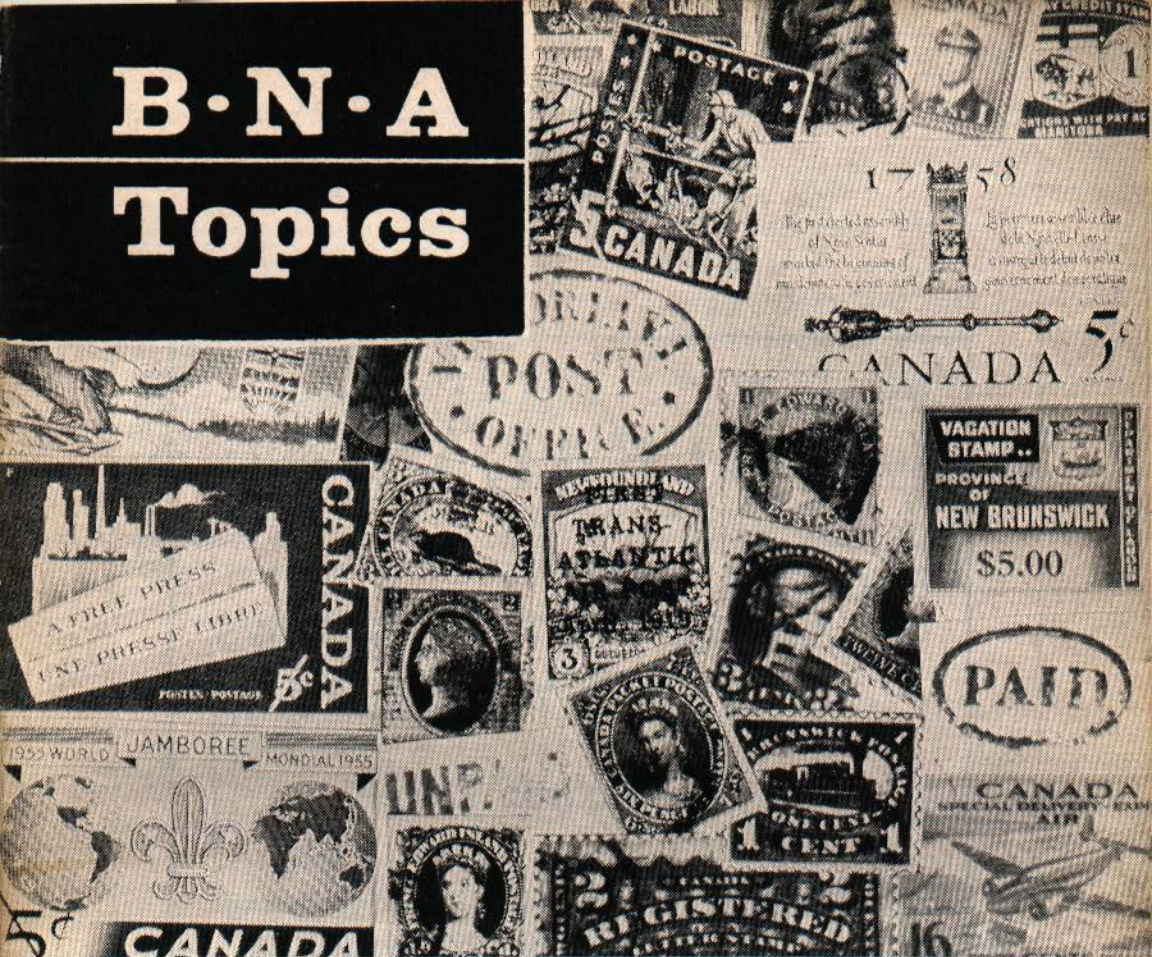


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# BNA TOPICS

Official Journal of the  
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VOLUME 18      NUMBER 1      WHOLE NUMBER 186

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NARCISE PELLETIER (BNAPS 1268)

## First Mail Flight From Parrsboro', N.S. to U.S.

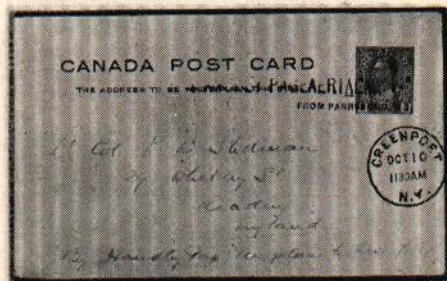
ON JUNE 10, 1919, Admiral Sir Mark Kerr and crew left Harbour Grace, Newfoundland, in a huge four-engined Handley-Page aircraft on what was hoped would be the first non-stop trans-Atlantic flight to England. Records show that engine trouble occurred and the aircraft had to return to its base for further repairs. In the meantime, Alcock and Brown's Vickers-Vimy had managed to be the first to complete the flight, landing at Clifton, Ireland.

Flight plans for the Handley-Page were then changed. After much discussion it was decided to fly to Mitchell Air Field, Long Island, New York. After two short trial flights, the aircraft, on July 4, 1919, was seen leaving for its Long Island destination.

Early on the following morning, by Parrsboro, Nova Scotia, it was discovered that fuel pipes in the aircraft were leaking. In landing, the Handley-Page collided with some obscured wire, causing it to tip over and become badly damaged. The mail carried was then sent on by rail and ship for Europe. Even though not flown overseas, all letters from this mail have become prized items in collections.

Three months later, on October 9, 1919, repairs were completed. Of philatelic interest was a small quantity of mail taken on board for delivery to the United States. Among the mail were six cards sent by the late Lieut. E. W. Stedman, who was responsible for the assembly of the Handley-Page at Harbour Grace and the repairs after the Parrsboro' crash.

The illustrated card with note on back—



A Flown Postcard

"Keep this card old chap, it may become famous"—had formed part of Col. E. W. Stedman's (he later became an Air Vice Marshall) personal collection. All envelopes and cards seen bear the following cachet: "HANDLEY - PAGE AERIAL MAIL FROM PARRSBORO' N.S." It is believed that Admiral Mark Kerr and the late Mr. Foley, then postmaster at Parrsboro', were responsible for the cachet.

The flight to Long Island was successful. Newfoundland Air Mails, Dalwick and Harmer's fine book on pioneer air flights, mentions one card written by Admiral Sir Mark Kerr: "Oct. 9th. Parrsboro', N.S. This is the first Aerial Mail from Nova Scotia to U.S.A. Carried on H.P. 'Atlantic' (V500). Pilot Admiral Mark Kerr and Major H. G. Brackley—11 passengers all told. Left Parrsboro' Oct. 9th 10.44 a.m. Arrived (Long Island) Green 10.45 p.m. 40 mile an hour contrary wind all the way. Landed with 15 min. Petrol left, raining and blowing." On arrival the mail received a circular postmark with "Greenport Oc 10 1130 AM N.Y."

Canadian Aviation, dated November 1957 tells of the following flight of the ill-fated Handley-Page:

... Admiral Kerr later made arrangements for the V/1500 to make a non-stop flight to Chicago from New York. The trip was planned under the sponsorship of the American Railway Express organization as a full scale air express undertaking. It was in fact the first flight of this nature to be made in the United States.

The Handley-Page left Long Island on November 14, 1919. Within its roomy interior was a payload of 2,360 lbs. This consisted of ladies' dresses





(Photo courtesy RCAF)

The crashed Handley-Page at Parrsboro



(Photo courtesy RCAF)

Plane repaired—the flight to Long Island, N.Y.

and tailored suits, furs, etc., consigned for Chicago. As well as the four crew members, there were two passengers: Colonel Archie Miller, Commanding Officer at Mitchell Field, and Douglas Malcolm of the American Express.

#### Forced Landing

The 1,000 miles to the Illinois city was scheduled as a continuous flight. But this was not to be. Weather at that time of the year was not good, and cold conditions prevailed. Over the Allegheny mountains some of the pipes in the engines' cooling system became frozen. This necessitated a forced landing in a field near the small town of Mount Jewett, Pennsylvania.

The valuable express load was removed from the aircraft and sent by rail to Chicago. This unplanned circumstance afforded another record for the V/1500. It was the first time such co-operation between air and rail had been established in America.

The engine trouble was soon remedied and the flight again got under way. Darkness was enveloping the countryside when the HP arrived over Chicago. Although a diligent search was made to locate Martin Field, where the landing had been planned, it could not be found. As time was pressing, Major Brackley chose the North Randall Race Track as an alternative!

In the gathering gloom, he managed a splendid landing. But the great wing span of the plane just didn't fit. As is rolled to a stop, its wings overhanging the track at either side, the judges box and the grandstand loomed up. Before the craft rolled to a stop, the wing tips on either side had been neatly clipped off.

#### Plane Dismantled

The machine had been insured for the trip, and the crew members were anxious to return to England in time for Christmas. So the plane was dismantled, and stored. It never was repaired, and its fate became something of a mystery.

What finally became of it, or part of it, was told me only a short time ago, by Air Vice-Marshal

E. W. Stedman, who was closely associated with the craft's adventures. Apparently most of the woodwork was eventually cut up as souvenirs. Two of the four engines, at least, found service in fast motor boats used on Lake Michigan.

This was surely an unkind ending for such a mighty monster. I am not able to say whether this particular machine (Registration F 7140) was one of them, but three V/1500s were all ready to bomb Berlin when the First World War ended. They were standing by on an English airdrome, the RAF base at Bircham Newton, when the armistice was signed.

Included to the noted credits in the story we would also like to thank Rev. Canon E. E. Rusted, a personal friend of the late Air Vice Marshall Stedman, for his valuable help. ★

## First Flier Over Rockies Visits Vernon, B.C.

The following clipping from the Vernon (B.C.) News, sent in by R. J. Duncan, refers to the visit to Vernon of the flier who was featured in the article in the September 1960 issue of BNA TOPICS (p. 207).

"The first man ever to fly over the Canadian Rockies paid a visit to Vernon on Saturday.

"He was Ernest C. Hoy of Georgia and Chicago, and was accompanied by Mrs. Hoy. He is the retired superintendent of the Sun Life Insurance Company.

"... Mr. Hoy came in response to a request by Guy P. Bagnall who is compiling a history of Mr. Hoy's remarkable flight.

"... Mr. Bagnall reports that he has now completed collecting material for Mr. Hoy's story, but it will not appear until next year's edition of the Okanagan Historical Society Report.

"The Society hopes to interest the Federal Government in placing a plaque in memory of the historic flight on the Federal building in Vernon. . . ." ★

## A Fourth COMPEX in 1961

At the annual meeting of the board of directors of COMPEX (Combined Philatelic Exhibition of Chicagoland), a fourth mammoth exhibition was voted upon to take place May 27, 28 and 29, 1961. The Hotel LaSalle, Chicago, was selected as the site of this show. The theme of the 1961 show will centre around the motif of "Intra-Hemisphere Solidarity" and will show democracy's united front within North America.

Dr. James J. Matejka Jr. (BNAPS 1625) has been elected president of the organization to carry on the details of the show. ★





# Rounding Up SQUARED CIRCLES

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

## OTTAWA AS A FIELD FOR STUDY

OTTAWA squared circles, fortunately very common—Clarence Kemp, their keenest student, declares they are the commonest of all—present many attractive features. The earliest strikes, May and June '93, are generally clearly and lightly struck, making up into sparkling pages. Later the clerks were less carefull, nevertheless a fair proportion of strikes are of more than average excellence.

The thin lines, especially the top-most and lowest, soon began to show tiny breaks and by October '93 this damage is evident. By '96 "spread" is perceptible, becoming clearly marked in '97.

Ottawa indicia is full of interest. Up to 1900 numbers 1 to 8 were used above the date; later various numbers up to 22 are known and it is quite possible that the whole 24-hour day may finally be recorded for the later years of use.

"Blank above date" generally marks a Sunday, but I have Sp 16 '93 and Ju 11 '96, which were not Sundays; others are known. Clarence Kemp has blanks for Boxing Day of '93 and '94, suggesting that holidays were treated as Sundays; but I have sent him 4/De 26 '93, which forces us to conclude that his Boxing Day blanks must be examples of human frailty of the "morning after the night before" sort.

On squared circles of Type One, "8" is often found inverted, and Ottawa is no exception. This feature is most often found in the date, as "8" above the date is scarce. Even here, however, a fair proportion of inverted "8s" are known.

In February '97, both the "F" and "E" may be found distinctly broken, and in '98 the "8" is slightly blunted or crushed on all copies in my collection.

Excellent errors of indicia are known, especially in 1893, and here the banner month is October. A field day may be had, thanks to the absent minded/careless/beginning clerk who wielded the squared circle hammer during that month. Here is the

October list compiled from Clarence Kemp's collection and my own:

- 5/2 C[reversed]O, 93
- 6/C[reversed]O 2, 93  
(Was there an attempt at correction or more fumbling here?)
- 3/3 OC, 93 (Usually the day followed month)
- 6/C[reversed]O 20, 93
- 6/OC 20, 93  
(A fine example of corrected indicia, extremely rare on squared circles)
- 5, 6, 7/C[reversed]O 31, 93  
(This is a nice group. Can any BNAPSers add to it?)

### Other similar errors:

- 6/JY 12[reversed], 93
- 3, 4/SP 1, 93
- 5/SP 1[reversed], 93  
(Additions to this group would greatly please Mr. Kemp)
- 5/NO 20, 93[reversed]
- 6/NO 20, 93  
(Another fine example of corrected indicia)
- 6/J 9, 94  
(The second letter of the month, missing here, could be 'A', 'U' or 'Y'. Would readers please assist by checking their dates)
- 5/NO 24[reversed], 97  
(Probably our bemused clerk of 1893 was back on the job!)

### A Much-Appreciated Honor

I have received a handsome certificate from the 1960 Philatelic Exhibition in London, England. Although I was in the United Kingdom at the time, I couldn't attend the show, as I had planned a busy non-philatelic schedule during our six-weeks visit showing my Canadian wife a few of the many beauty spots and architectural and other treasures of those wonderful little islands. Imagine my delight in receiving, soon after our return in late August, this certificate "for a valuable contribution to philatelic literature during the past decade." I can assure my unknown friends in London that this unsought and unlooked for honor brought me much pleasure, and I, who have never before framed a diploma, have given this a worthy frame and it now proudly adorns my walls. ★



# BNA Literature TOPICS

A COLUMN CONDUCTED BY H. M. DAGGETT, JR.

(Column 3)

## The Publications of the Canadian Revenue Society. Part I

**T**HE CANADIAN REVENUE SOCIETY was organized during the winter of 1937-38. Its purpose was "to unite for mutual benefit collectors of the revenue and tax-paid stamps of Canada and of Newfoundland." The prospectus that announced its organization was signed by J. D. Ferguson, E. L. Piggott, R. deL. French, R. A. Odell and E. L. Fielding, who may therefore be taken as the founders of the Society. The aims of the Society were very well achieved by the publication of a regular Bulletin and of over 30 separate catalogues and other publications.

The Society was merged with BNAPS in 1954, when it was re-organized as the Revenue Study Group. An examination of the publications of the CRS shows that the "leading light" of the Society was Professor French of McGill University, and that the probable reason for its demise was that no one was willing to carry on his work when he was unable to carry on. The successor of the Society, the Revenue Study Group, has been quite active in the field, although not nearly as productive as the CRS in the publication of catalogues and check lists.

In this, and in the next column, the publications of the CRS will be rather completely described. These publications are not generally known even though they contain a great deal of valuable information about Canadian revenues. The chronology is sometimes rather complicated, and must be deduced from comments that appear in the Bulletin. These notes, therefore, must be regarded as a first approximation to a definitive listing: where there seems to be some uncertainty this will be pointed out. If any member of BNAPS can contribute further information, I should appreciate receiving it addressed to me at 4078 West 37th Avenue, Vancouver 13, B.C.

**The Bulletin of the Canadian Revenue Society.** Published by the Canadian Revenue Society at Montreal, Que. Edited by D. deL. French.

11 x 8½ in. (28 x 21½ cm.), mimeographed or lithographed. 141 nos. in 16 vols. Total page count 449. The collation given below is based on that actually shown in the Bulletin; there are numerous errors which are listed in the notes at the end.

Vol. I	Feb-Jun, Oct-Dec 1938, Jan 1939	Nos. 1-9	Pp. 1-20
Vol. II	Feb-Jun, Oct-Dec 1939, Jan-Feb 1940	Nos. 1-10	Pp. 21-26, [26A, 26B, 26C] 27-40
Vol. III	Mar-Jun, Oct-Dec 1940, Jan-Feb 1941	Nos. 1-9	Pp. 41-59
Vol. IV	Mar-Jun, Oct-Dec 1941, Jan-Mar 1942	Nos. 1-10	Pp. 60-63
Vol. V	Apr-May, Oct-Dec 1942, Jan-Mar 1943	Nos. 1-8	Pp. 94-122
Vol. VI	Apr-Jun, Oct-Dec 1943, Jan-Mar 1944	Nos. 1-9	Pp. 123-158
Vol. VII	Apr-Jun, Oct-Dec 1944, Jan-Feb 1945	Nos. 1(56)-8(64)	Pp. 159-186
Vol. VIII	Mar-Jun, Oct-Dec 1945, Jan-Mar 1946	Nos. 1(65)-10(74)	Pp. 187-217
[ 9th Year]	Apr-Jun, Oct-Dec 1946, Jan-Mar 1947	Nos. 75-83	Pp. 218-243
[10th Year]	Apr-May, Oct-Dec 1947, Jan-Mar 1948	Nos. 84-91	Pp. 244-273
[11th Year]	Apr-May, Oct-Dec 1948, Jan-Mar 1949	Nos. 92-99	Pp. 274-299
[12th Year]	Apr-Jun, Oct-Dec 1949, Jan-Mar 1950	Nos. 100-108	Pp. [300]-340
[13th Year]	Apr, Nov-Dec 1950, Jan-Mar 1951	Nos. 109-114	Pp. 341-360
[14th Year]	Apr-Jun, Sep-Dec 1951, Jan-Mar 1952	Nos. 115-124	Pp. 361-397
[15th Year]	Apr-Jun, Sep-Dec 1952, Jan-Mar 1953	Nos. 125-134	Pp. 398-422
[16th Year]	Apr-Jun, Sep-Dec 1953, Jan 1954	Nos. 135-142	Pp. 421-445

\*\* The Bulletin was edited throughout by R. deL. French. There is some evidence in later \* issues of the Bulletin that Jan M. Novotny acted as co-editor. The Bulletin was mimeographed up to February 1946 (often on both sides of the paper). From March 1946 it was reproduced by lithography from a typewritten copy.



Volume numbers (and issue numbers for each volume) were assigned up to and including the issue for March 1946. Whole numbers were assigned beginning with the issue for April 1944. Up to and including the issue for February 1946 the pages were numbered starting with page 1 for each issue. Starting with the issue for March 1946 each page was numbered within one series, starting with Vol. I, No. 1 (February 1938). The foliation of the issues up to March 1946 is given in Publication 20 of the Society.

There are numerous errors in the assignment of issue numbers and page numbers.

Vol. I, No. 3 (April 1938) is numbered "Number #".

The Annual Reports for 1938-1939 were omitted from the pagination: they are here counted as pages 26A, 26B and 26C.

The Annual reports for 1942-1943 (issued with the Bulletin for April 1943) should have been assigned page numbers 126-128 (instead of 130-132). The List of OHMS Perforations is paged correctly, but the issue for May 1943 should have been paged as 130-132 (instead of 126-128).

The Annual Reports for 1943-1944 (issued with the Bulletin for April 1944) should have been assigned page numbers 162-164 (instead of 165-167), and the May 1944 issue is then pages 165-167 (instead of 162-164).

The issue for October 1944 is incorrectly given a whole number of 60 (instead of 59). This error was not corrected and hence all issues after this one are numbered incorrectly.

The Annual Reports for 1944-1945 were issued with the Bulletin for April 1945 and should be given page numbers 192-194 (instead of 194-196). The May 1945 issue should then be paged as 195-196 (instead of 192-193).

The issue for December 1945 is numbered Vol. VIII, No. 6(71) instead of Vol. VIII, No. 7(71), and that for January 1946 Vol. VIII, No. 7(72) instead of Vol. VIII, No. 8(72).

There is no page 212 (skipped completely).

Page 270 (February 1948) is incorrectly numbered 300.

The issue for April 1953 is numbered as pages 421-423, instead of pages 423-425. This error was not corrected but was continued to the end of the Bulletin.

The last page of the Bulletin bears page number 445. Taking into account the errors mentioned above it actually should be page 449. Likewise the last issue should actually bear the whole number 141 instead of 142.

The various catalogues and check lists published by the Society were issued in parts and were mailed to the members with the Bulletin. These publications are detailed later and are not included in the pagination of the Bulletin. ★

## First of 1961 Stamps Due February 8

The subjects of four new postage stamps to be issued in 1961 were announced recently by the Canadian Postmaster General, Hon. William Hamilton. The stamps will be issued before July 1; all will be of the five cent denomination.

The first issue, to be released February 8, will be a tribute to the development of Canada's Northland and the increasing activity there in recent years. The new stamp (shown below) was designed by B. J. Reddie of Ottawa, who received his training at Toronto's Central Technical School. Mr. Reddie is a member of the Canadian Army.

On March 10 a new stamp will commemorate the birth of Emily Pauline Johnson, Indian poetess. Miss Johnson, a Mohawk, was born, according to most authorities, on March 10, 1861, at "Chiefswood" on the Six Nation Indian Reservation in Ontario. She died on March 7, 1913, at Vancouver, after making a unique contribution to Canadian letters.

In keeping with tradition, the late Rt. Hon. Arthur Meighen, a former Prime Minister of Canada, will be remembered in a special issue which will be released on April 19.

The Tenth Anniversary of the Colombo Plan will be marked by a special stamp to be issued June 28, in time for the official Colombo Plan anniversary to be celebrated on July 1. Canada has participated actively and substantially in both the fields of capital and technical assistance to



Due February 8

fellow Commonwealth countries and, more recently, to other countries under the terms of the Colombo Plan.

The Post Office Department has plans for other issues which will appear in the latter part of the year, and these will be announced as soon as the subjects have been confirmed. ★





# REVENUE GROUP

## News

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

**Additional Notes on Saskatchewan Laws, 1st Issue, 2nd Printing.** BNAPSer Phil Little (No. 1224) of Wayzata, Minn., calls our attention to two errors in color descriptions in recent editions of Holmes. Checking back we find that we made notes of this in our old edition, but for some reason the errors were not caught in the latest.

SL15 the 25c value should read **Brown** on Bright Green, instead of Black.

SL16 the 50c value should read **Dark Green** on Orange Yellow instead of Black.

**Halifax Law Library DOUBLE Overprint.** Thanks to BNAPSer Bernard Scott (No. 965) of Halifax, N.S., for discovering the Double Surcharge on the \$1 of the "no denomination" Halifax Law Library issue stamp, Holmes NSLL 6. As far as we know only THREE copies of this interesting variety have turned up, and it is unlikely that any more will be found.

Two copies now are in our own collection, and because these overprints, or surcharges, were applied with a handstamp, they differ from each other. In the one there is a doubling of the "1" but only a single "\$". In the other there are two strikes of the "\$" but only one of the "1" and that seems to be pretty well covered up with the second strike of the "\$". We understand that the third copy has a complete strike of the "\$1" and a partial second strike (bottom portion) in the upper right of the stamp.

We would appreciate hearing from anyone who has seen or heard of other copies.

**Additional Notes on the Halifax Law Library Issues.** In the July-August BNA TOPICS we called attention to the two varieties of the "No Denomination" issue. We mentioned that Variety No. 1 had two full shading lines to the left of "Halifax", whereas Variety No. 2 had THREE such shading lines. I would like to call attention to additional differences:

**Var. No. 1**—2 shading bars  
—ALL of hand and wrist is shaded  
—HALIFAX in large, thick letters

**Var. No. 3**—3 shading bars  
—Left portion of hand and wrist is unshaded  
—HALIFAX in small, thin letters

In the July-August issue we also pointed out that the only copies we had seen of the "\$1" overprinted issue were those overprinted on the "2 bar"—Variety No. 1. We can report that this has been confirmed. None of the "3 bar"—Variety No. 2, were apparently so overprinted.

Variety No. 1 appears to have been an earlier issue; I have seen a goodly number of copies with cancels dated 1953 through 1955. The Variety No. 2 dated copies seem to be around 1957.

It is still possible, however, that should there again be a need for additional supplies of a "\$1" denomination, that supplies of the "3 bar" variety might be so overprinted.

**War Tax Strip Stamp: Plate Numbers.** In the May BNA TOPICS we were able to report plate numbers for all denominations except the elusive 5c Horizontal Head, Holmes FWT 23. Again Phil Little comes through, reporting that he has this with "OTTAWA—No. —A 3 115D".

The 5c Vertical Head was previously reported with "OTTAWA—No.—2." Earle Piggott reports he has this from plate No. 1 reading "OTTAWA—No. —A—1".

Can others report any other variations from our list?

**Postcard Census of Canadian Revenue Rarities.** We appeal to every BNAPSer to send us a postcard giving us a listing of such items as appear in the list below which they have in their collections. Just give us the Holmes catalogue number, the number of copies in collection, and indicate mint copies and blocks where applicable.



The information will be treated confidentially, and only a recap will be published. We will, however, acknowledge assistance given by listing the members participating, unless requested not to do so. This list covers Federal Revenues only.

Here's our list, and if participation is good enough we'll publish a second part at a later date:

#### 1st Issue Bill Stamps

No.  
FB 1B—1c pair, imperf. horiz.  
FB 5B—5c pair, imperf. horiz.  
FB 6A—6c pair, imperf. vert.  
FB17B—\$3 pair, imperf. vert.

#### 2nd Issue Bill Stamps

FB28—20c imperf. pair  
FB29—30c imperf. pair  
FB31—40c imperf. pair  
FB31A—40c pair, vert., imperf. between  
FB32—50c imperf. pair  
FB33—\$1 imperf. pair (Green Centre)  
FB34—\$1 imperf. pair (Red Centre)  
FB35—\$2 imperf. pair  
FB36A—\$3 pair, vert., imperf. between

#### 3rd Issue Bill Stamps

FB41B—3c double print  
FB41x—3c imperf. pair  
FB41z—3c pair, imperf. horiz.  
FB43z—5c pair, imperf. horiz.  
FB44z—6c pair, imperf. horiz.  
FB49z—20c pair, imperf. horiz.  
FB50z—30c pair, imperf. horiz.  
FB54A—\$2.00 INVERTED CENTRE

#### Consular Fee Stamps

FCF1—25c  
FCF2—50c  
FCF3—\$1.00  
FCF4—\$2.00  
FCF5—\$5.00

#### Customs Duty—Niagara Falls Provisional

FCU5—1c Orange, Black overprint  
FCU6—1c Orange, Violet overprint

#### Electric Light Inspection

FE8—25c Carmine, pair, imperf. vert.

#### Excise

FEX25—5c black overprint on 2c "2 leaf"  
FEX78Ba—"14 Cents" on 7c Brown, pair, one without overprint (Black)  
FEX78Cb—"14 Cents" on 7c Brown, pair, one without overprint (Red)  
FEX78Dd—"14 Cents" on 9c Violet, pair, one without overprint  
FEX78Ec—"14 Cents" on 40c Purple, pair, one without overprint  
FEX80Bb—"14 Cents" on 70c Blue, double overprint, one inverted  
FEX80Bc—"14 Cents" as above but BOTH doubled  
FEX80Ez—"14 Cents" on \$3.00 Green, inverted (not listed)

#### Gas Inspection

FG13—60c rouletted

#### Postal Note

FPN3aa—5c complete booklet, panes of 25  
FPN7a—4c pair, imperf. horiz.

#### Supreme Court Laws

FSC13a—50c Geo. V, rouletted, purple control  
FSC13c—50c Geo. V, rouletted, blue control  
FSCA1—"IN PRIZE" on 10c  
FSCA1B—As above, two overprints  
FSCA2—"IN PRIZE" on 25c Geo. V  
FSCA3—"IN PRIZE" on 50c  
FSCA4—"IN PRIZE" on \$1.00  
FSCA4B—As above, two overprints  
FSCA5—"IN PRIZE" on 25c Victoria (not listed)  
FSC17—25c Silver overprint on 10c

#### War Savings and Thrift

FWS2—\$5.00 English  
FWS3—25c French  
FWS4—\$5.00 French  
FWSAd—25c Blue, complete booklet of 25 panes

#### War Tax

FWT7Ba—1c Orange, complete booklet

A complete sheet listing all the above varieties will be sent to all those requesting it, in place of sending card. We hope we can have a good response to this, and if so, will attempt a similar census on the various rarities among the issues of the various provinces.

We also welcome suggestions for additions to the above list. Perhaps there are other stamps which should have been included!

**Match Tax Impressions.** Until recently we never owned a copy of Type II "4c obliterated and 3c added" variety listed by Holmes. We now have a copy and we note that the "4c obliterated" happens to be the "WAR EXCISE TAX PAID" Type IV. We would like to hear from others who have this Type II item, and would like to know if the "4c obliterated" is ALWAYS the Type IV "WAR EXCISE TAX PAID" or whether this exists, as we always suspected with the "4c EXCISE TAX PAID", Type I being the variety obliterated. Or does it exist both ways? ★

## HAVE YOU CHANGED YOUR ADDRESS LATELY?

If you plan to move, let the Secretary know ahead of time . . . then no missed copies of BNA Topics.



## NOVA SCOTIA EXHIBITION AND FAIR COVERS

IN THE PAST several years a number of articles have appeared in TOPICS listing various covers used to advertise the numerous fairs and exhibitions held in Canada. Although no one person's collection is complete, the author has attempted to acquire as many as possible of these covers advertising events in Nova Scotia, and possibly some time in the future the Society will attempt to produce a booklet covering all the fairs across Canada. With this in mind, the following is a list of Nova Scotia items owned or seen by the writer:

### NOVA SCOTIA PROVINCIAL EXHIBITION

- 1897—Scene showing pavilion and harbor, blue  
1899—Nova Scotia flag, multicolored, dates Sept. 23-30  
1900—Same design, dates Sept. 12-20  
1902—Four-horse Roman chariot, multicolored  
1903—Woman superimposed on Nova Scotia map, multicolored  
1904—Woman with trumpet, shield, multicolored  
1904—A cover used this year but no dates shown, with two black medallions advertising exhibition  
1905—Cow's head, pavilion, blue and red  
1906—Dominion fair held at Halifax, Canadian flag, brown  
1907—Gas bag balloon, brown  
1908—Nova Scotia flag, blue and gold bunting  
1908—Boats, harbor, woman, harvest horn, black  
1910—Nova Scotia road map, blue  
1929—Nova Scotia flag, blue and orange  
1931—"Bigger and Better" Exhibition, on back, blue and orange  
1933—No year shown, so may have been used other years; dates Sept. 30 to Oct. 7; blue, Nova Scotia coat-of-arms  
1935—No year shown, airplane and pavilion, brown and red  
1936—No year shown, pavilion, blue  
1937—No year shown, horse, rider and pavilion, orange and black  
1938—No year shown, prancing horse and rider, black and blue

### HALIFAX CARNIVALS

- 1896—Summer carnival, sailor, harbor scene, blue



A cover from 1907 Fair

- 1914—No design, cancellation "Halifax Firemen's Tournament and Summer Carnival, Aug. 4-9, 1914"  
1924—175th anniversary, lighthouse, blue

### OTHER FAIRS

- August 3, 1899—Dartmouth's Natal Day, ferry steamer, blue  
July 23-30, 1911—Yarmouth Old Home Week and 150th anniversary of settlement; no design  
July 27-Aug. 1, 1936—Yarmouth 175th anniversary, no design  
1899—Sydney Summer Carnival, no design  
1905—Sydney Carnival and Old Home Week, ships, flag, buildings, blue and red  
1935—Sydney's 150th anniversary, marching piper, red and black  
1904—Amherst 4th Maritime Winter Fair, blue circle and bar  
1905—Amherst 5th Maritime Winter Fair, same design as 1904  
1938—Amherst Maritime Winter Fair in red, no design  
Annapolis Valley Apple Blossom Festival at Kentville, no year shown  
1896—Eastern Exhibition at Truro; red on front, black map on back  
1914—Cape Breton Island Exhibition at Sydney, plaque and banner, black

The writer would be very glad to hear of other covers advertising the exhibitions, fairs and carnivals held in Nova Scotia.—  
**John T. Pratt (BNAPS 1055). ★**

We regret that pressure on our available space has made it necessary to hold over several articles of great interest. These include:

Further instalments of **CONSTANT PLATE VARIETIES OF CANADA SMALL QUEENS**  
by Hans Reiche

**REVENUE ARTICLES** by Ed Richardson, and other members

Instalments of these various articles, and others, will appear in the February and subsequent issues of **BNA TOPICS**. Look for them!

The task of tabulating the returns of our **QUESTIONNAIRE ON TOPICS CONTENTS** is still going on, and the results of these will be published just as soon as possible.



# Trail of the Caribou

By DAN MEYERSON (BNAPS 13)



CARL A. ANDERSON (BNAPS 361), Saskatoon, Sask., writes in to tell us about an interesting cover that he has. It is a cover from the General Post Office "On Postal Service", registered and addressed to Brantford. It is franked with a copy of Scott No. 67 and cancelled with a circular grid. The interesting thing about the cover is the St. John's cancel in the lower left corner. It is an example of the St. John's forerunner to the squared circle described by Dr. Whitehead in the May 1951 TOPICS. The cancel is dated July 30, 1897. The interesting thing about it all is that the St. John's forerunner is on the face of the cover and not on the reverse where these are usually found, when they are found. This is only the third or fourth instance that we recall of the strike on the face.

N. W. Scales (BNAPS 1058), Evansville, Ind., has sent along a new perfin that has not been previously recorded from Newfoundland. This is the fourth that has been recorded and takes its place along with the previously listed G.K., AND and AYRE. The new perfin is C.H. and the letters are 17½ mm. high and 7 mm. wide. It is believed that these perfins are put out by the firm of Charles Hutton & Sons of St. John's and we anxiously await their discovery on a cover so that we can confirm their origin. Mr. Scales also sends along some other interesting perfins: the AND is found on the 8c Caribou (Scott 121), and on a pair of the 10c Caribou (Scott 122). The very scarce G.K. is seen on the 3c (Scott 83) and the 3c Caribou (Scott 117). It should be noted that the copy of Scott 83 is the one that was re-issued in 1918 and not the original printing of 1898. The AYRE perfin is on the 8c (Scott 151), and we see that we neglected to advise that the new C.H. perfin is on the 5c (Scott 191). In addition he has sent along a very interesting cover franked with three copies of the 2c (Scott 82). However these stamps have been very badly perforated and the bottom 5 mm. of the stamp appears on top. We've always had a used pair in our collection but have never seen them on cover before. It is a registered cover cancelled by the C.B. Railway T.P.O. strike on June 26, 1902. The last item that he submits is a gem of a cover from St. John's to Dartmouth, N.S., and it is franked with the 10c (Scott 27). The cover was posted at St. John's in April 1872 and backstamped at Halifax and Dartmouth on Apr. 29, 1872. In addition the cover bears a black handstamped MORE TO PAY and a black handstamped '3'. The rate from St. John's to Halifax only was 10 cents, but to anywhere else in Nova Scotia it was 13 cents. Since Dartmouth is so close to Halifax the sender assumed that the 10 cent rate would apply but such was not the case and it was taxed the extra three cents to complete the 13 cent rate. Certainly an interesting cover, and thanks for letting us have a look-see.

On September 30 the New York firm of Harmer, Rooke & Co. sold gummed perforated trial color proofs from the sample sheet of the 2c in black and the 13c in green for \$13 and \$17 respectively. The same sale had a block of four of the 1c (Scott 32) in dusky green on India that changed hands at \$16, and a block of four of the 1c (Scott 32a) in purple on India, was knocked down at the same price. Plate proof blocks on India of the 3c (Scott 33) in slate black and deep orange red brought \$18 and \$20 each, and a set of the 1911 Royal Family issue in pairs and in black with some on thick glazed paper and the rest on card, as this set always comes, went rather reasonably at \$67.50. Among the regular issues a mint set of the Cabot issue (Scott 61-74) only brought \$12, while the complete Guy re-engraved issue (Scott 98-103) realized \$25. Three sets of the Caribou issue (Scott 115-126) sold for \$11, \$10 and \$10.75 respectively. ★



# Canada's Steamboat Mails

## Montreal-Toronto-Hamilton

Donald Bethune had the first steamboat mail contract for the Montreal-Dickinson's Landing (near Cornwall) service from 1841 at the rate of approximately £2,478 a season. In 1847 it was decided that Kingston would be a more suitable midpoint and as a result contracts were let to the Hon. John Hamilton for seven double trips per week between Montreal and Kingston.

The journey was to be made in 28 hours to Kingston, three hours less being allowed for the downriver voyage. The points of call were Gananoque, Brockville, Prescott, Matilda (Iroquois), West Williamsburg (Morrisburg), Cornwall, Beauharnois, Lachine and in addition Moulinette and Dickinson's Landing were to be served on the upriver trip. In 1850 a four-year contract was negotiated and mail leaving Montreal at noon arrived at Kingston at 2 p.m. the next day.

Bethune received the contract for the Kingston-Toronto portion of the route in 1847. He was to provide six double trips per week for £18 a double trip. The points of call were Cobourg and Port Hope. Eighteen hours either way were allowed for the journey.

Fines were levied for neglecting to serve a post office in good weather. In addition, £5 was charged for every quarter-hour off schedule at terminals except in bad weather.

Sir John Hamilton started his steamboat business in 1837 and during the next 20 years it became known as the Royal Mail Line. In 1857 this company boasted of being the only through line, as transhipment was not required between Lachine, Kingston, Cobourg, Port Hope, Toronto and Hamilton. Connections were made with railways at Hamilton, Toronto and Niagara for many other points. Six vessels composed the fleet, three of them being of iron construction. Among the tourist attractions advertised were passing the Thousand

Islands and the rapids of the St. Lawrence by daylight.

The mail on these steamers was scheduled to arrive at Montreal in time to connect with the Quebec mail steamers. In 1852 if the connection was not made the Department did not pay for the trip.

The Chief Justice Robinson was one of the boats on the Toronto, Hamilton and Niagara service in the 1840s. (See illustration in December 1960 issue). This was a 400-ton vessel built at Niagara and equipped with masts, sails and iron rigging. Cabin passage was \$5, a stateroom \$6, and \$2 was the steerage fee. The boat had a drawing room complete with piano, paintings and a variety of "rare potted plants."

The Magnet (see December 1960 issue) was added to the Royal Mail Line in 1847. It carried mail on the Kingston-Toronto run with W. Brown as conductor in the early 1850s. The Princess Royal with D. Hefferman as conductor was on the Hamilton-Toronto-Kingston route about the same time.

Eventually the Grand Trunk Railway supplanted steamer and stage service between Montreal and Toronto and a colorful era ended.

An interesting development resulting from the use of mail steamers occurred in 1850 when arrangements were made for them to pass through locks before any other boats waiting at the entrance. To identify them as mail ships they were required to carry a flag or broad pennant on the staff at the bow. The flag was to have a blue field with "Royal Mail" in broad white Roman letters thereon.

## Conductors Accompany Mail

The postal employee assigned the duty of accompanying the mail on river steamers was given the title "conductor." In most cases he was a seasonal employee who started work on May 1 and remained until the close of navigation around October 31. Before the introduction of conductors, mail bags had to be taken to the post office at each port of call, mail with-

<sup>1</sup> Reprinted by permission from The Postmark, the magazine of the Canadian Postal Service.



## PART TWO

(Part One appeared in the December 1960 issue)

drawn or placed in them, and the bags returned to the boat.

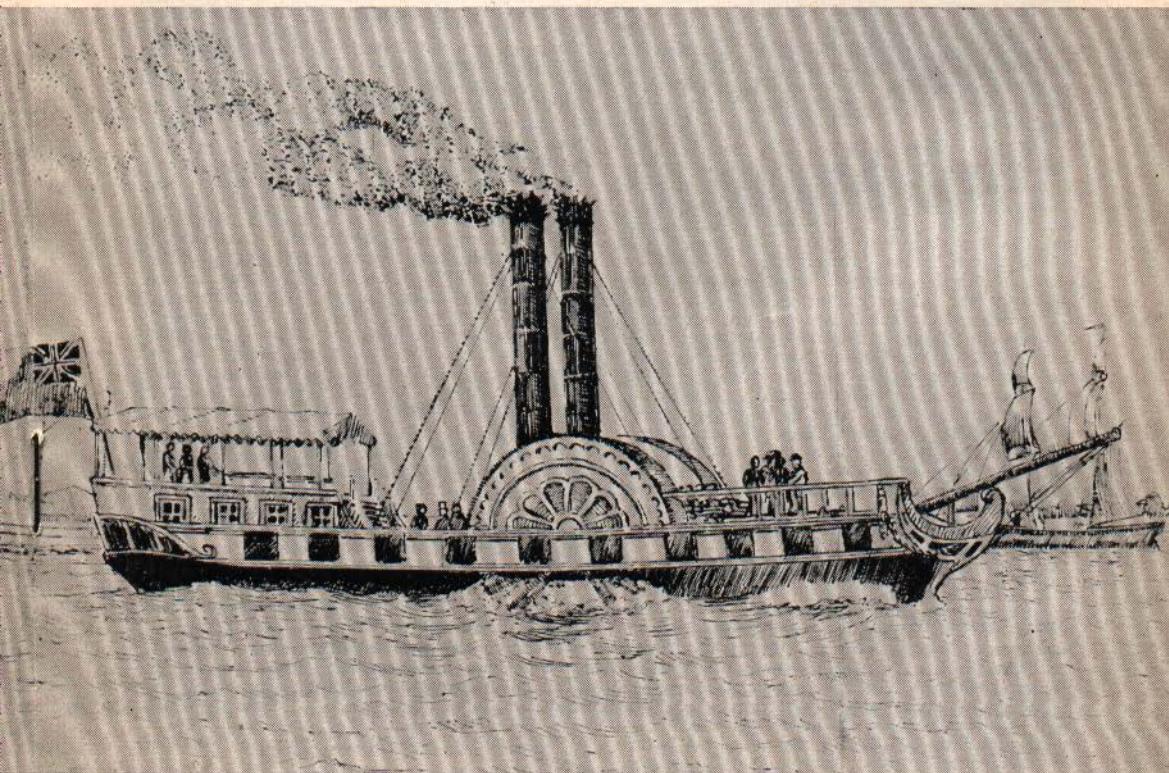
When a conductor was on board he brought ashore only the mail to be handled by the local post office and received outgoing mail. His duties included taking charge of the mail enroute, recording times of arrival and departure, and the number of bags handled at each stop. He also was required to accompany the mails ashore—this was a bother at times because calls often occurred in the middle of the night. More than one conductor received letters from headquarters insisting that this phase of his duties be performed personally. His usual postal duties also included sorting and rating letters—on the lower left-hand corner of the face of each letter he had to write the name of place where it was received and stamp it with his stamp. Before

stamps were provided the information was entered in longhand.

In 1841 only the Quebec-Montreal service had a conductor. Later, however, they were employed on other routes. In 1847 it was decided to place them on the Montreal-Toronto run, three to cover the Montreal-Kingston portion of the trip, and three from Kingston to Toronto. Arrangements were made to supply them with 12 steel stamps similar to those in use between Quebec and Montreal. Six of the stamps were to bear the wording "Steam Boat Letter" and "Kingston" and the date, while three each would have "Toronto City" and "Montreal" on them. In addition, the stamps were to have the number of the conductor, thus Toronto stamps would have figures 4, 5 or 6 under the date; Montreal 1, 2 or 3, and Kingston stamps would be numbered 1 to 6.

### THE ACCOMMODATION, the first steamboat in Canada and the second in North America

Photo: Public Archives of Canada





Each conductor had two stamps, e.g. Conductor No. 1 would have stamp No. 1 for Montreal and stamp No. 1 for Kingston.

The conductor received a free cabin and meals from the contractor and the Post Office paid him £50 per season. The contractor provided the conductor with an office which was also used for mail storage. A letter box was set up near the entrance to this room for the convenience of passengers and those wishing to mail letters at points where the steamer called.

By 1866 steamboat service in the east had dwindled to about six, such as the Collingwood-Owen Sound, Belleville-Kingston, Kingston-Cape Vincent, U.S., Grandbaie-Quebec, Belleville-Pictou and Bracebridge-Orillia routes. Railways were then carrying more and more mail, passengers and freight and the heyday of the steamboat for general transportation in the east was past.

There were, however, several other types of water conveyance in use for transporting mail that year. The St Antoine-Ste. Denis service was performed daily with a scow, while Mattawa-Rapides des Joachims exchanged mail weekly by canoe. Between Batiscan and St. Pierre les Becquets mail was carried by sailboat and a schooner made about six trips monthly between the Magdalen Islands, Pictou and Gaspe Basin or Perce.

The mail for the Red River country was still carried by steamboat between Collingwood and Fort William bimonthly. A few years later this service was increased to carry mail to the expeditionary force sent to the west in 1869.

Some sidewheelers operated in the west and sternwheelers plied the Mackenzie, Athabaska and Peace Rivers for many years after Confederation. ★

## THE 'MATTHEWS' COLLECTION OF NEWFOUNDLAND AIRS

It was quite a thrill to be at the F. W. Kessler auction in New York on Oct. 25, 1960, to see the Newfoundland section of this famed collection offered for sale at auction. Evidently we weren't the only ones to feel that way about it because among the BNAPSers that we recognized were Ed Richardson, John Cornelius, Dr. R. Shradly, Bernard Harmer, and Dr. Jim Matejka. There may have been others present that we didn't recognize and if so we apologize for not mentioning them here.

The sale started with an o.g. copy of the Hawker, Scott C1, and this was sold for \$1650; a flown cover of the same went for \$1300. An unused copy of the manuscript "MARTINSYDE" described as the only known copy, never stopped until the figure reached \$5000, and a flown cover with the same stamp changed hands at the very reasonable price of \$3000. Mint sheets of the Alcock-Brown and the Halifax, Scott Nos. C2 and C3, showing the complete setting of the surcharge, were knocked down at \$260 and \$330 respectively. Two inverts of the Halifax from the sheet with the misplaced surcharge went at \$260 and \$360 each, and a vertical pair from the same sheet at \$425, a most reasonable figure. A mint well-centered copy of the de Pinedo, Scott C4, has a new owner for the price of \$2650, while a flown cover with the same stamp was sold for \$500. The Columbia was certainly well represented, as a mint copy sold for \$410, a mint block (one of three known) realized \$2900, and a copy on flown cover changed hands at \$360.

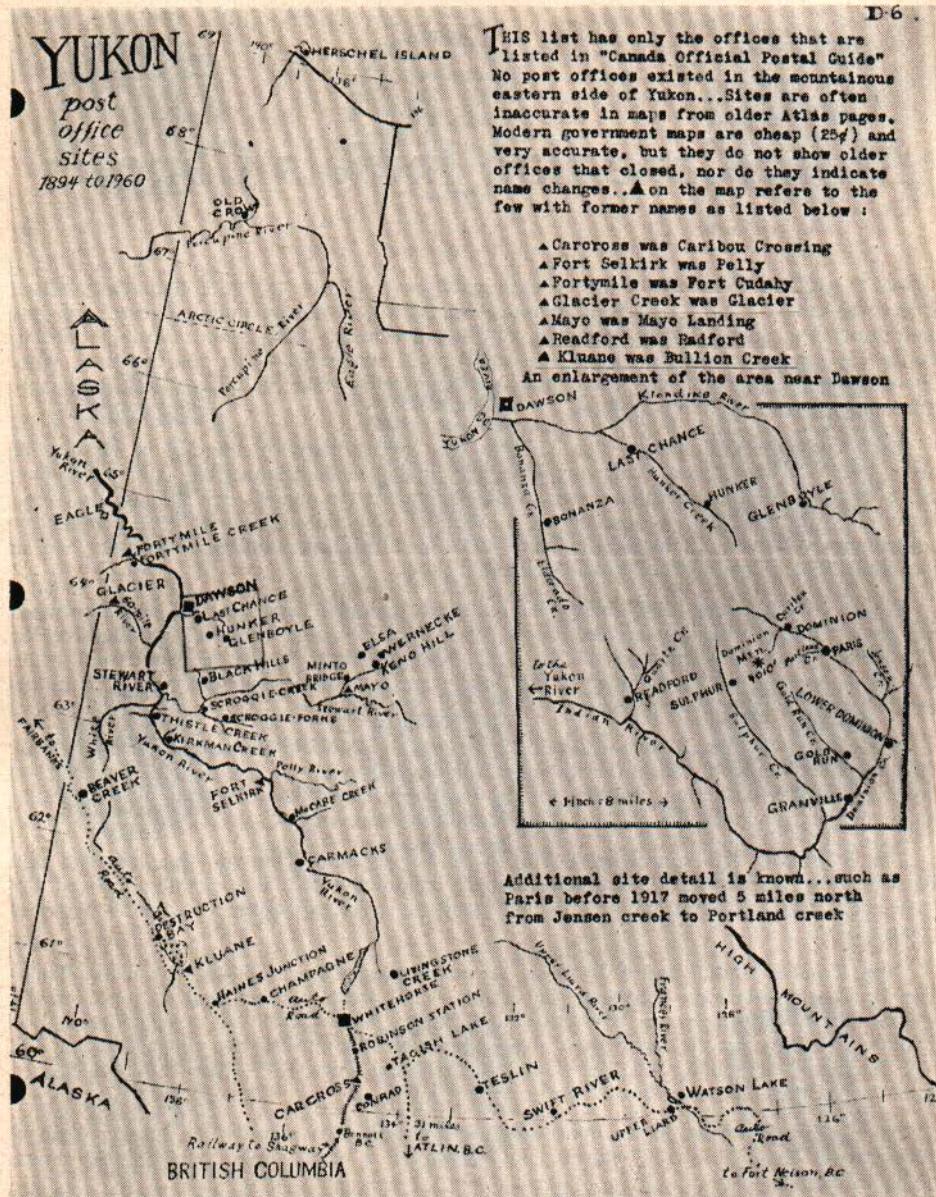
Original artist designs as used for the three 1931 values, Scott C6-8, started at \$975 and never stopped until the figure reached \$2100. A die proof of the 15c, in issued color on unwatermarked paper and complete with the die sinkage, sold for \$26, as did a die proof of the 50c in exactly the same condition. For some reason the die proof of the \$1 as above but without the die sinkage went at better than the two preceding values when it was sold for \$62.50. The die proofs in black on unwatermarked paper showing the die number

but without die sinkage went at \$26, \$26 and \$27 respectively. The same three die proofs in black but this time complete with the die sinkage sold as one lot at \$105. Three progress proofs of the 15c, Scott C6, sold at \$42, \$37.50 and \$70 respectively, while strips of three of the 15c and 50c values and a strip of four of the \$1 value, all perforated "SPECIMEN", went for \$105. The part perforate pairs fetched nice prices as horizontal and vertical pairs imperforate between of the 15c, Scott C6, sold for \$180 and \$195 respectively, and in the 50c value, Scott C7, for \$190 and \$195 each, and in the \$1 value for \$195 for both varieties. Die proofs of the watermarked set, Scott C9-11, with die numbers but without die sinkage each sold in sets of three at \$100 for the issued color and the same price for the black. A horizontal pair imperf between of the 15c, Scott G9, sold for \$220, while a vertical pair in the same condition realized the very handsome figure of \$350. A copy of the DO-X invert, one of only 20 known, changed hands at \$725. A complete set of the Labrador airs, Scott C13-17, as die proofs with die number but without sinkage printed in black on watermarked paper, was sold for \$310, and the same in issued color realized \$260.

A copy of the 10c Labrador air, Scott C14, with watermark placed sideways, went to a prominent midwest BNAPSer who specializes in air mails, at \$5. A vertical pair of the 5c, Scott C13, imperforate between, realized \$825, while the entire set in imperforate vertical pairs, sold at \$455. A copy of the Balboa invert, repaired as usual, as are all eight copies in existence, still sold at \$1250, while a copy of the same surcharge on the 10c value, of which only eight are known, went to its new owner for \$4500.

In addition to the items described above, the collection was complete with all of the regular issues but since the prices that these items are worth are rather well known, I have bypassed them and only stressed those items that are not often offered for sale.—D. C. Meyerson (BNAPS L3). ★





It is unbelievable the mess of wrong sites in atlases and early government maps of the places in the square. It took two years to assemble the mistakes and countercheck them, and finally by luck a member of the geological survey who was there 30 years ago and is now at Ottawa really went home on getting the places correctly placed on a 4-mile-to-inch Ogilvie sheet map. After he got through he found Paris had moved once, which helped countercheck some earlier problems, so I added it in at base.

—F. W. Campbell (BNAPS)



# More Canadian Initials Cancels

AS MY ARTICLES on the above subject, published in BNA TOPICS, apparently raised considerable interest, I have prepared a second article on the same subject, recording and illustrating some further examples of "Replacements" that have recently come to notice. By "replacements" is meant—as readers will remember—that "as one cork wore out with use, the local postmaster prepared another to take its place, with the same general pattern but differing in detail."

**Port Carling, ONT. (Figs. 1 to 8)** This little port (briefly mentioned in my earlier article) has the distinction of having had more letter replacements than any other post office in Canada! No less than seven, possibly eight, letter cancels are known, and used between 1874 and 1880. A note by W. J. Scott on some of them was published in our contemporary, Stamp Collecting, in May 1957, and this information is incorporated in the details that follow, with acknowledgement.

**No. 1 (Fig. 1)** June 1874. Jarrett in his 1929 catalogue first recorded and illustrated this remarkable cancel, showing the letters MS in a black circle; these initials standing for "Muskoka Steamer" which carried the mails from the port. It will be noted that while the 'M' is normal, the 'S' is intaglio, the only example I have seen (amongst 300 initials cancels) of such an odd combination!

**Nos. 2 and 3 (Figs. 2 and 3)** Dec. 1874 and early 1875. These also show the initials 'MS' but differ markedly from the first and from each other. No. 2 is on a clearly marked cover in the Day collection, and No. 3 is in the Cohen collection. It will be noted that the shape of the 'S' and details of the background differ appreciably.

**No. 4 (Fig. 4)** This cancel, with 'MS' initial in yet another design, was recorded and illustrated by Jarrett (1052), but has not been recorded since. It looks like one of the "Muskoka Steamer" series, but Jarrett's note does not make this quite clear, and it requires confirmation.

**Nos. 5 and 6 (Figs. 5 and 6)** In 1875, the postmaster of Port Carling—by name Benjamin Hardcastle Johnston—changed the design of his letter cancels, and in place of the initials 'MS' he substituted his own initials, 'BHJ'. An interesting lot of covers in the Day, Ludlow and Lussey collections establish the fact that there were two distinct types, i.e., No. 5, dated May 1875, and No. 6, dated 1876 and Jan'y 1877. The different shaped letters and details of the surround fully prove this.

**No. 7 (Fig. 7)** Boggs, in his book on Canada (page 633) records yet another change, with a cover dated Nov. 1877 showing intaglio 'L' in a black circle. What the 'L' stands for is not known.

**No. 8 (Fig. 8)** Jarrett (1003) illustrated a rectangular cancel with intaglio 'B' on a black background surrounded by dashes, but did not locate it. The date was 1878. In the Woods collection, an item indicates this also came from Port Carling, perhaps the postmaster was recording his first initial. Jarrett mentions this in two types, but the various copies I have seen are all one type.

This concludes a remarkable series of Port Carling initials cancels so far recorded.

**Bowmanville ONT. (Figs. 9 and 10)** Two striking and rather handsome letter cancels, both showing the initials 'BB.', appear to have been in contemporary use (or nearly so) in Bowmanville in 1869-70, as they have been noted on the late Large Queens and the early Small Queens.





1



2



3



4



5



6



7



8



11



9



10



12



13



14



15



**Fig. 9**, the letters 'BB' in a circle of radiating lines, was first illustrated by Jarrett (995), and in the Jarrett collection there was a fine strike on a Large Queen 3 cents, and another on cover dated March 1870 on a Small Queen 3 cents Indian red.

**Fig. 10**, the letters 'BB' in two half moons with fancy design, was not illustrated by Jarrett. There was a good strike in the Bowman collection, and Mr. Woods has noted it as coming from Bowmanville 1869. In passing I may mention that letter cancels on Large Queens are definitely rare, since they mostly came into use after 1870.

**Barrie ONT. (Figs. 11 and 12)** Here, also, two letter cancels have been located, which overlapped, suggesting contemporary use, or possibly two different post offices in the same locality.

**Fig. 11.** Shows intaglio 'L' in a colored oval. Jarrett illustrated, but did not locate, this cancel (1044), and dated it 1880. A cover in the Day collection shows this cancel with a C.D.S. marked BARRIE M. O., dated Sept. 1874, while I have a full and clear strike in blue on a Large Queen 3 cents, indicating a date 1869. A cancel in blue and on a Large Queen characterizes this item as something quite unusual! If this cancel was really in use for 11 years (1869-1880), it must have been used very occasionally, or it would have worn out earlier and be commoner than it is. Do the letters 'M.O.' in the dater provide a clue?

**Fig. 12.** Shows intaglio 'B' in a colored oval, first illustrated by Jarrett (1000) dated 1880. Covers in the Greene, Brassler collections, and also in my collection, confirm this cancel as Barrie (but not 'M.O.') with dates 1872 and 1874. Incidentally Jarrett recorded and illustrated (1001) a third letter cancel from Barrie. No further examples have been recorded, but a very similar cancel, a squat 'B' in a black rectangle, occurs on a cover in the Day collection, from Napanee ONT, dated 1878.

**The letters 'FB' (Figs. 13, 14, 15)** Although the post office of origin of these initials 'FB' has not been located (assuming they all came from the same post office) there is a mystery about them which I hope some reader will be able to clear up.

**Fig. 13.** The letters 'FB' in a circle of dashes. This was originally illustrated (1022) and dated (1890), but not located by Jarrett. Now this (apparently) identical cancel is well known on stamps of Great Britain, notably on the ½d vermilion 1887-1892. Captain Carstairs has a number of them in his collection (he very kindly presented me with a couple), and maintains on this evidence that it is a Great Britain cancel! How can we explain the same or very similar cancel appearing at or about the same time both in Canada and Great Britain? (The tracing Fig. 13 is taken from a G.B. strike.)

**Figs. 14 and 15** These strikes, incorporating the same initials 'FB', occur on Small Queen stamps in the Day collection, and certainly suggest that these initials meant something somewhere in Canada Can anyone say what and where? And, further, can anyone explain the conundrum of use both in Canada and Great Britain? ★

## RESOLUTIONS FOR 1961 . . .

- Propose a new member
- Write something for publication in BNA Topics
- Use the Sales Department and Library
- Patronize our Advertisers



# Canada Post Card

THE ADDRESS TO BE WRITTEN ON THIS SIDE.



## POSTAL STATIONERY PANORAMA

EDITOR: MARK L. ARONS, 204 Muriel Street, Ithaca, New York

**W**E WOULD LIKE to take this opportunity to ask a special favor of those of our readers who correspond with us. Would you please use postal stationery? Covers are dandy to those who collect covers—but we collect stationery and, believe it or not, the most common envelope or postal card with a nice slogan, MOON, duplex or RPO cancel becomes a treasured addition to our collection. If you have any special desires in U.S. material, please let us know in your letter and we will do our utmost to comply. Otherwise, we always use commemoratives on our letters.

### SIDELINES . . .

When we first started collecting B.N.A. stationery, the hunt for new additions to our collection was easy. Each dealer we contacted, each collector we met, added a few new pieces. Then came the time when we ran out of sources of supply. It was a rare occasion when someone came up with something we needed. However, before this happened, we had started a small collection of Railroad Pictorial cards and we shifted our interest to these and worked our collection up to well over 100 varieties before the sources for these vanished also. In the meantime we had become interested in other Padposts and Adposts. This gave us a new field to conquer. By this time we realized that we had a real interest in B.N.A. stationery, and that it would last if we could expand our collecting interests so that there would always be a steady flow of new material. The hunt for Special Order Envelopes and Government Form Envelopes was on. Precancels caught our fancy, and then the elusive Special Order Postal Cards. But with all these varied interests, it was still difficult to add material as fast as we would have liked. At this point we turned to cancellations on postal stationery. This opened up a field so vast that we could never hope for completion, but here a source of supply would never dry up.

If you want to rejuvenate your collecting interests, try a sideline or two, as there is nothing like becoming a beginning collector in a new field and still staying within the realm of your specialty.

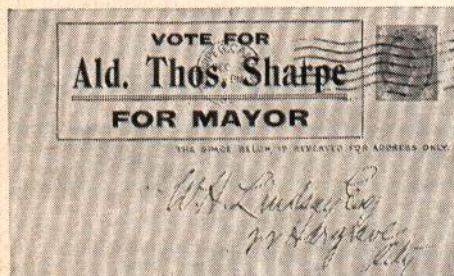


Fig. 1

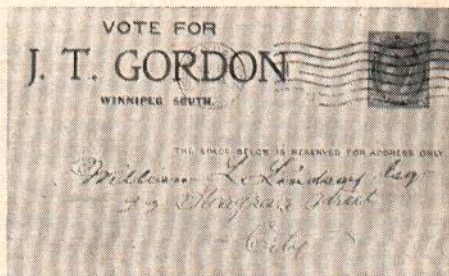


Fig. 2



## POLITICAL ADPOSTS . . .

We have always been fascinated by politics, and so it follows that the political adposts are among our favorites. Two of these are shown in **Figs. 1 and 2**, both on Holmes No. 1419. The reverse of these cards gives the candidates' platforms and instructs the voter to place his X on the ballot after their names. It is interesting to note that each candidate indicates his vocation: Thomas Sharpe, Contractor, and J. T. Gordon, Exporter. We cannot imagine what the reason was for doing this but it seemed to be standard operating procedure in Canada at the turn of the century.

The few political adposts we have seen all come from Winnipeg. We have seen other political advertising on postal cards but it was only on the reverse side.

## PRECANCELLED POSTAL CARDS . . .

Our request for listings of precancelled postal cards brought responses from Lloyd W. Sharpe of Hamilton, Ont. (14 varieties); L. H. Scisco of Altedena, Calif. (22 varieties); Dr. Ray de Montigny of Baie d'Urfé, P.Q. (10 varieties, and Ed Richardson of La Marque, Texas (10 varieties). It is through the efforts of collectors like these and the many others who have sent in other information, that our hobby will progress. Precancelled stationery is a virgin field. We know of no attempt at listing all of these items until the series of articles by C. C. Sonne and R. B. Hetherington started in the February 1960 issue of *Maple Leaves*. In the April issue they listed 21 precancelled postal cards of the George V period. Our own compiled list contains a number of items which can be added to that list.

One thing which has become apparent to us in checking through these precancelled cards is that we shall have to separate out the printed-to-order from the regular issue precancels. These printed-to-order precancels will complicate the listings as each one seems to be unique. They come in all colors, sizes, numbers and shapes of bars, both horizontally and vertically placed on the stamp. They can be found on regularly issued cards and also on special order cards.

Being naturally lazy, we shall pass all our information along to Mr. Hetherington and Mr. Sonne and let them unscramble the mess! ★

## H. E. Harris Issues First of 1961 Catalogues

**UNITED STATES STAMPS, U.S. POSSESSIONS AND BRITISH NORTH AMERICA. New First 1961 Edition.** 160 pages, nearly 2,000 illustrations. Published by H. E. Harris & Co., Catalogue Department, Boston 17, Mass. Price 35c (post free).

This all-new First 1961 Edition incorporates more than 2,000 up-to-the-minute price changes throughout 160 beautifully illustrated pages. An indispensable guide, it will serve collectors everywhere as an accurate barometer of the current market.

In the B.N.A. section, Canadian issues continue to show widespread strength on the market, with the greatest changes during the period from 1897 to 1935. Mint sheets and blocks also show some advances. The unused 1897 \$1 and \$5 Jubilee issues have increased in value, the former from \$18.75 to \$21.75, the latter from \$52.50 to \$58.75; the used 1928-29 Parliament issue has jumped from \$3.85 to \$4.50, and the unused 10c Loyalist stamp has also advanced, from \$1.25 to \$1.50.

Changes in the earlier issues include the used 1851 6d Prince Albert, laid paper (No. 2) which has climbed from \$42.50 to \$47.50.

Issues of Newfoundland remain fairly quiet, except for several well-deserved, though moderate



increases. A few price changes occur in the other B.N.A. provinces of British Columbia, New Brunswick, Nova Scotia and Prince Edward Island, the most noteworthy being the used 1851 New Brunswick 3d red (No. 1) which, formerly listed at \$13.50, now commands \$16.50; and the used 1851-53 Nova Scotia 1d red brown (No. 1), \$18.50 a year ago, now \$24.50. Few other significant changes have been reported.

In addition to the B.N.A. section, U.S.A. issues, U.S. Possessions and U.N. issues are fully covered in this popular reference catalogue, which gives a lot of value for the small price of 35 cents. ★



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**Gordon P. Lewis, 37 Eldomar Ave., Brampton, Ont.**

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**James E. Woods, 2 Hengrave Rd., Honor Oak Park,  
London S.E. 23, England**

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## Canadian Stamp Chosen Best Design of 1960

**STAMP COLLECTORS' ANNUAL. 1961 Edition.**  
Edited by Tom Morgan. 86 pages, illustrated.  
Published by Harris Publications Ltd., London,  
England. Price 3/6.

As befits Olympic Year, the 1961 Stamp Collectors' Annual comes with an appropriate Olympic cover and an article on the stamps of the Rome Games by specialist Ernest Trory. A review of the issues of Cambodia ties up with those of North Viet Nam and Laos which appeared in previous annuals, while another Asian feature tells the story of the Postal Service Stamps of China.

Of particular interest to B.N.A. collectors is the fact that a Canadian stamp has been chosen as the best design of 1960. L. E. Scott, who chooses the ten best designs each year from the stamps of the world, has this to say about his choice:

"This Canadian is not only best of the three Commonwealth stamps I have picked. It is also best of the Ten, the best stamp I have seen in 1960.

"I refer, of course (note the 'of course'—it implies that you, as an intelligent reader, already know which Canadian I have chosen and that if you don't know, you are less than the dust) to the very remarkable production commemorating the Tercentenary of the Battle of the Long Sault and displaying the manly profile of Adam Dollard, *Sieur des Ormeaux*."

The Stamp Collectors' Annual aims to include something of interest to every type of collector, and the 1961 edition again fulfills that object. ★

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# OFFICIAL SECTION

BRITISH NORTH AMERICA PHILATELIC SOCIETY

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## From the President . . .

**M**Y PREDECESSORS have always used their good judgment in refraining from using space in TOPICS when they had no urgent message to convey to the Society's membership. I intend to follow their example.

But it seems both timely and correct for me to say two things at this first opportunity. I want to thank one and all for the expression of confidence in electing me President. To reciprocate, I promise to give my best. The power of decision and the management of the Society's affairs is wisely distributed between the Board of Governors and the other elected officials. To the extent that it falls to the lot of the President to appoint members to committees or to working posts. I hope all of those approached will (to mix metaphors) lean over backwards to say "I do." From its very beginning, ours has been a Society where willingness has been a watchword. Perhaps this was due in part to the fact that we sensed at an early stage that we were "on our way." A young organization with a mission is characteristically fired with enthusiasm. Now that we have matured, let us beware of any tendency for the arteries to harden.

In speaking of willingness and zeal, I cannot allow this opportunity to pass by without saying "Well done" to Bill Peterman, who retires as Treasurer. He surely deserves his "emeritus," and I know that every member joins in thanking him for his loyalty and for the professional talent that he gave so generously.

It was a disappointment to me having to miss the Banff Convention. As I explained to Vinnie Greene, my business commitments prevented the time off for both Banff and the London International Exposition. Your Society was considerably represented in London. Members Banfield, Chadbourne, Denton, Fairbanks, Geldert, Greene, Johnstone, Jephcott, Matejka, and Mrs. Dale were all in evidence, besides numerous of our "professionals" from both Canada and the United States. These, of course, in addition to an uncounted number from Great Britain and elsewhere, many of whom I had the pleasure of meeting for the first time. I urge everyone who can do so to start planning for the 1961 Elmira meeting, and even for the Alpine Inn in 1962.

Lastly, may I especially urge members to put their philatelic knowledge and writing talents to work for TOPICS. Your annual dues are quite necessary. Conventions are wonderful. But, when all is said and done, the magazine is the cement that binds us all together. Get going for Gordon. Let our business justify ourselves to our advertisers! Support Al Cook in the Sales Circuit Department. Keep up the membership à la Ed Richardson. A prosperous New Year and happy collecting to everyone.

W. W. CHADBOURNE.

## From the Sales Manager . . .

**I**N AN EFFORT to be of more service to the membership, all circuit books have been checked as to contents and the following headings are available to members individually, not over 12 books at one time, upon written request for specific headings. Postage and registration on these must be paid both ways by the recipient. They can be held not over 10 days.



The purpose of this "special service" is to satisfy the specialist, who does not want to paw through dozens of books of unrelated material.

Here's a chance for you specialists to send in circuit books containing specialized material and see that it gets to those requesting this specialized circuit material.

Heading	No. Books Available	Heading	No. Books Available
Perfins	19	Large Queens	2
Newfoundland	17	Booklets and Panes	7
Squared Circles	24	Coils	10
Plate Blocks	27	Stampless Covers	13
19th Century Covers	11	Constant Plate Varieties	2
Revenues	39	RPOs	1
Mint and Used Blocks	10	Stationery	5
Precancels	1	Town Cancels	6
Small Queens	5	Semi Official Air Mails	1
20th Century Covers	2		

There are well over 100 books which I have classified as "miscellaneous"—these contain primarily Mint and Used Canada and Newfoundland, 19th and 20th Century, including most of the headings listed above. The general collector will find lots of material he needs and there are lovely 19th Century, Small Queens, Large Queens, Jubilees, etc., in these books for the specialist, too, not to mention the squared circles so popular today. Let me know what you want from this miscellaneous category and they will be sent under the conditions specified above. This material will be going out in circuits of 12 books to those who requested to be included in the regular circuits.

Those who belong to BNAPS groups who have regular meetings should try to schedule circuit nights periodically and I will send, on request, a large circuit.

AL. P. COOKE.

## MONTHLY REPORT . . .

# From the Secretary . . .

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

December 1, 1960.

### NEW MEMBERS

- 1803 Barnes, Denison H., 1360 Burnaby Street, Apt. 4, Vancouver 5, British Columbia
- 1804 Casimir, Mark, 5374 MacDonald Avenue, Montreal 29, Quebec
- 1805 Heberling, Jack W. Jr., 108 Martin Lane, Monroe Park, Wilmington 6, Delaware
- 1806 Holmok, Eugene H., 2 Amesbury Avenue, Apt. 2, Montreal 25, Quebec
- 1807 Lane, Mrs. Russell H. (Kathleen), R.R. 3, Calgary, Alberta
- 1808 Maresch, Wm. H. P., 628 Yonge Street, Toronto 5, Ontario
- 1809 McMillan, John, 240 Cypress Avenue, North Kamloops, British Columbia
- 1810 Smith, James U. Jr., 3340 Lexington Road, Louisville 6, Kentucky
- 1811 Trudeau, Roger, 82St. Denis, St. Lambert, Quebec

### APPLICATIONS PENDING

- Arfstrom, Howard, 1513 West State Street, Rockford, Illinois
- Clausen, Howard E., So. 3727 Latawah Street, Spokane 36, Washington
- Rosenthal, Louis, 231 Ocean Avenue, Brooklyn 25, New York
- Schmitt, Eugene H., 30118 2nd Place S.W., Federal Way, Washington
- Steiner, William, 1585 West 15th Avenue, Apt. 11, Vancouver 9, British Columbia

### APPLICATIONS FOR MEMBERSHIP

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

- Botterell, Henry J. L., 215 Fifty-third Ave., Lachine, Que. (C-CX) CAN, NFD, PROV—19th and 20th century mint and used postage and blocks. 1st day and 1st flight covers. Used airmails. Flag cancellations. Proposed by W. M. C. Willcock, No. 995.



Lewis, Wallace, 39 Wrentham St., Dorchester 24, Mass. (C-CX) CAN, NFD, PROV—19th and 20th century mint and used postage and blocks. Plate blocks. Coils. OHMS-G. Mint and used booklet panes and complete booklets. Precancels. Federal, Provincial and Tax-Paid revenues. Mint, used and semi official airmails. Literature. Proposed by S. F. Bedwell, No. 1400.

McKay, Doris, 10506 - 133 Street, Edmonton, Alta. (DC) Proposed by J. Levine, No. L1.

Waugh, C. T., 43 S. Station St., Weston, Ont. (C) CAN—19th and 20th century mint and used postage. 1st flight and squared circle covers. Precancels. 2 and 4-ring numerals and squared circle cancellations. Specialty: 1st flights. Proposed by D. J. Hammell, No. 1787.

### CHANGES OF ADDRESS

(Notice of changes must be sent to the Secretary)

- 1532 Carmichael, J. A., 104- West 13th St., North Vancouver, B.C.  
 431 Freele, Lloyd W. M., M.D., Box 201, Grand Bend, Ont.  
 1675 Hoyer, P. H., 126 Delview Drive, Windybush, Wilmington 3, Delaware.  
 44 Hunter, Ralph C., 484 Park, Birmingham, Michigan  
 1481 Nicholson, Eric A., General Delivery, Creston, B.C.  
 1739 Purcell, J. L., Medical Supply Depot, Shilo, Man. (from Hamilton, Ont.)  
 1104 Rosenthal, Max, 691 Craven Rd., Toronto 8, Ont.  
 1652 Scott, Donald O., 12 Brown Court, Petaluma, Calif.  
 96 Turner, George T., 408 A Street S.E., Washington 3, D.C. (from Jackson Hgts., N.Y.)  
 1763 Wolff, Alan W., P.O. Box 115, Fair Oaks, Calif.  
 1614 Gratz, J. Roger, 20 Elizabeth St., Pittsburgh 13, Pa.  
 834 Pollock, W. W., 10031 - 117th St., Edmonton, Alta. (from Carleton Place, Ont.)

### MAIL RETURNED

(Information as to present correct address requested)

- 609 Fee, Cleo H., 3247 Lawrence Ave. E., West Hill, Ont.  
 1605 MacLeod, D. J., P.O. Box 338, Fredericton, N.B.  
 1535 Robertson, D. M., 4608 - 109 Ave., Edmonton, Alta.  
 1564 Stanford, Eidsel C., 4124 Wexford Court, Kensington, Maryland  
 1726 Wener, Henry, 10538 Jasper Ave., Edmonton, Alta.

### CORRECTIONS TO 1960 YEARBOOK

OMITTED:

- 1703 Simpson, Robert Clair, 13217 Vassar Drive, Detroit 35, Michigan

CORRECTIONS:

- 684 van Oudenol, Dirk, Ste. 4, 2717 - 38th St. S.W., Calgary, Alberta  
 1391 Bartlett, Bart H., 711 Braeview Road, Lexington 6, Kentucky

### DROPPED FOR NON-PAYMENT

- |                     |                            |                      |
|---------------------|----------------------------|----------------------|
| 938 Benoit, E.      | 1534 Lefferts, J. R. V. M. | 1548 Scholl, F. L.   |
| 1610 Britney, E. A. | 1198 MacDonald, D. G.      | 1695 Simmons, A. R.  |
| 1559 Charles, R.    | 1438 Majerous, G. P.       | 711 Warren, E. P.    |
| 1662 Cossette, M.   | 1677 Marshall, W. L.       | 802 Weiland, H.      |
| 1003 Hunter, S. C.  | 1303 Nykyfork, N. S.       | 1726 Wener, H.       |
| 381 Johnson, A. C.  | 1651 Peal, D.              | 1318 Williams, R. M. |
| 1587 Lageux, P.     | 834 Pollock, W. W.         | 1318 Winch, H. C.    |
| 1588 Langlois, P.   | 1593 Roberts, J. W.        |                      |

### DECEASED

- 253 Scott, William J., 17 Lonsdale Road, Toronto 5, Ontario

### RESIGNATIONS RECEIVED

- 443 Brown, G. N., 3017 Queen St. East, G-10, Toronto, Ont.  
 849 Casselman, Dr. K. B., 718 Granville St., Vancouver 2, B.C.  
 423 Searles, George R. C., 15 Dry Hill Road, Tonbridge, Kent, England

### MEMBERSHIP SUMMARY

Total Membership, November 1, 1960 .....	1056	
New Members, December 1, 1960 .....	9	
		1065
Dropped from Rolls, December 1, 1960 .....	23	
Deceased, December 1, 1960 .....	1	
		24
Total Membership, December 1, 1960 .....		1041

JACK LEVINE, Secretary.



# THE B.N.A. MARKET PLACE

## Classified Topics

Reserved for Members of BNAPS

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.

### 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. 146tf

### FOR SALE

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

IF YOU ARE INTERESTED in any of the following I will be pleased to send you approvals: 2-Ring Numerals on Large and Small Cents; 4-Ring Numerals on 5c Beavers and Large Cents; Squared Circles on postcards, mostly common ones; Duplex, Railroad and Flag cancellations on postcards. Choice selection of issues from 1859. Correspondence a pleasure. Walter P. Carter, 47 Risebrough Ave., Willowdale, Ont. 172-6t

MACHINE TOWN SLUG INVERT COVER \$1. Jack's Stamp Farm, Route 6, Woodstock, Ontario, Canada. 1-1t

CANADA—NEWFOUNDLAND mint-used. Prompt want list service. Complete price lists on request. Bert Baulch, Port Credit, Ont. 185-6t

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