our listing of slogan cancellations which ran in the January 1958 issue of TOPICS. Ed. reports that he has slogan No. 12 used on November 1, 1928, 20 days earlier than our previous record of use. Thank you, Ed., and welcome to the ranks of Newfoundland collectors—we can use a researcher of your ability. If you don't believe in Ed's ability, read further.

At the recent ASDA show held in New York we came upon an unlisted airmail variety—a block of four of the unwatermarked \$1 blue, Scott No. C8, imperforate between the stamp and the right margin.

I'll say this for 'squared circle' collecting, it certainly gives its followers a sharp eye, or maybe the corollary is true that only collectors with sharp eyes are attracted to that type of collecting. Back in August 1945 we published our first list of Newfoundland slogans and reprinted it in the January 1958 issue of TOPICS. It was at just about that time that Ed. Richardson (BNAPS 168) of La Marque, Texas, first started showing an interest in matters Newfoundland and this was one of the first sidelines he began to collect. Well, you know Ed's thoroughness, and it wasn't too long before he started to make valuable contributions to that interesting sideline. His latest was a bombshell! He took our slogan No. 14—"Buy Goods/made in/Newfoundland"—and came up with a distinct "a" variety. Ed's discovery is that there were two different slogans used, the first with a St. John's, Nfld. circular handstamp and the "a" variety with a St. John's Newfoundland datestamp. In addition, there are slight differences in the slogan itself—No. 14 has the letters in the word MADE $3\frac{1}{2}$ mm. high, whereas in No. 14a they are only 3 mm. high. A combination of Ed's records and our own shows that for a time in 1935 they were used concurrently as we show No. 14 from May 16, 1934-Nov. 7, 1935, and No. 14a from June 1, 1935 to Nov. 2, 1937. Thanks, Ed., for discovering a new variety in so small a field.

Before going to press the November 1958 issue of 'The London Philatelist' crossed our desk and a second instalment by Arnold M. Strange advises that the Pictorial issue of 1923 previously ascribed to Whitehead, Morris was in truth also printed by the firm of De La Rue. The records also show that proofs of the booklet were approved on June 23, 1926. Coils were considered at the same time, but nothing seems to have come of this idea. We anxiously look forward to Mr. Strange's concluding article in the December issue which is not yet to hand. ★

Unofficial and Freak Duplex

PART ONE

SOME YEARS AGO a distinguished philatelist wrote: "One of the great charms of our hobby is the element of surprise, the unexpected is always turning up." How true this is! During an intensive search for Canadian duplex cancellations, a number of striking examples have unexpectedly come to light, which were apparently not officially supplied to post offices as duplex from the Central Office or from the official contractors of cancelling instruments, and which have every appearance of having been improvised or made locally by various postmasters themselves.

They fall into three broad categories:

(i) Made by fixing together in one hammer a dater and a killer which were normally used separately, and might have been—in many cases undoubtedly were—supplied officially from the Central Office as separate daters and killers, and which were available in stock in the post offices at the time.

(ii) Made by fixing a common circular date stamp or dater (probably of metal) with a killer made locally of cork, or of a type nowadays included in the generic term "cork."

(iii) Certain duplex of unique or freak design, which come into no standard category.

Interesting Speculation

Before proceeding to record and describe some of these unofficial duplex, it is interesting to speculate on their origin, and why local postmasters went to the trouble of making them. Two facts are suggestive:

(i) Of the total of unofficial and freak duplex provisionally allotted to these three categories, about 75 per cent came from two centres, i.e. Toronto and the Maritime Provinces.

(ii) It was these same two centres which were most inadequately provided with official duplex hammers by the Central authorities at the time these unofficial hammers were used. Thus, while Montreal, Hamilton, London, had four duplex hammers each from Berri in 1860, Toronto, the

most important of all, apparently only had one or two, and, according to the proof book of Pritchard and Andrews, these official contractors supplied Toronto with only one duplex hammer up to 1880, by which date this centre had produced and brought into use something like ten unofficial and improvised duplex. The Maritime Provinces, of course, had none of the Berri hammers in 1860, and the only official supplies recorded to 1880 were two for Halifax (in 1877-79) and one for New Glasgow. Many post offices in New Brunswick and Nova Scotia never received official duplex hammers at all, for example, Chatham, Dorchester, Lunenburg, Moncton, St. Andrews, Stellarton, Weldford, and all of these have been recorded with unofficial duplex, which are described and illustrated in this article.

Easy to Understand

If to this proved shortage of official duplex we add the reasonable supposition that postmasters appreciated the convenience of simultaneously killing the stamp and dating the cover, it is not difficult to understand why "local postmasters went to the trouble of making them."

In allotting unofficial duplex to the three categories mentioned above, I adopted the following criteria: For category (i), the dater or killer or both should be well-known and often common types used separately, but rare as duplex. They include a number of 'screwed' duplex type, where the dater and killer are not rigidly fixed together but show relative movement'. For category (ii) the killer should be a 'cork' type of cancel. They all appear to have been comparatively short-lived and most are rare. The Stellarton Star duplex, which was in use for more than 12 months, a good deal longer than the average for this category, is another example of 'screwed' duplex. Category (iii) includes some freaks that do not fit in elsewhere, where the dater or killer or both are not common types.

1 See TOPICS, Sept. 1957, p. 201.

Some of these have been recorded before in TOPICS, but are repeated for ready reference, and to bring the list complete to date.

NOTE: An identical type of duplex was made for Montreal by Pritchard and Andrews at the same time which, however, was apparently not a "screwed" type. Possibly Toronto and Quebec copied locally the official Montreal type.

UNOFFICIAL DUPLEX

Category (i). Made from separate date and killer. Either the dater or killer or both illustrated in Jarrett (J).



9. Toronto 1880. Another circular barred killer, G.8 type, with TORONTO in 8 bars. (J.367).
80

This was another "screwed" type and is rare. A troublesome duplex, requiring change of month and year in both dater and killer.

An interesting group of New Brunswick duplex cancels have been recorded, the dater of the two-part circle (J.242), the killer oval with 9, 10 or 11 bars (J.917). These include:

1. Toronto 1868. 3-ring target (J.35) and unrecorded dater. The earliest of these improvised duplex, a rare combination, only one strike recorded to date.
2. Toronto 1880. 2-ring target (J.25), dater with ONT at base (J.310)
3. Toronto 1880-81
4. Montreal 1880-81
5. Hamilton 1882
6. Winnipeg 1881-82

Similar 2-ring target, but dater with Canada at base. These were all "screwed" type duplex.



10. and 11. St. John 1868-69, 9 bars oval, also 8 bars circular (J.920).
12. Fredericton, 1869, 11 bars oval.
13. Moncton 1869-71, 10 bars oval.
14. and 15. Chatham (1882) and Dorchester (1884) 10 bars oval.



7. Toronto 1880
 8. Quebec 1880
- Circular barred killer, G.8 type, with name of town in 8 bars (J.363 and 366). These were also "screwed" type of duplex.



It should be noted that four of these six duplex date from 1868-69, the other two may have been introduced at the same time, but no early strikes have yet been recorded. Moncton was in use for 22 years (a near record!) and is comparatively com-

(Continued on page 42)

First Powered Flight in Canada

THE YEAR 1959 should prove an interesting one for aviation in Canada. Preparations are being made throughout the country for the observance of the 50th anniversary of powered flight in Canada. The Royal Canadian Air Force will also celebrate its 35th anniversary with a travelling exhibition of historical combat aircraft. In this connection there will be a nation-wide engineering scale model aircraft contest, and a special National Film Board motion picture will be prepared.

The Post Office Department will issue a new postage stamp on February 23 to commemorate the golden anniversary of the first flight of a powered aircraft in Canada—the "Silver Dart." The blue 5 cent stamp is being designed by artists of the Canadian Bank Note Company, who will produce it. The stamp depicts three delta wing aircraft in silhouette with the "Silver Dart" in a darker shade in the foreground. The appearance of the modern aircraft depicted on the stamp has led to conjecture that it portrays the controversial Avro "Arrow" about which much has appeared in the Canadian press in recent months.

Flies Half-mile

On the morning of February 23, 1909, the "Silver Dart," with John A. D. McCurdy at the controls, flew half a mile over the frozen Bras d'Or Lake near Baddeck Bay, Nova Scotia. This became the first recorded flight with a British subject flying a heavier-than-air machine in the British Empire.

The historic flight was the culmination of several years activity of the Aerial Experimentation Association formed at Baddeck by Dr. Alexander Graham Bell of telephone fame. After experimenting with kites for more than 10 years, he decided to form a group to achieve in Canada the dream of the ancients of actually flying through space. He selected his associates carefully—two were young, enthusiastic engineering graduates of the University of Toronto, his secretary's son, John McCurdy, and a friend, F. W. Baldwin. Glenn Curtiss, an authority on gasoline engines, and Thomas Selfridge

of the United States Army, were also invited to pool their talents with the elderly inventor.

The association continued experiments at Baddeck for a time, then operations were moved to the Curtiss machine shop in Hammondsport, N.Y., where four powered aircraft were built. All members contributed ideas and work to the four planes, but each was credited with the main design of a machine. Thus, the second plane, the "White Wing," was credited to Baldwin, and the "Silver Dart" to McCurdy, who was the only one to fly it.

The kite-like "Silver Dart" had a wing span of 49 feet and a wing area of 420 square feet. The total weight including the pilot was 800 pounds. Its motive power was one of the original Curtiss water-cooled aircraft engines.

The memorable trip of February 1909 inaugurated a series of "firsts" for Jack McCurdy. He carried Canada's first air passenger (F. W. "Casey" Baldwin) in the "Silver Dart" in August 1909, at Petawawa, Ontario, where they also gave the first demonstration flights of an aeroplane for military use in Canada. At this camp an acci-



GOLDEN ANNIVERSARY OF FLIGHT

Date of Issue: February 23, 1959.

Designed by: The Canadian Bank Note Co. Ltd., Ottawa.

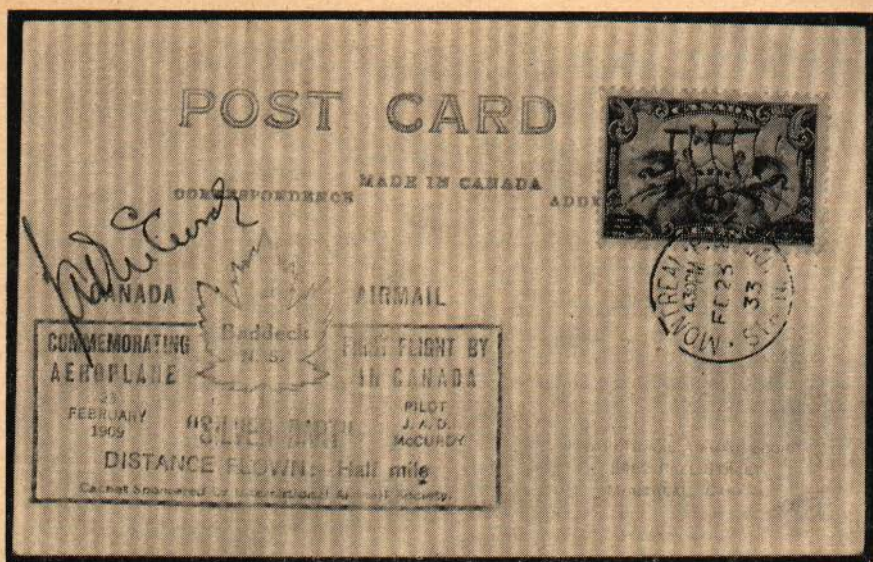
Color: Blue and black.

Plate Nos.: 1.

Panes: Of 50 stamps.

Quantity of Stamps Ordered: 30,000,000.

Excerpts from a publicity release from the Post Office Dept. have been included in this article.—Ed.



Postcard commemorated flight in 1933

dent resulted in a wing being broken off the plane and the "Silver Dart" never flew again.

Replica of Plane Shown

A replica of the plane was shown at the Canadian National Exhibition in Toronto during the fall of 1958. This was constructed at Trenton, Ontario, by RCAF personnel headed by LAC Lionel McCaffrey. A flight with this replica is being planned.

The epic flight of the "Silver Dart" was commemorated 25 years ago by a postcard with a special cachet dated February 23, 1933. It was sponsored by the International Airmail Society headed by Ian C. Morgan, a well known air mail specialist and writer during the 1920s and '30s. Mr. McCurdy was living in Montreal at the time and signed some of the cards. It is now a nice collector's item.

Jack McCurdy transmitted the first wire-

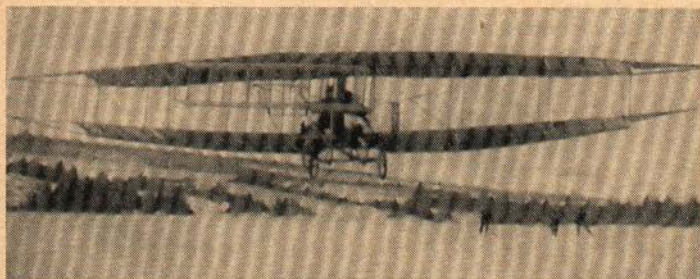
less message from an aeroplane in flight to the ground in August 1910. The same year he won the world's biplane speed record at the second International Aviation Meet at Belmont Park, N.Y. By World War I he was one of Canada's two licensed pilots.

Became Lieutenant Governor

Mr. McCurdy later became manager of the Curtiss Aeroplane and Motors, Limited, Toronto, and eventually was named Lieutenant Governor of the Province of Nova Scotia. He now lives at Baddeck, N.S., but a speaking tour is planned for him during the coming year.

Perhaps even such far-sighted men as the members of the Canadian Aerial Experiment Association and their contemporaries did not realize the significance in terms of national development of the craft they pioneered. However, the amazing advances in aeroplane construction in half a

century are emphasized on the new commemorative stamp . . . "Their contributions to aeronautical science are gratefully acknowledged." ★



J. A. D. McCurdy in the "Silver Dart"

Your BNAPEX-59 Bulletin

• Arrangements and interest in BNAPEX-59 seem to be progressing at just about equal rates. The New York Group has been busy tying all loose ends together so that all will be proud of the '59 show. However, inquiries have already been coming in asking for information about the exhibit and at this time we believe that we can safely announce that the 1959 exhibition will be a truly international one as exhibits have already been promised from New Zealand, England, Canada and the United States.

The frames will be of the highest order as they will be the frames that were used at FIPEX, the last international exhibition held in New York in 1956. The frames are large, holding up to 16 pages, and the room reserved for the exhibition should be large enough to take care of all interested parties who will show their interest in exhibiting before August 1. We intend to have a definite closing date so that a printed program can be made available to all members. A word to the wise should be sufficient to start preparing your exhibit now. It is never too early to start and we can promise that the entry blanks will be in your hands shortly.

D. C. Meyerson, Chairman.

You'll like it fine in '59

Unofficial and Freak Duplex

... From page 39

mon; the rest appear to have been short-lived and are rare.



16. There was another remarkable duplex used in Weldford in 1894, the dater with part outer circle (J924 type), the killer oval with 11 VERTICAL bars (J.917 sideways). This is rare, only one strike recorded to date.

This completes the list of duplex in category (i) recorded to date. ★

(To be concluded next month)

Why Stamps on 'Free' Letters?

IN BOTH WORLD WARS, Canada adopted the general principle that ordinary letters and postcards from soldiers, sailors and airmen on active service overseas should pass through the mails free of charge. Why then do we commonly find that covers from such personnel, used in the period 1914 to 1917, bear 2 cent or 3 cent Canadian stamps?

For some years past, the writer has been interested in trying to find an answer to this question, and more particularly to find out who added these stamps to the covers, who paid for them, why they carry the postmarks of certain Canadian cities and towns, and why they are only found up to July 1917, and not subsequently.

In corresponding on this subject with other collectors, I received much interesting and helpful information—in some instances from men who had served with the C.E.F. and who had mailed such letters themselves. In this connection, I am particularly grateful to two of our members, Mr. Charles M. Chandler and Col. Lloyd W. Sharpe. As a result of this correspondence, it appeared that no one was in possession of definite information, from official sources, as to the reason for the added stamps, and it was generally assumed, by others as well as by myself, that they had been added for purposes of accounting between the Department of National Defence and the Post Office Department.

Official Explanation

Now, through the kindness and courtesy of Mr. B. J. Farrell, Director of Administration of the Post Office Department in Ottawa, it is possible to present the official explanation of the use of these stamps.

In answer to a list of questions which the writer sent to him, Mr. Farrell, under date of May 2, 1958, says:

1. The practice of placing postage stamps on letters from all soldiers on active service was to ensure that unpaid or possibly "rated up" mail would be delivered to the addressee without the collection of postage. There was no accounting for such postage between the Department of National Defence and the Post Office Department.

(Continued on page 44)



Rounding Up SQUARED CIRCLES

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

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WHY STAMPS ON 'FREE' LETTERS? . . . Continued from page 42

2. Postage stamps were placed on these items of mail by Postmasters at exchange offices, sufficient to fully prepay the transmission from his office to the point of destination.

3. This practice was initiated 8th October 1914.

4. Instructions for the discontinuance of this practice were issued 28th July 1917.

5. The rate of postage on letters mailed in Canada for delivery in Canada in 1914 was 2 cents per ounce or fraction thereof, and 1 cent per ounce for letters for local delivery. Effective 15th April 1915, a war tax of 1 cent was added making the postage applicable to letters for delivery in Canada 3 cents per ounce or fraction thereof, and 2 cents for letters for local delivery.

From Mr. Farrell's explanation it is evident that we may expect active service letters which arrived in Canada between October 8, 1914 and April 14, 1915, to carry a 2 cent stamp, and postcards during the same period to carry a 1 cent stamp. During the period April 15, 1915, to July 27, 1917, letters would carry a 3 cent stamp and postcards a 2 cent stamp. Letters addressed to the city in which the "exchange office" was located would, of course, become drop letters for postage purposes, and should carry a 1 cent stamp during the first period and a 2 cent stamp during the second period. From July 28, 1917, onwards, one should expect letters and cards to be stampless.

Occasional Exceptions

In the writer's experience, the only exceptions which one finds to the above mentioned rates are occasional instances where a 2 cent instead of a 3 cent stamp has been

used on an ordinary letter. This may perhaps be explained as an error on the part of inexperienced help in the exchange office. In all such instances which have been seen, a 2 cent red stamp has been used (Scott No. 106) and this could readily have been confused with the then current 3 cent red (Scott No. MR3).

On page 645 of Boggs' "Canada" we find the following sentence:

"The Canadian Expeditionary Force postmark was only for use **outside** of Great Britain, as letters posted from the Canadian camp in England have to be franked with British stamps."

The author has been informed by at least three collectors who served with the C.E.F. that mail from Canadian soldiers in England, **if forwarded through their unit orderly room**, was sent free of postage, just as in the case of soldiers in France. This may also be inferred from Mr. Farrell's explanation. Of course, it was open to any Canadian soldier in England to use the civilian mails if he wished, and in this case his letter would be prepaid to destination by a British one penny stamp. One very often meets with such covers. ★

★ Many thanks to the great numbers of members who remembered the Editor with cards and greetings during the recent holiday season. May we wish you all the best for the year 1959.

The Riel Essay

THE CBC Stamp Club of the Air broadcasts each Saturday from 12:30 to 12:45 p.m. over Canadian Broadcasting Corporation radio network. One recent broadcast featured the controversial Riel "Essay" illustrated here. The script for this broadcast was prepared by Doug Patrick (BNAPS 517), and was heard in part as follows:

Announcer: Well now, how did you get along with your research on the subject of the Louis Riel Essay?

Patrick: We finally got the story finished. Mary checked the details of the Rebellions . . . the life of Louis Riel, but we couldn't find anything about the essay he or some of his helpers made for the proposed stamp for the Republic of Canada. I wonder if some of our CBC Stamp Club members have any information about the essay made for a proposed Republic of Canada postage stamp? We'd certainly like to hear from you if you can provide any details about this proposed issue.

Judy:* Will you please send us any information you may have? Many people living in the West today must remember the days of the last Riel Rebellion. First of all, let's have the background of the essay that came to light in Toronto some time ago.

Patrick: A gentleman who wished to sell his postage stamp collection by auction, took his stamps to J. N. Sissons, the Canadian auctioneer. Besides a 12-penny stamp and some other Canadian rarities, the collection contained this essay of a Riel stamp for the Republic of Canada. The essay—that's a trial item for the subject of a postage stamp—is a rough little thing. The design consists of a woman's portrait in an upright oval. The inscription in English and French reads "Republic of Canada," above and below the portrait in an oval frame.

Following the Confederation of Canada in 1867, the new government claimed a kind of jurisdiction over what is now Manitoba. Finally, the control of the western territory passed from the Hudson's Bay Company to the new Government of Canada.

* Miss Judy McLeod, president of CBC Stamp Club



—Toronto Globe & Mail Photo

As we look back today we see how some of the people in the West feared the eastern government. A large part of the population of the West had been French-Indian halfbreeds. They believed they'd lose their rights and properties with the change in government. And they also resented the way their allegiance had been transferred from the Hudson's Bay Company to the new government. Possibly their basic reason for hostility centered in their fear the government would evict them—and they would lose the land they had squatted on for many years.

. . . As a result of their fear, some of the halfbreed people, with others, gathered around the man who led their rebellion. He was Louis Riel, a halfbreed from the Northwest. He received some education in Quebec but he returned home before he finished his studies for the priesthood. People at the time said Riel was an intelligent man, but he was an irresponsible agitator. He had the power to express himself well, apparently, by the way he influenced people to follow him. This odd combination of intelligence and agitation, along with the discontent of the halfbreed people, gave him strong support in his re-

bellion against the new government of Canada.

... Riel organized a group of followers into a sort of provisional government; he became secretary of state in this organization.

When Was Essay Prepared?

Nobody seems to know when the essay was prepared. No records of the Riel essay seem to exist. The little treasure of Canadian history is really a mystery.

Announcer: The two men capable of restraining the influence of Louis Riel were either sick or in Europe. Governor McTavish of the Hudson's Bay Company was ill, and Archbishop Tache was in Rome. In their absence, Riel and some of his followers ordered a number of Canadian surveyors out of the country. Riel siezed Fort Garry, and imprisoned some of the English settlers who objected to his activities. But he made a serious mistake when he condemned Scott to death. Thomas Scott was a young English settler from Ontario, and he openly denounced Riel.

And in the case of Thomas Scott, the penalty of complaining was death.

But the news of Riel's activities reached Ottawa. A force of military men under Colonel Garnet Wolseley went forward to stop the rebellion. The march from Ottawa through Ontario bushland took so long the rebellion was over when the colonel and his men arrived. While they were on their way, Manitoba was received into the Confederation of Canada. By the time military aid arrived, the rebellion had come to an end. Followers had settled on their land, and Riel fled to the United States.

Rebellion Flares Again

That was the first Riel Rebellion, but without information concerning the essay. Rebellion flared again some years later.

The second Riel Rebellion, hardly more than a flare-up of the first uprising, began in the spring of 1885. Riel came back north from his hiding place in Montana. At first he began operating in moderation by suggesting petitions to the government in Ottawa. But when these tactics failed, he lost control of himself and let his fanatical spirit rule him. Once more he organized a provisional government, assuming the role of president. Since this indicates a republic, he may have had the essay prepared at that time. Near Prince Albert (Saskatchewan), Riel siezed the government post at Duck Lake and set up his own government in the same vicinity at another community called Batoche.

... The time was 1885, and the people of Canada were aroused to action. Some 4,000 troops from Ontario, Quebec and the Maritimes, and from Manitoba, proceeded to quell the uprising. Finally Riel was captured, tried and executed on November 16, 1885, at Regina in the Northwest Territories.

The West began to prosper after the days of Riel. He called himself "Liberator"—was he personally the originator of the Canadian Republic postage stamp? We wonder. ★

Seeks Stamp Commemorating Canada-U.S. Unguarded Border

The following letter appeared in the December 1958 issue of *The American Philatelist*. Written by Wm. E. Johnson (Lt. Col., AUS-Ret), of Hickory, N.C., the original of the letter was forwarded to U.S. Postmaster General Arthur E. Summerfield.

"Now it is an established fact that Canada and the United States will join in commemorating the opening of the Saint Lawrence Seaway by the issuance of a single stamp, common in motif, and similar in appearance, save for the difference in the values and the name of the country whose postage it pays. Joint action . . . is particularly appropriate since the conversion of the Saint Lawrence River into a Seaway was the result of joint effort for the common benefit of both nations and of a peaceful world.

"Much of the Saint Lawrence River, and of the Great Lakes System which is its source, forms a considerable part of the peaceful boundary common to the two nations. In all there is over 4,000 miles of boundary which has been unfortified for over 100 years. To the world it is an object lesson of true peace . . .

"... Peaceful deeds speak louder than words and the world's attention should be called to deeds of this nature. In all of the world there is no more practical application of the desire for **actual** peace than this unfortified border mutual to Canada and the United States. It is earnestly believed that coincidentally with the joint issue of a commemorative stamp by Canada and the United States for the opening of the Saint Lawrence Seaway, another stamp should be jointly issued to call attention to the rest of the unguarded border and thus give this information to the world for comparison . . ." ★



REVENUE GROUP

News

EDITOR: E. A. RICHARDSON, 303 Pin Oak Drive, La Marque, Texas

Quebec Bankruptcy Act Overprints. Neil Utberg (BNAPS 1551), another ardent Canadian revenue fan here in Texas, has been tracking down those elusive Bankruptcy Act and Loi de Faillite stamps, and in doing so can report three varieties not heretofore listed in Holmes. These are:

QLA 99B perf. 11—20c blue, Loi de Faillite
QLA 103B perf. 12—\$2 purple, Loi de Faillite
QLA 104A perf. 11—\$3 green, Bankruptcy Act
(This confirms our report of November 1957)

He also calls attention to the fact that the overprint comes on both the scarlet and orange shades of the \$1 denomination.

This appears to be a difficult issue to obtain sufficient quantities to make any kind of thorough study. We suspect they are much more scarce than generally recognized.

Supreme Court "In Prize" Issues. Right at the moment there seems to be considerable controversy, as judged by my correspondence, as to the origin, etc., of those highly sought after "IN PRIZE" overprints. So far as is known, all copies existing in collections are MINT. None have been seen or reported used, or on document. Dr. Holmes and others are trying to find any official reference to these. Any BNAPSer having knowledge of used copies, or who have knowledge of, or access to official records showing the official status of these issues, would be doing Canadian philately a great service by getting in touch with this column.

New Holmes' Catalogue. By the time this appears in print, the ninth edition of Dr. Holmes' "Specialized Philatelic Catalogue of Canada and British North America" should be off the presses. While every BNAPSer should have this wonderful reference handy, it really is a "must" for Canadian revenue fans. There probably has never been more price revisions, additions and deletions as there are in this edition. We'll try to give a full review of the revenue

section when the new catalogue is in our hands, but in the meantime, don't delay getting your copy—you'll be very greatly surprised at some of the changes.

Quebec Honoraires Fees. Thanks to Lee Brandom (BNAPS 1357), another Texan hot after Canadian revenues, we can confirm that the \$30 olive Quebec Law overprinted HONORAIRES FEES exists with the type B overprint (17½ mm. long), perf. 11. Previously this had been reported only in the perf. 12 in both type overprints.

Looking Ahead to the Tenth Edition of Holmes. The editor of this column has agreed to act as chairman of the revenue editorial committee for the tenth edition of this catalogue. This is the job which BNAPSer Charles Armstrong has held and filled so capably for the past several editions. This appointment is not in recognition of any individual, rather it is recognition for the Revenue Study Group of BNAPS. We sincerely hope that every Canadian revenue fan will associate himself first with BNAPS, and then will become an active contributor to this column, which we feel can render a great service in providing the additions, deletions and revisions necessary for the next edition. ★

• **The Metropolitan Air Mail Cover Club** the New York Chapter of the American Air Mail Society, will hold its first exhibition and convention during the International Stamp Show, INTERPEX '59, at the Park Sheraton, Feb. 27 to March 1. The American Society of Polar Philatelists will hold its first convention on the same dates. ★



★ Copies of philatelic books, price lists, auction catalogues, and other items of a trade nature should be sent to the editor for review and write-up in this column.

Paramount Issues BNA List

Paramount Stamps, Box 55, Station D, Toronto 9, Ont., has issued their 1959 catalogue of Canada and Provinces, which lists thousands of the latest B.N.A. prices, plus the most complete listing of matched plate block prices issued to date by this firm.

This catalogue contains some 40 pages, with hundreds of illustrations, and at the nominal cost of 50 cents should prove of great value and interest to those collectors specializing in the B.N.A. field. Incidentally, the cost of this list is refundable from purchases.

Interesting Memento from Harris

We wish to thank H. E. Harris & Co., Boston, Mass., for their Christmas remembrance in the form of a plastic paper weight enclosed within which are several of the most attractive of recent U.S. stamps. This makes a really handsome addition to our desk.—The Editor.

Prices Realized at Sissons' December Sale

In the catalogue for his December 1958 auction, J. N. Sissons remarked that "the market has never been stronger for better grade British North America." This is borne out by the prices obtained at various auctions recently, both on this continent and on the other side of the Atlantic.

Some of the prices realized at the sale held December 9-10 by J. N. Sissons Ltd., 59 Wellington Street West, Toronto 1, Ont., were as follows:

New Brunswick: 3d bisect in combination with 6d, well tied to attractive cover, ST JOHN SP 6 '58 to LONDON PAID in red, with slight creases, brought \$140.

Newfoundland: 6½d scarlet vermilion unused with full margins and color, brought \$115; 1910 Guy lithographed unused, including all perfs. and both 6c, went for \$28; 1933 Gilbert complete, very fine to superb unused, sold for \$18.75; a very fine unused copy of the 1932 DO-X \$1.50 airmail brought \$33.

Canada: 1852-7 3d red on wove paper, in bright color with full to very large margins and with next stamp showing to right, and o.g., sold for \$125; the 6d greenish grey of the same issue, with brilliant color and clear margins, an extremely rare stamp unused, fetched \$350; the 7½d green with excellent color, large margins, fresh o.g., superb, brought \$750; the 1898-1902 Numeral issue complete in mint blocks sold for \$115; a deep blue mint block of 8, plate 2, of the 1898 Map stamp went for \$26; in the Edwards, the complete set in fine mint went for \$44; a highly specialized collection of the Admiral issue containing 751 stamps, beautifully written up, went for \$260; and the 1927 Confederation issue, 1c to 20c complete in mint imperforate sheet margin blocks, sold at \$110.

In Canadian revenues, a block of 6 with top imprint "THREE DOLL . . ." of the 1864 Bill Stamp with o.g., sold for \$13; Supreme Court 1915

"IN PRIZE" 10c, overprint in red and purple, brought \$30, and Manitoba 1877 25c "EWR", unused, very fine and rare, sold at \$40.

For those interested in Canadian philatelic literature, a very fine copy of 1920 Smith "The History of the P.O. in British North America 1639-1870" brought \$12; a copy of 1929 Jarrett sold for \$42, and the two volumes of Boggs' "Canada" brought \$30.

Correction in Lyman Ad.

The price was omitted in error in the December advertisement of Robert W. Lyman (Canada) Co., Box 23, Station D, Toronto 9, Ontario. The Lyman B.N.A. Catalogue sells at 50 cents, which is refundable with \$2.00 order from the list.

Fourth Edition Plate Block Catalogue

The fourth edition of The Canada Plate Block Catalogue has been published by K. Bileski, Station "B", Winnipeg, Man., who has purchased the copyright from Stanley Stamp Co., Vancouver. F. E. Eaton remains as editor.

The continued success of this catalogue may be taken as a tribute to the thorough work of the original BNAPS Plate Block Group, headed by Major K. Hamilton White. Acknowledgement of this debt is contained in the foreword to the new edition.

The fourth edition follows the framework of the previous ones, but much additional information has been included, and prices have been brought right up to date and in line with the present-day market valuations.

The catalogue contains 63 pages of type matter and illustrations, and at \$2.00 should certainly be a "must" in the library list of those interested in Canadian plate blocks.

Canadian Stamp Program Announced for 1959

In addition to the stamp commemorating the golden anniversary of powered flight in Canada described elsewhere in this issue, the Canada Post Office Department has announced the following stamps for 1959:

The tenth anniversary of the founding of the North Atlantic Treaty Organization will be celebrated on April 4 and Canada will join other member countries in honoring the event by issuing a commemorative postage stamp.

In May there will be issued a special stamp commemorating the Associated Country Women of the World, the concept of which originated with a Canadian woman.

Two postage stamps will be issued in June to mark the opening of the St. Lawrence Seaway. One stamp will portray H.M. Queen Elizabeth, who will open the Seaway officially. The other will be a joint issue by Canada and the United States using the same basic design in each country. This joint stamp will commemorate the Seaway as a monument to practical international co-operation.

The circumstances which in 1759 led to the partnership of two races and the founding of the Canadian nation will be honored by a postage stamp later in the year.

Further details of these stamps will be announced during the year. ★



OFFICIAL SECTION

BRITISH NORTH AMERICA PHILATELIC SOCIETY

MONTHLY REPORT . . .

From the Secretary

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

January 1, 1959

NEW MEMBERS

- 1617 Bell, Benzion, 9037 Mango, Morton Grove, Illinois
1618 Dooley, John W., 7724 West Rogers Street, West Allis 19, Wisconsin
1619 Downing, Lester L., 10 Crescent Road, Concord, Massachusetts
1620 Ethier, Jules J. C., P.O. Box 117, Oshawa, Ontario
1621 Harmer, Bernard D., 6 West 48th Street, New York 36, New York
1622 Lainoff, Milton, 2708-4th Avenue N.W., Calgary, Alberta
1623 Laser, Phill I., 612 North 16th Street, Omaha 2, Nebraska
1624 Levittson, D., 129 Broadway, Herne Bay, Kent, England
1625 Matejka, James J. Jr., M.D., 10 North LaSalle Street, Ste. 216, Chicago 2, Illinois
1626 Moser, Henry W., 2 West Redman Avenue, Haddonfield, New Jersey
1627 Rue, Thorbjorn, Ambrose, North Dakota
1628 Shoemaker, Laurence D., 440 Acacia Drive, Sapphire Shores, Sarasota, Florida
1629 Thompson, G. Homer, 297 Main Street North, Brampton, Ontario

REPLACED ON ROLLS

- 992 Ross, Denman L., 98 Withrow Avenue, Toronto, Ontario (incorrectly listed as "dropped")

APPLICATIONS PENDING

- Bailey, William Johnstone, c/o Officers Mess, Royal Canadian School of Infantry, Camp Borden, Ontario
Blunt, Leland D., 2522 North 5th Street, St. Joseph, Missouri
Davies, Donald H., 566 Bay Street, Ottawa 4, Ontario
Haystead, Robert A., 24911 Oxford, Dearborn, Michigan
Howard, J. R., P.O. Box 77, Comox, British Columbia
Kuttner, William R., 159 Hewitt Avenue, Buffalo 15, New York
Mercantini, Edward S., M.D., 14651 Eastwood Street, Detroit 5, Michigan
Orobko, William, D.D.S., 300 Birks Bldg., Edmonton, Alberta
Trudeau, Rev. J. P., Saint Benoit-du-Lac, Brome Co., Quebec

APPLICATIONS FOR MEMBERSHIP

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

- BENTHAM, LORNE WILLIAM, 184 Mafeking Ave., Ottawa 2, Ont. (C) CAN—Mint postage. Plate blocks. OHMS-G. Proposed by H. Reiche, No. 783.
BLACK, EDGAR C., 1726 Western Parkway, Vancouver 8, B.C. (C) CAN, NFD, PEI, NB, NS—19th and 20th century mint and used postage. Coils. OHMS-G. Literature. Proposed by H. M. Dilworth, No. 692; seconded by H. M. Daggett Jr., No. 50.
DAVISON, MRS. MERLE O., 833 Valley Road Pl., Birmingham 8, Ala. (C) CAN, NFD, PROV—19th and 20th century mint and used postage. Mint booklet panes. Federal and provincial revenues. Mint and semi-official airmails. Proposed by Mrs. E. A. Totten, No. 1026; seconded by G. P. Lewis, No. L506.
FELDMAN, HAROLD, 1102 Western Ave., Albany, N.Y. (C-CX) CAN, NFD, PROV—Federal, provincial and tax-paid revenues. Proposed by A. Koepfel, No. 1387.
McLELLAN, ROBERT F., P.O. Box 45, Truro, N.S. (C) CAN, NFD, NS, NB, PEI, BC—19th and 20th century mint and used postage and blocks. Plate blocks. Coils. Mint and used booklet panes. Mint and used airmails. Specialty: Canada Large Queens. Proposed by J. H. M. Young, No. 1523; seconded by G. C. Baugild, No. 759.
WEILL, ROBERT K., 484 Avenue Rd., Apt. 607, Toronto 5, Ont. (C-CX) CAN, NFD—19th century mint and used and 20th century mint postage. 1st day covers. Coils. OHMS-G. Mint airmails. Proposed by A. H. Kessler, No. 334.

CHANGE OF ADDRESS
(Notice of change should be sent to the Secretary)

1155 Davis, Franklin O., 11 Morningside Avenue, Yardley, Penna. (from New Jersey)
1325 Jarnick, 1/Lt Jerome C., 4347th StuRon, Box 404, McConnell AFB, Kansas (from Wisconsin)

RESIGNATION RECEIVED

64 Coons, Clarence E., 11 Eastman St., Cranford, N.J. (discontinued collecting)

RESIGNATIONS ACCEPTED

Green, John V.

Hackett, T. Preston

Woods, Walter H.

MEMBERSHIP SUMMARY

TOTAL MEMBERS, December 1, 1958	986
NEW MEMBERS, January 1, 1959	13
REPLACED ON ROLLS, January 1, 1959	1
	1000
RESIGNATIONS, January 1, 1959	3
	3
TOTAL MEMBERSHIP, January 1, 1959	997

JACK LEVINE, Secretary.

THE EDITOR'S MAILBAG . . . Continued from page 32

as it was so nice to meet these friends again, some now with families to show me. Spread as they are all over the Islands, it was to me a distinct honor to meet again with over half of those who served with me. Some I visited in their homes; others made special trips to London to do a show and have dinner with me. It is indeed a happy memory. And quite a few are stamp collectors!

I did not do any stamp hunting in Scotland or Ireland, but I did enjoy my visits there.

I must tell you about my visit to Ireland. Most, if not all of you, will have read the interesting articles in TOPICS and other journals by E. A. Smythies. I would think few of you have met him personally—that pleasure I have had.

I spent a long weekend at his home in Tralee, Ireland, in Castle Morris, with its five-foot thick walls and charming surroundings. No guest ever had a finer host and more charming hostess than I did on that occasion. Near the world famous beautiful Killarney district, they went beyond the limit to make me welcome and show me the country. I shall always cherish the most happy memories of my visit.

Philatelist of High Order

Mr. Smythies is indeed a philatelist of high order. His studies of Nepal and other countries have brought him, among other honors, the Crawford Medal. His knowledge of stamps is just . . . well, it was a joy to talk to him, and when not sightseeing we spent many happy hours with our mutual hobby.

The Smythies are indeed a remarkable family, each member being in his or her own right an author. My host is the author of a most interesting book on hunting in India, where he and his wife spent some 35 years. Mrs. Smythies is the author of "Tiger Lady" and other books, the former being a charming story of the life of a forest officer in India, and well worth reading. The two sons, one a forest officer in Burma and the other a doctor, recently in Canada, now in the United States, I did not meet. The doctor is the author of an advanced book on a medical subject; the other son is the author of a book on the birds of Burma which is now a classic.

It was so nice to meet people, many of whom I only knew through correspondence. I must, therefore, before I close tell of one other visit.

For some considerable time I had been in correspondence with Dr. Charles Hollingsworth and Leonard Harris in England, and J. Millar Allen in Northern Ireland—all of us interested in cancellations. Millar Allen I did not have the pleasure of meeting, but Charles and Len I did.

Meeting Arranged

Before leaving I had arranged to spend a weekend with Len in Southsea. (I have often wondered how my hosts, who had never met me, pictured me—I hope the shock was not too great when I did turn up at their homes.) Again my most friendly host and his charming wife made me so very welcome. Indeed the entire Harris household showered such attention upon me they would have thoroughly spoiled me if I had stayed with them much longer.

One of the highlights of my visit with the Harrises, indeed of my trip, was my meeting with Dr. Charles Hollingsworth. It had been arranged that on Sunday we should take off for Oxford, where we were to meet Charles, who would journey from his home in Walsall to meet us there.

After a hearty breakfast we took off in Len's high-powered Jaguar which made easy going of the some 80 miles we had to travel. It was a delightful trip through the lovely English countryside, quaint villages and interesting cities. There waiting for us at the Randolph Hotel, having arrived a few minutes earlier after his also about 80-mile trip, was the doctor.

As it was near noon, "a pint" seemed in order. Stamp collecting is a great fraternity. In no time we were chatting away as if we had known each other for years. And for the rest of the day, through lunch and well on into the evening, as Len said, we had a real "natter."

Slogan Book Will be a Must

Charles is of course honorary secretary of the CPS of G.B., and both are members of the Slogan Study Group, Len being the chairman. My interest in slogans centered on the Canadian National Exhibition 1 and I was astounded at the knowl-

(Continued on page 52)

1 The first instalment of an article by Mr. Sharpe on the Slogan Cancellations of the C.N.E. will appear in our next issue.—Ed.

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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.

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

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

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

BUY NEW ISSUES AT FACE! Directory listing 125 Addresses of Worldwide Philatelic Agencies (Where Stamps May Be Purchased at Face Value), \$1.00. BEDARD PUBLICATIONS, Box 637-V, Detroit 31, Michigan. 161-18

I HAVE A CHOICE SELECTION of the following to offer: 2 Ring Numerals on Large and Small Cents; 4 Ring Numerals on Beavers; Duplex Cancellation on early Canadian Postcards; Squared Circle Cancellations on Post Cards, mostly the common ones; Railroad Cancellations on early Post Cards; Flag Cancellations on Post Cards; grand selection of Large and Small Cents, all values, and a choice selection of 1859 issues, and also have practically all Twentieth Century issues. Correspondence a pleasure. Walter P. Carter, 47 Risebrough Ave., Willowdale, Ont. 163-4f

10 DIFFERENT First Flight covers \$2.00; "Asso" territorial covers, 9x4 size, \$1.00 each; defective "Asso" covers, 30c each; 10 different first day covers, 192-201, \$2.00. Fine used Canada 1859 to date, half Scotts Catalogue. Your wants serviced. S. Lukow, 472 McKenzie St., Winnipeg 4, Man. 165-1f

EXCHANGE

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

EXCHANGE

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. 146ff

WANTED

WANTED—Used Canadian accumulations, collections; also quantities basis 100, off paper. All issues. Can I quote you prices? S. Lukow, 472 McKenzie St., Winnipeg 4, Man. 165-1f

WANTED, from dealers and collectors: New Brunswick cents used with various cancels; Newfoundland 1966-1931 used with cancels of interest; No. 60 on cover or dated piece. Net price and send on approval; returns in seven days by air. Laurence Tyler, 6227 Radford Drive, Seattle 15, Washington. 162-7f

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—St. Hilarion, Great Village, Noel, Pointe A Pic, St. Gabriel, Nasagaweya, Pontypool, Waterdown, Ashcroft Station, Revelstoke. L. M. Ludlow, 22595 West River Road, Grosse Ile, Michigan. 164-ff

SQUARED CIRCLES, Type 2: Lambton Mills, Millbrook, Mission, Revelstoke, Simcoe, Massagawa, Freeport, Fort William West, Waterdown, Forest, Blythe, Cache Bay, Clifton, Lennoxville, Point Au Pic, Stanstead, Sutton, Matane, Fonthill, Noel, St. Gabriel. Type 1: Aldergrove, Beeton, Byng Inlet North. What do you wish in exchange? C. S. McKee, M.D., McKee Rd., R.R. No. 3, Abbotsford, B.C. 155ff

CORRESPONDENCE invited from collectors interested in the 5c Caribou of Newfoundland, Scott 190, etc. S. A. Wood, 25 Ronaki Rd., Mission Bay, Auckland E.1, New Zealand. 164-10f

MORE CLASSIFIED ADS ON NEXT PAGE

1959 B.N.A. CATALOGUE

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WANTED

CANADA REVENUES WANTED for cash, or in exchange for Canada and world postage. Harold Walker, Box 218, Palmerston, Ont. 163-104

HALIFAX SQUARED CIRCLES, needed for research purposes. Any number above the date (or blank): Au 29, 93; De 26, 93; Ju 3, 95; Ju 19, 96; De 20, 96; De 21 96; Ja 21, 97; Oc 19, 98; Ja 22, 1908. Also with these numbers above the date: 3/Mr 20, 97; 1/Nov 3, 97; 4/Nov 30, 97; 3/Fe 9, 99 (this last on a Map stamp only). Also, any Halifax squared circle with blank (no number) above the date. Will purchase or give liberal exchange. Dr. Alfred Whitehead, 52 Havelock St., Amherst, N.S. 165

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"MAPLE LEAVES"

JIM WOODS, Editor
2 Hengrave Road,
Honor Oak Park
London S.E.23, England

MAILBAG . . . From page 50

edge these two had of C.N.E. slogans and Canadian slogans in general. The completeness of the work they have done on this vast subject is beyond words of praise. Their book, when published, will be a must. I am most grateful for the help and criticisms they gave me.

It was a splendid day and I shall long remember it. Even on our trip home we still talked about stamps. It seemed no time before we were back in Southsea amid the warmth of family friendship. Another happy day of my trip had gone by all too quickly.

Stamp collectors in Europe, as a general rule, are I think much more earnest students of their stamps than we in America. As an example, their studies of Canada are amazingly thorough and complete, especially so when we take into consideration the difference in availability of material. They pay, I thought in many instances, very high prices for what we would call ordinary, somewhat recent material.

In my hunting around London I found little interesting material available. True, dealers have in many cases fair stocks but only the general run of items—no bargains are to be had and prices are fairly high. As many collectors live away from larger centres, there is considerable mail and auction buying. One dealer, who did not specialize in B.N.A., told me that if he got anything worthwhile he had five places to put it. I was somewhat surprised to learn that plate blocks have never really been popular. Another thing that seemed strange was the lack of interest in corner cards so popular in America. At the moment cancellations seem to be at the top of the heap.

London Always London!

It was wonderful to be in that ever fascinating City of London again; to wander around its streets, having lunch with friends, including visits to the Law Society and Grays Inn for luncheon. It was nice to be able to see the shows and also visit places I so well remembered, such as Simpsons on the Strand, evening dinners at the famous Kettners and Quo Vadis in Soho. True, Piccadilly has changed, and continues to change. In some ways they are, often not too successfully, trying to copy American ways. But London will always be London.

Well, I could go on and on, but good things, holidays included, must come to an end. Finally my holiday was over. I left London at 8:30 in the morning BOAC to New York, then TCA to Toronto, arriving home about midnight the same days. Tired and happy, after many weeks I got into my own bed—home again!

Lloyd W. Sharpe (BNAPS 395)

Non-official Obliterations

In December 1958 TOPICS, Mr. Showers' article on Non-official Obliterations illustrates ten of these, and gives the post office of origin of five of these. As this information, i.e. the office of origin, adds so much to the interest of these cancellations, I venture to fill in one of the gaps. Fig. XIX shows the initials Y.K. (Jarrett Type 1089). I have this on a complete cover, the stamp cancelled with these initials in purple, and the C.D.S. (also in purple) shows ST FRANCOIS-DU-LAC, QUE. and the date Ja 17 '81. It would be interesting to know the name of the postmaster of this post office at that date and so ascertain whether these were his initials.

Fig. XXVII of Mr. Showers' article shows a cross; this looks very like the COLLINGWOOD Cross (Jarrett 1127).

E. A. Smythies (BNAPS 1440)

MRS. STANLEY B. ASHBROOK
P. O. BOX 21
35 NORTH FT. THOMAS AVENUE
FORT THOMAS, KY.

December 9, 1958

Dear Mr. Harmer,

I have just now received the list of prices realized of Stanley's sale, totalling over \$26,200 and I must write you at once to tell you how elated I am. You realized \$9,000 more than the original appraisal of \$17,000 and \$4,000 more than your own estimate of \$22,000 and I feel that this is wonderful.

My friends tell me that the success of this sale is due to two reasons; you have the personnel to describe accurately the specialized collections of stamps, books, plating work and photographs and you also have the facilities in your auction room to display such a vast amount of material for viewing.

My many, many thanks to you and to the many good friends of Stanley who supported the auction so strongly.

Sincerely,

Mildred L. Ashbrook

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