

BNA Topics

A Sperati Forgery

(See page 14)



Official Journal

Of The

British North America

Philatelic Society

Volume 20 Number 1 Whole Number 208 January 1963

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 20 / NUMBER 1 / WHOLE NUMBER 208 / JANUARY 1963

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Official Section



Monthly Report from the Secretary . . .

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

NEW MEMBERS

- 1947 Chasmer, Douglas E., 277 Hampton Road, Ilford, Essex, England
1948 Cowles, Russell A., 1595 Yosemite Blvd., Birmingham, Michigan
1949 Daniels, Bruce G., 7 Water Street, Boston 9, Massachusetts
1950 Green, Dr. Douglas F., 41 South Willard Street, Burlington, Vermont
1951 Moffatt, William G., 106 Monatiquot Avenue, Braintree 84, Massachusetts
1952 Rohloff, Paul C., 1205 North Marion, Oak Park, Illinois
1953 Warlick, Robert B., 3705 Bellevue Road, Raleigh, North Carolina

APPLICATIONS PENDING

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

APPLICATIONS FOR MEMBERSHIP

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

- Alton, T. R., 91 Cosburn, Apt. 401, Toronto 6, Ont. (C) CAN, NFD, PROV — Mint & used postage. Proposed by H. J. Hollands, No. 1402.
Hatcher, James B., Scott Publications Inc., 461 Eighth Ave., New York 1, N.Y. (C) Proposed by D. C. Meyerson, No. 13.
Mueller, Mrs. B., Box 35, Vanada, B.C. (C-C) CAN—19th & 20th century used postage & blocks 1st Day & 1 Flight covers. Precancels, Federal & Provincial Revenues. Used airmails and on cover. Literature. R.P.O., Territorial, Flag, Slogan, 2 & 4-rings numeral, square-circle, duplex and registered cancellations. Small Queen varieties. SPECIALTY—Cancellations. Proposed by R. J. Woolley, No. 359. Seconded by J. Levine, No. 11.
Shantz, Stanley, 763 Green Lane, London, Ont. (DC-X) CAN—Pre-stamp & stampless covers. Cancellations of obsolete P.O.'s of Middlesex, Co., Ont. Proposed by J. S. Siverts, No. 59.
Simmonds, William E., 2646 Penobscot Bldg., Detroit 26, Mich. (C) CAN—Mint & used postage. Literature. R.P.O. cancellations. SPECIALTY—Small Queen and Registry covers. Proposed by J. Levine, No. 11.
Slater, N. H., 2535 Lake Shore Blvd. W., Toronto 14, Ont. (C) CAN, NFD, PROV—Mint & used postage. Proposed by H. J. Hollands, No. 1402. Seconded by G. D. Hicks, No. 1033.
Vinsel, Thomas, 931-441 Eller Ave., Akron 6, Ohio (C-CX) CAN, NFD—19th & 20th century mint & used postage. Plate Blocks. Coils O.H.M.S.—G, Mint booklet panes and complete booklets. Federal & tax-Paid revenues. Mint, used & semi-official airmails. Postal stationery entires & cut-squares. Varieties. SPECIALTY—L.L. position all Canadian plate blocks. Proposed by L. A. Davenport, No. 51.

CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 1016 Anderson, J. Fred, P.O. Box 71, Moose Jaw, Saskatchewan
1214 Baker, B. M., Box 358, Kelowna, British Columbia
1860 Campbell, A. Craig MD., 14 South St., Concord New Hampshire (from Nova Scotia)
1923 Harrison, Capt. R. T., 105 Schmidt St., Ft. Huachuca, Arizona (from N.Y.)
932 Martin, George M., 1120 Larson Bldg., Yakima, Washington
34 O'Neill, Thos. H., 603 Fourth Street, Liverpool, N.Y.
1574 O'Neill, W. Paul, 7000 Glenbrook Road, Bethesda 14, Maryland (from S. Africa)
1450 Traquair, Robert S., 3323 Canberra Place, Calgary, Alberta

RESIGNATIONS RECEIVED

- 1842 Bastian, Lois M., 678 Jordon Way, Hayward, California
1755 Bird, Mrs. W. J., 176 Queen Street, Truro, Nova Scotia
679 Goldsborough, Joseph R., 254 Jackson Street, Willimantic, Connecticut
1034 Hodson, Ashton Rowell, 706 Douglas Street, Kamloops, British Columbia
946 LeBaron, Leslie B., Box 255, North Hatley, Quebec
1482 Pillinz, Henry N., 1125 Rock Creek Road, Gladwyne, Pennsylvania
1205 Robertson, Donald G., Claremont Road, Redhill, Surrey, England
1103 Rock, Patricia M. C., 129 Bower St., Manly, Sydney, N.S.W., Australia

DECEASED

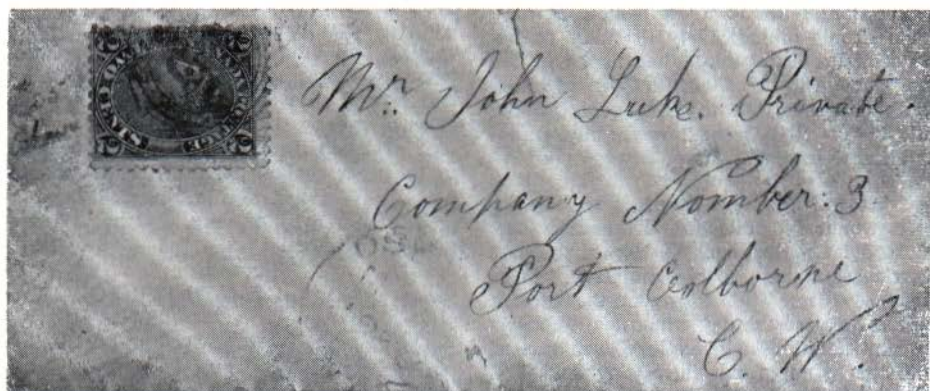
- 1444 Horan, Robert J., 117 Litchfield Street, Frankfort, N.Y.
204 Shoemaker, L.D., 440 Acacia Drive, Sapphire Shores, Sarasota, Florida

MEMBERSHIP SUMMARY

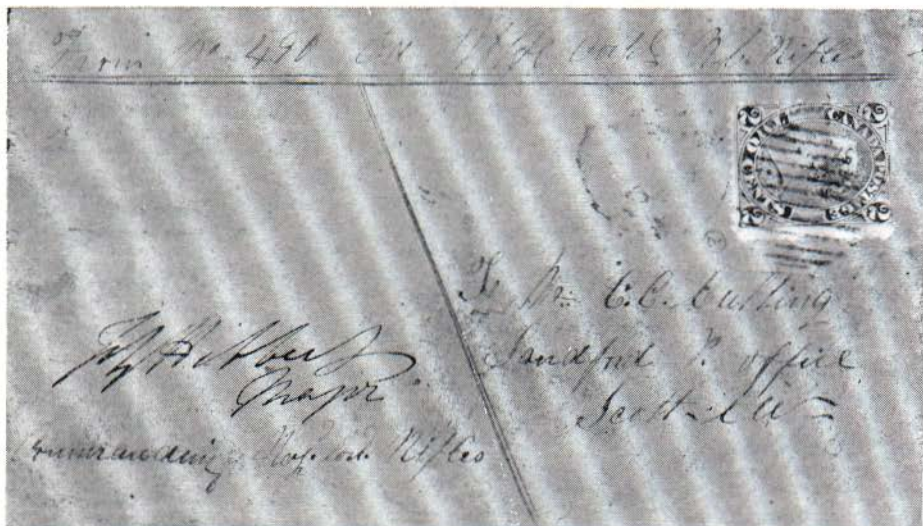
TOTAL MEMBERSHIP, November 1, 1962	1049
NEW MEMBERS, December 1, 1962	7
DECEASED, December 1, 1962	2
TOTAL MEMBERSHIP, December 1, 1962	1054

The President's Page

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



A 2c 1864 stamp paying the 2c rate on cover to a Soldier on active service. Oshawa C.W. to Port Colborne C.W. Au 24, 1866 A Fenian Raid cover.



The 2c 1864 stamp paying the soldier's letter rate, London C.W. Aug. 15, 1864 to Scott C.W. Written by Cpl. E. A. Wolfe and countersigned by his Commanding officer.

THE Editor's MAILBAG

Dear Sir:

I have recently received a complimentary copy of "Canadian Fancy Cancellations of the Nineteenth Century", which will doubtless be reviewed by others more competent than I am to do it justice. Besides, I am deeply prejudiced in its favor on account of the dedication. I had hoped to live long enough to be called the Dean of something or other, but to have achieved the title of Doyen is something for my grandchildren to brag about.

Messrs. Day and Smythies have given us a wonderful collection of cancellations. Little did I realize back in 1929 that I was starting something so big, and complete as this group may be. I predict the present editors will see the day when new discoveries and additions will explore even farther into the realm of this interesting field.

This book comes like a summer breeze to philately. It will have a stimulating effect not only on the collecting of the 19th century stamps of Canada, but on the collecting of stamps in general.

Sincerely,
FRED JARRETT

Dear Mr. Young:

The front cover of Topics for October is devoted to a picture of Nicholas Argenti's new book of N.B. and N.S.

Page 224 is given over to editorials and reviews concerning this book, and the Foreword is reprinted on the next page.

With all this fanfare and appetite-whetting, there is not one word as to where and how a copy can be obtained, nor the price of a copy.

If privately distributed and not available to the poor suckers on the outside, should not THAT information be revealed?

If money will procure a copy, I'd appreciate details.

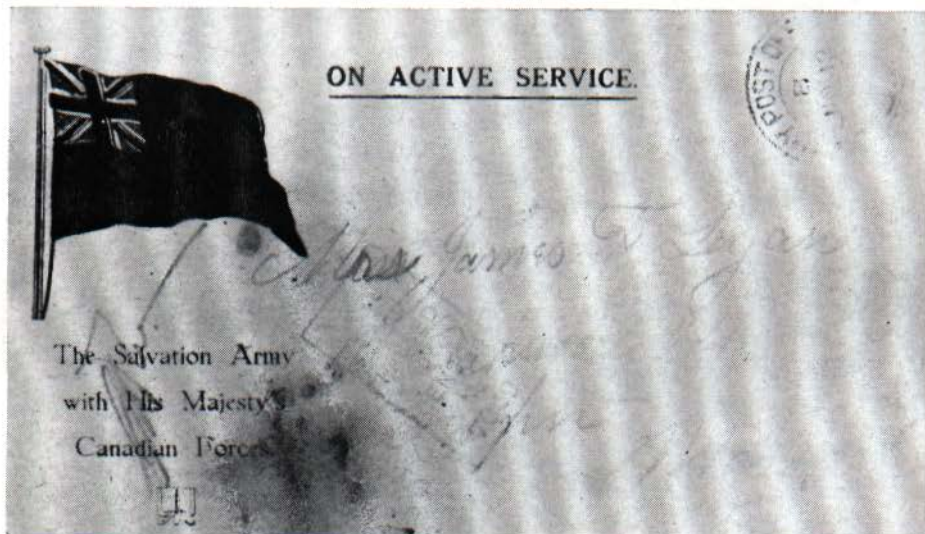
Sincerely,
F. WALTER POLLOCK
B.N.A.P.S. #7

The Royal Philatelic Society, London
or J. N. Sissons, Toronto

Dear Mr. Young:

I enclosed to you a glossy print of a First War Auxiliary Services Cover given me by my friend W. T. (Bill) Pollitz of Boston. It is a very nice addition to the list we already have of Auxiliary Covers.

Yours very truly,
LLOYD W. SHARPE



First War Auxiliary Services Cover dated November 12th, 1918, one day after Armistice Day. It is in red, white and blue, the printing being in blue. A very nice First War Item.

Dear Mr. Editor:

During a recent vacation I was able to spend three days at the Convention at Ste. Marguerite. I thought I would like to write a short note of appreciation for the work of the Committee, with Mr. Charles deVolpi, which made the time so pleasant; and to also make a few suggestions for the next time we meet at the Alpine Inn or similar places.

In general the conditions at the Inn were excellent, and the exhibition was well arranged and lighted and showed the amount of work put into the arrangement of the frames.

This was my second convention, both at Ste. Marguerite, and I remembered many of those I had met before. For a strange member making his first visit to a BNAPS Convention, the lack of name tags and a posted list of those attending, was a decided handicap.

The lack of any program for the ladies was unfortunate, many of the ladies, particularly those from the United States, would have enjoyed a bus trip into Montreal leaving about 10 a.m. and returning before dinner at night, it would have given them a chance to visit some of the stores and possibly purchase some of the Canadian and English woollens.

If a program could be arranged beforehand and given some publicity in Topics,

also notices sent to various stamp journals for inclusion in their "List of events" column, it might stir up a little more interest and possibly get a few members.

Thanking you for the space and again congratulating Charles de Volpi and the committee.

VOORHEIS M. DITMARS

Mr. Editor:

In looking over my small number of "Cross Border" registered covers I noted a small cover of 1883 sent from Yarmouth, N.S. to Philadelphia, Pa. had on the reverse a U.S.A. Post Office Seal which is Scott's OX4, a.b. or c. with a rubber stamp cancellation reading W. B. Turner. It also bore on the reverse the Philadelphia Post Office rubber stamp marking. Other covers I have addressed to different points have the rubber stamp marking of the post office but no Official Seals are affixed. Scott's specialized catalogue mentions Post Office Seals when first issued were designed to secure registered letters from being tampered with while in transit. As the practise of affixing these official seals was apparently discontinued, could it be that my little cover from Nova Scotia to Philadelphia might be relatively uncommon.

Sincerely,

E. L. PIGGOTT

OFFICIAL NOTICE

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

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

BNAPS REGIONAL GROUPS

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

Sketches of BNAPSers

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

NO. 95 R. V. C. CARR, D.D.S.

Dr. Robert Van Court Carr, one of the Governors of our Society, was born in New Castle, PA. and graduated from Western Reserve University Dental School in 1942. During World War II he served in the Army from 1942 to 1946. In 1944 he was with the military intelligence in Oriental languages being fluent in Chinese which he studied at Yale University. Dr. Carr went over the Burma Road in a jeep to China and served as Commanding Officer of a 14 bed hospital. His war experiences are anything but routine and now and then he swaps stories with the boys. Since returning from service he has maintained a dental office in Youngstown, Ohio, where he lives.

'Bob' Carr started collecting stamps in his youth, and, unlike many of us, never lost interest in the hobby. He has built outstanding collections of New Brunswick, Nova Scotia and British Columbia and also collects Canada, Newfoundland, P.E.I. and British Colonies. Those of us who saw his superb displays at the Royal Philatelic Society of Canada's Convention at Windsor and at Alpine Inn realize that there is an 'up and coming' student of the stamps of British North America. He attributes his success to the help and assistance he has received over the years from Jim Sissons.

Dr. Carr is a past president of the Mahoning Valley Stamp Club and is a member of the R.P.S.C., the C.P.S. of G.B. and the Philatelic Foundation. He is president-elect of the S.S. Lions Club of Youngstown and president of the Corydon Palmer Dental Society.



Mrs. Carr is the former Grace E. McLaughlin and both Dr. Carr and his wife were at Alpine Inn and in the words of Bob himself, "the Alpine Inn was tops". They have three children, Richard, Sherry and Laura and perhaps the Doctor will bring his family with him when he attends our Convention in Williamsburg next September.

Notes on THE YUKON AIRWAYS AND EXPLORATION CO. LTD.

by H. L. BANNER

PART I

FOREWORD

The writer owes a debt of gratitude to the late Captain B. C. Binks who several years ago, knowing that I collected semi official airmail stamps and covers, pointed out to me the lack of information regarding the Yukon Airways and Exploration Company Limited, and by so doing enabled me to enjoy many happy hours compiling these notes.

ACKNOWLEDGEMENTS

One of the pleasures of writing an article is the opportunity it affords for acknowledging indebtedness to many persons for their help, and for permission to quote from their articles or books.

A particular acknowledgement is due to: Mr. F. H. Ellis, author of that outstanding book on all phases of air development in Canada, "Canada's Flying Heritage".

University of Toronto Press, publisher of "Canada's Flying Heritage".

Hudson's Bay Company, publisher of the magazine "The Beaver".

Canadian Philatelic Society of Great Britain, their magazine "Maple Leaves" and also Mr. D. J. Brewer's article therein containing his list of minor varieties.

Mr. Narcisse Pelletier, owner of the letter used as Appendix D.

Vancouver Public Library for the use of their micro films of the Vancouver Sun newspaper.

The Canadian Post Office (Philatelic Section, Ottawa) The Canadian Post Office (Public Relations Department, Vancouver).

And last but certainly not least Mr. W. H. Jordan for his very great kindness in explaining to me the methods used in the production of the stamps.

HISTORY

The story of the Yukon Airways and Exploration Co. Ltd. is typical of most of the early air lines in Canada. A few men, with a large amount of faith in the country, expended mainly their own money (with no

thought of a subsidy). They were backed up by pilots of tremendous courage (there were no radars, beacons or asphalt landing strips in those days). It was these men and companies that really opened up Canada and pioneered changes in the modes of travel.

A few men got together in 1927 and, using their own money, and backed up by residents of the Yukon, formed a private company capitalized at \$50,000. The main object of forming the company was to open up the vast unexplored territories thought to be rich in furs and minerals. Most of this territory was inaccessible by the ordinary means of transportation, namely dog teams and pack horses. The main office of the company was at Whitehorse, Yukon Territory, and branch offices were opened at Dawson and Mayo.

Whitehorse Y.T. is the northern terminus of the White Pass and Yukon Railway, Skagway Alaska being its southern terminus. This unique 110 miles long narrow gauge railway was built at the turn of the century at the height of the Klondike gold rush. It has operated successfully since that time, and is still today the only railway in Canada operating north of the 60th parallel.

The fact that Whitehorse was the northern terminus of a railroad no doubt influenced the Yukon Airways and Exploration Co. Ltd. in establishing its main base there. Again, Whitehorse was the base of the famous Yukon sternwheelers which used to ply the Yukon River between Whitehorse and Dawson City. The Keno, the last of these sternwheelers, made its final trip in 1960.

When setting up the Yukon Airways and Exploration Co. Ltd., Clyde G. Wann was appointed president and David A. (Andy) Cruickshank General Manager. Cruickshank was a very experienced pilot, having served during world War I as a pilot in the R.F.C. and the R.A.F., and having been barnstorming in the U.S. for nearly three years before accepting the position with Yukon Airways.

In October 1927 the Company bought its first plane, a Ryan Monoplane with a 200 horse power Wright Whirlwind radial engine. It had a payload of 1200 pounds or seated four passengers as well as the pilot. This plane was a sister ship to the one Charles Lindbergh had flown across the Atlantic.

Clyde G. Wann and David A. Cruickshank went to California to accept delivery of the plane, and to fly it back to Vancouver. They were accompanied on this flight by W. A. Mundy, the manufacturers pilot, and by Mundy's wife and infant son. They took their time flying north, and even made some money to help pay for their expenses by taking people up for short flights at several towns in the U.S. Finally, they arrived in Vancouver on Sept. 27, 1927. The plane was then dismantled, crated and shipped on the Canadian Pacific Ship Princess Alice to Skagway Alaska where it arrived Oct. 21, 1927. It was reassembled at Skagway and by Oct. 24, 1927 was ready to fly to Whitehorse. (See "Canada's Flying Heritage" by Frank H. Ellis, University of Toronto Press).

The first flight into the Yukon took place on Oct. 25, 1927 from Skagway to Whitehorse. As very little in the way of a good level piece of ground existed in Skagway, the plane took off from a road partly made of wood. No doubt the Cruickshanks (Mrs. Cruickshank accompanied her husband on this trip) were very happy to get safely into the air. They flew over the Summit, reaching Whitehorse at 9:35 a.m., the flight taking one hour and ten minutes. On October 26, 1927 the plane carried on to Dawson.

Examples of the advantages of flying to the people residing in the Yukon are as follows: The Greenfield and Pickering Royal Mail Stage used to carry passengers, mail and freight by tractor train between Mayo and Whitehorse on scheduled trips in about 96 hours, running day and night. On one trip between these two places, the plane took about three hours. Another striking example was the effect on travelling between Whitehorse and Dawson during the winter. The trip by dog team took twelve to fourteen days. By plane, it took about four hours. From these examples it is easy to see why the people in the Yukon rapidly became plane conscious.

There seems to be some confusion amongst several of the catalogues regarding the first flight of this company with

official mail carrying the company's stamps. Below are their listings:

Dworak Specialized 1930, Nov. 7, 1927, Whitehorse-Mayo-Dawson.

Specialized Catalogue of Canadian Air-mails by Ian C. Morgan, 1931, Nov. 11, 1927, Whitehorse-Mayo-Dawson.

American Airmail Catalogue, 1950, Oct. 24, 1927, Whitehorse-Mayo-Dawson.

Sanabria 1959-60, Oct. 24, 1927, first flight.

Holmes Specialized, 1960, Nov. 11, 1927, Whitehorse-Mayo-Dawson.

Ian C. Morgan had the date correctly related from the beginning. The conflict in dates puzzled me for some time. Then I contacted Frank Ellis, author of "Canada's Flying Heritage". Frank was a personal friend of Andy Cruickshank, who piloted the plane on these first flights, and still is a close friend of Mrs. Cruickshank. Between us we discovered that Mrs. Cruickshank did carry three or four personal letters, which she had written, on the flight of October 25, 1927 from Skagway to Whitehorse and on to Dawson, but this could not be considered official mail.

There is an excellent article in "Canada's Flying Heritage" about the Yukon Airways and Exploration Co. Ltd., and in that article it is pointed out that on the first trip carrying air mail between Whitehorse, Dawson and Mayo, November 11, 1927, the flight was not broken at Dawson en route to Mayo. Instead, Mrs. Cruickshank threw the mail bag out of the window of the plane when flying low over Dawson. During this flight, in spite of hazardous conditions (flight conditions were so bad that dog teams were started along the route in case of a forced landing) pilot A. Cruickshank covered the distance of about 500 miles in four and one half hours.

No evidence has been found that mail was carried to Mayo on the November 11, 1927 flight or from Mayo on the return flight November 16, 1927. On the return flight from Mayo, a one day stopover was made at Dawson before continuing on to Whitehorse. An unknown quantity of mail was flown from Dawson to Whitehorse on this flight. An example appears in an article written by Mr. Frank H. Ellis for the Hudsons Bay Company magazine "The Beaver", winter edition 1954-1955 outfit #285, entitled "Early Northern Air Mail". In this article appears an excellent photograph of a cover sent by Mrs. A. D. Cruickshank to

(Continued on page 12)

Trail of the Caribou

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

A vote of thanks is due to Mr. Kenneth Hart, BNAPS #770, Dumont, N.J., for carefully checking our list of plate blocks in the Sept. '62 issue of TOPICS and the discovery of an omission in that list. The list first appeared in the Sept. '53 issue but no notice was made of the omission at that time. The passage of 9 years had added to our knowledge somewhat and when we ran this newer corrected list we lifted part of the old listing from the 1953 TOPICS and never noticed the omission. Will all members please add to the list:

Scott # 252, Plate Number 1, All positions. Lower left block also has #16124

This addition is recorded from a sheet printed from plates prepared by the Canadian Bank Note Co. of Ottawa.

Narl W. Scales, BNAPS #1058, Evansville, Ind., has sent along two items of considerable interest for the Newfoundland Specialist. The first is the earliest stampless from Newfoundland that we have ever recorded, it was sent from St. John's as per the super-scription on Oct. 10 1746, and delivered evidently somewhere in England on Apr. 23, 1747. We had previously never bothered with early dates on stampless as we are primarily interested in the Newfoundland markings and prior to 1805 we don't seem to find any. This one however precedes the one in our collection by some 20 years so we thought we would give it a go. The second item is a Presentation Sheet of the Cabot issue, in Jun. '55, we recorded a sheet of the 1928 Publicity Issue, in Nov. '57, of the 1911 Coronation and in Feb. '58, of the Guy Issue. Well, we seem to be working in reverse because here at the last is the oldest. The sheet in question had evidently been exposed to sunlight or very bright light in the past as the 2c, 5c, 24c, and 35c have definitely bleached out and it is our belief that the color make-up contained some ingredient that was not sun fast. Truly a pity, but it is a nice item anyway.

And so it goes, this time it was a letter from Dr. J. J. Matejka, Jr., BNAPS #1625, Chicago, Ill., and this time strangely enough it didn't concern Newfoundland airmails. Maybe that is why Jim sent it down to us.

At any rate it is one of those covers that pushes the date back on one of those cancellations that is usually ignored. This time it was the machine slogan "POSTAGE PAID P.O. ST. JOHN'S NFLD." first illustrated in the Mar. '56 issue of TOPICS. This cover however is dated Dec. 15, 1938, or 6 years earlier than our previous record. I see that I've neglected to mention that it is the one listed as #9. Back in 1956 we advised that we thought this cancel was only used during the Xmas Season and our belief seems to be borne out as every example that we have ever seen was used during the Xmas Season.

This time it was Ray Peters, BNAPS #1202, Phoenix, Ariz., who showed us a magnificent cover at the recent BNAPEX '62 at the Alpine in the Laurentians. It is a cover franked with the 1c, 2c and 3c Canada Small Queens but it is cancelled at Blanc/Sablon Newfd. Ty July 23, 1893. The cover is addressed to Baddeck, Cape Breton, Nova Scotia, and has the following backstamps on the back; Coastal T.P.O.W., late in July, '93, St. John's, Jy. 31, '93, Halifax Au 4, 1893 and finally Baddeck, Aug 5, '93. As near as those assembled at the Show could make out, the letter was evidently written in the Canadian section close to the Newfoundland border of Labrador and the nearest post office was in Newfoundland Territory. There must have been some agreement in vogue at that time because the letter was accepted and cancelled and passed on through. A right interesting cover.

I've always questioned whether being an early riser, as I am, is a virtue or not. However, I do know that it is apt to be expensive. At BNAPEX '62 I was up early one morning and so was George Wegg, BNAPS #308, Toronto, Can., and in the course of conversation he showed me a magnificent unhinged block of the 5c brown seal, Scott #25. To add frosting to the cake this mint block had a right margin and an imprint in the right margin. I've checked with everyone I know and the only other block known was the one Jim Sissons, BNAPS #17, also of Toronto, showed back

(Continued on page 12)

ADDITIONAL NOTES ON NUMERAL CANCELS OF THE LARGE QUEEN ISSUE

by H. W. HARRISON, No. 1501

An additional Fancy "2" of Toronto has just come to light and has been designated TYPE 65. It was found on a 15c value with wove paper having vertical mesh — that of the BOTHWELL Wmk. — although no portion of the watermark shows.

Up at the BNAPS Convention at the Alpine Inn Douglas Crawford acquired 2 Postcards, (Holmes #1400), both from Peterboro per the Circular Date Stamp as well as from the written message side. Both were obliterated with a 2 Ring Numeral, one nearly illegible, but the other a clearly readable "19".

A Note for the Handbook on Fancy Cancels of the 19th Century.

The Oshawa "B" in star with the top and bottom of the "B" sharply cut off, turned up at the bourse at the BNAPS Convention. (see illust.) It was found on a 3c Large Queen.

Some confusion has arisen as the result of a note in the October 1962 issue of Maple Leaves concerning the 2 Ring "Large" 4 cancel from Watson's Corner, U.C. In order to clear this matter up, full details follow herewith:

In the original article on the Numeral Cancels of the Large Queen Issue, two types of 2 Ring 4 were ascribed to Watson's Corner, based on a report of two copies found on a 1c Yellow and a 12½c, of the Large Queen Issue for Type 1 (Fig. 39) and on several copies of the 5c Large Queen with Type 2 (Figure 40). There are numerous covers (at least 5) from Watson's Corner having the Type 2 2 Ring Large 4 as an obliterator, all franked with stamps of the small queen issue and dated in the period 1875-76. The drawing of the Type 1 Large 4 was made from the 1c yellow Large Queen which was sent to Mr. Harrison for that purpose. He recently had the opportunity of seeing the copy of the 12½c with the similar strike. He has come to the conclusion that this Type 1 (figure 39) strike is nothing more than a double strike

CUT-DOWN "B"
OF OSHAWA



FANCY TORONTO '2'



TYPE 65

of the ordinary official 2 Ring 4 of Halifax in which the numeral 4 gave the appearance of being elongated as a result of the double strike of the obliterator. Therefore Type 1 of the 2 Ring Large 4 (Figure 39) should be eliminated for Watson's Corner. THERE IS NO QUESTION WHATEVER ABOUT TYPE 2 (Figure 40) It definitely belongs to Watson's Corner. Mr. Harrison was the co-author responsible for the erroneous listing, regrets the error, and humbly begs your pardon, especially in view of the fact that the error has been included in the Handbook of Fancy Cancels.

Rounding Up Squared Circles

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

ADDITIONAL COMMENTS ON THE HAMILTON SQUARED CIRCLE

by Lewis Ludlow

Dr. Whitehead's recent comments on the finding of another time mark #1 for the Hamilton Squared Circle have reminded us that it might now be timely to report on subsequent data obtained since our last article on this subject in the December, 1961 issue of TOPICS.

Perhaps the most interesting piece of added information involved our investigation of concurrent Hamilton postmarks of the non-squared circle variety. These very definitely exist, but certainly not in any abundance. This fact has a ready explanation when we advise that all copies seen so far or reported to us have time marks from #1 to #4. It would appear that a circular date stamp was used concurrently through out the whole period of the Hamilton squared circle, but only in the morning hours. It would seem that the postal clerk that had the morning shift had an aversion to the squared circle, since with the three reported exceptions of #1, perhaps from the evening shift working late, no other early morning squared circles have been reported.

In the author's collection, the earliest c.d.s. of Hamilton is #1/Mr 1, '95, with additional examples being known in June, July, August, November and December, 1895, and all through 1896. All have #1-4 above the date. Which immediately raises the question, where and what are #5 and #6 — c.d.s. or squared circles? In all probability, they are c.d.s. and are just waiting to be found. It seems quite likely that the early morning shift would quite properly go from midnight to the 7:00 already well known as a squared circle. Any further information on c.d.s. concurrent with the squared circle period would be appreciated.

The author is now revising his thoughts as to the end of the normal squared circle period, carried as 19/Ap 15, '96. This strike was reported from the collection of the late Dr. McKee. The use of the squared circle at Hamilton is characterized by regularity, and we feel that once it was decided to discontinue this strike in favor of the well-known three-ring postmark that it

would have been uncharacteristic to have had concurrent usage. Time marks 10, 11, 12, for April 13, 1896 are known in the collections of Crosby, Kemp and Ludlow. The author also possesses a three-ring strike from Hamilton showing 19/Ap 13, '96. With three ring strikes known on April 13 and 15, it would be surprising to have the squared circle reappear on the 15th. Incidentally, the three ring strikes carry on with the same time mark system of the squared circles, and make an interesting study in themselves.

No great progress has been made on the previously unreported dates. June 22 and August 11, 1895 have now been discovered, but all of the rest continued unknown. This, of course, is to be expected since they are predominately Sunday or holiday dates when mail would normally be light in volume.

One further piece of information brings the Hamilton squared circle picture up-to-date, and this deals with the late usage in the Admiral period. Two additional strikes have been reported making a total of eight, and extending the period of use from April 19, 1913 to August 20, 1914. This still remains a mystery as to the recurrence, and the very limited number of copies reported for this period of almost a year and a half.

Charlottetown Indicia

The very complex problem of dis-entangling the confused chronology of Charlottetown indicia is still full of challenge. Mrs. J. A. C. Kirk of Vancouver has given the subject close attention for some time and has recently sent me a report based on her collection and those of C. H. Bayley, H. M. Dilworth, W. L. Gutzman, the late Miss Harris and the late Bury Binks. Her report brings us much closer to a solution and, together with my own stamps and recorded information from many other collectors, makes possible the following summary:

Earliest date: Sp 8, 93 (I haven't seen this; my earliest is Sp 11, 93, blank above).

Latest date: 5/Au 17, 98, the date of a cover in my collection.

Known above the date: Blank (rare); AM, PM; 1, 2, 3, 5 and 5 inverted.

Of these 1, 2, AM, PM, may be regarded as normal in their respective periods (see later). 'I' and 'AM' are rather uncommon and should always be acquired by those collectors interested in forming matched groups for the same date. The others — blank, 3, 5, 5 inverted, all scarce or rare — must be considered as abnormal.

Several kinds of matched groups are possible. I know of the following: 1, 2; AM, PM (these two sorts are not really hard, but nonetheless desirable); 1, Blank; Blank, PM; AM, 2; AM, 3. I have heard of 2, 3, for sameday, but shall wait until I see it before being convinced! I have found one c.d.s., blank above, and PM, both My 1, 97. (This is the only Charlottetown c.d.s. of the squared circle period known to me). No matched groups including 5 or 5 inverted have been reported.

CHRONOLOGY

(I am considerably indebted to Mrs. Kirk for this)

GALLEY 4 — BNAPS

- 1893 Sp 8—Sp 11: blank above
Sp 12—De 31: 1, 2
- 1894 1, 2, throughout, with PM occasionally in Ap., My. and Dec.
- 1895 1, 2, predominating until Sp 18, but PM occasionally. AM not reported
By Sp 30, AM, PM, took over. '3' above known.
- 1896 AM, PM, throughout. No exceptions reported.
- 1897 This is by far the most tangled year. AM, PM, from Jan. to May, and occasionally later.
On June 1st, 1, 2, took over and were normally used. But 3, 5 and inverted 5 make rare appearances. Blank above also known.
- 1898 1, 2, seem to be normal, but AM is known for Fe 26 (in Mrs. Kirk's collection) and PM is known for Ap 5, 13, 27. Four copies with '3' and one for '5' also known.

The following dates are known for abnormalities.

Blank above: Sp 11, 93; and in 1897: Au 9, 13, 14; Sp 29; Oc 16, De 8.

'3' above: 1895: Fe 22, Ap 25, 26, 29, My 17, Ju 4; Jy 2, 1896: Ja 4; 1897 Ju 12, 21, 22; Jy 4, 21, 22, 24, 25; Au 5, 6, 7, 10; Sp 1, 3, 7, 22, 24, 30; Oc 28; No 2, 22; 1895: Fe 22, Mr 22, Au 2.

'5' above: Au 2, 97; Au 17, 98

'5' inverted: Au 11, 97; No 6, 97

It would help greatly if other collectors would report their Charlottetown indicia to Mrs. Kirk or to me. Please!

Interest in the actual hammers used for Squared Circle strikes is still keen. Here is a portion of a letter received lately from Gerald Carr of Detroit Mich.

Just back from a visit in and around Belleville. The old building is already in operation. Wonder if they found the old hammers when they moved. From the information in "Topics", I stopped in Grafton both coming and going and was able to look at the old Hammer. It sure was not at all like I thought it would be. The Post Master was most co-operative and let me take it outside, for better lighting and I took several pictures of it, with the wife's co-operation. He let me have a couple of examples of it on a blank pieces of paper. I figured a picture of a SC hammer would be excellent for a write up on them. The counter in the PO did not work out to well as you can see, no cushion, so a real good impression was not possible. I think the date is Jan. 1902. I asked about the type and box, but they are long gone and he had never seen them. I asked how many offers he had to sell it and he said plenty, with a chap from Nova Scotia being most insistent that he be allowed to buy it. With that I did not make an offer. After seeing a hammer I can see that in order to remove the bars, the broken circle, would require a careful grinding operation, so as not to damage the lettering of the town and Province.

(Continued from page 8)

her father in Vancouver. It is postmarked "Dawson Y.T. Nov. 16, 1927". On the front it has a Yukon Airways and Exploration Co. Ltd. stamp and a 2c regular Canadian postage stamp, both tied in with the Dawson cancellation. It is stated underneath the photograph that the cover was donated to the Hudsons Bay Company Historical Col-

lection by Mrs. Cruickshank.

(Continued from page 9)

at the ASDA Show in New York in Nov. '49 and reported in the Jan. '50 issue of TOPICS. This block is now in an English collection and the one I purchased, at a very handsome figure too is only the second recorded. Anyone know of any others?

NEWSNOTES

POSTMASTER GENERAL ANNOUNCES STAMP PROGRAM FOR 1963

The Canada Post Office Department's programme of new stamp issues for 1963 was announced today during a speech to the annual reunion of the Hamilton and Buffalo Philatelic Societies in Hamilton by the Honourable Ellen L. Fairclough, Postmaster General. The programme as announced by the Postmaster General includes three commemorative and six regular issue stamps.

On February 4th, the 1c and 4c denominations of the new Queen Elizabeth II series will be released. The 2c and 3c stamps in this series will go on sale May 2nd. The first stamp in the series, the 5c denomination, was released last month.

A new 15c stamp will be issued on September 30th replacing the "gannet" design presently in use. The new stamp shows four Canada Geese in full flight. The release of this stamp will mean that two Canadian stamps will have Canada Geese in their design and Mrs. Fairclough indicated that the present 7c stamp which now depicts a single Canada Goose, would be redesigned for release in 1964. The new \$1.00 stamp, which will go on sale to the public on June 14th, depicts a scene illustrating Canada's export markets.

Among the new stamps to be issued is a commemorative, which had previously been announced, honouring the birth of Sir Casimir Gzowski. This stamp will be released on March 5th. Other commemoratives include a stamp honouring the northern explorer Sir Martin Frobisher to be released July 29th, and a stamp to commemorate the bicentennial of the opening of the first Post Offices, in what later became the Province of Canada, at Quebec City, Montreal and Three Rivers. This stamp goes on sale August 23rd.

1963 ROYAL PHILATELIC SOCIETY OF CANADA CONVENTION

The 1963 Convention of the Royal Philatelic Society of Canada will be held at Niagara Falls, Ont., from May 16 to 18

under the General Chairmanship of Dr. G. M. Geldert, F.R.P.S.L., F.R.P.S.C. of Ottawa, President of the Society. During the convention Canada's national philatelic society will be host to Philately at Niagara Falls and already a number of specialist societies have indicated that they will hold meetings in conjunction with the convention.

A most interesting programme of meetings and study groups is being developed by A. G. McKanna of Toronto who will act as Programme Chairman of the Convention.

The headquarters for the Convention will be the Sheraton Brock Hotel and a splendid schedule of sightseeing trips for the ladies and other social activities is being planned which will highlight the gathering.

There will be no competitive exhibition as such but plans are being formulated for some fine displays of specialist material. There will also be a large Bourse.

It is anticipated that this the 35th Annual Convention of the Royal Philatelic Society of Canada, which will be ideally situated at Niagara Falls, will draw a record gathering of serious philatelists both from Canada and the United States.

DR. MATEJKA RE-ELECTED TO FISA PRESIDUM

Dr. James J. Matejka Jr., President of the American Airmail Society, member of the Postmaster General's Citizen's Stamp Advisory Committee, and prominent Chicago philatelist, has been re-elected to the presidium of F.I.S.A., International Federation of Aero-Philatelic Society. Selection to this body is by vote of eminent aero-philatelists on the Continent, with the idea of creating a clearing house for dissemination of airmail information as well as promoting the finest aerophilatelic exhibition.

Originally chosen for this post in 1960, his new term will run from 1962 to 1964.

FISA recently staged the world's largest airmail exhibition in Berlin. Its next annual international show will be held in Brussels, Belgium, in 1963, where collectors of the world will once again exhibit their prized possessions in the field.

Dr. Matejka recently became a member of our board of governors.

A SPERATI FORGERY OF THE 12d CANADA (See Cover)

By V. G. GREENE

In 1953 the British Philatelic Association acquired the stock of reproductions, reference collections etc. of the master forger, Jean de Sperati and published "The Work of Jean de Sperati" in three parts in 1955. The three volumes covered all that was known of the reproductions of Sperati and no mention was made of a forgery of a Canadian stamp, although Sperati made dangerous forgeries of the stamps of British Columbia and Newfoundland.

Recently a forgery of the 12d Canada has come to light. An examination of the stamp shows that the laid lines are closer together than in the original and the lines in the background above the Queen's right shoulder are too dark. It is believed that Sperati made only one reproduction of this stamp as the following letter indicates it was made 'to order'.

April 27, 1953

"Dear—

Your letter April 17 thanking at hand.

Enclosed please find the piece with the specifications desired.

I have never made a similar work also I have been obliged to make researches to obtain the result. Erasure and acids were not permitted to obtain a good result, therefore I have been obliged during two days to research a mild composition permitting to obtain a result. Besides increasingly stand in fear to spoil your letter.

Price Can. \$75.00

Please to note to send me this amount by cheque payable at Canada (Montreal or another town) and no payable at Paris as before.

Concerning the old Canada first issues the difficult to obtain here the originals and their high price is for me an impediment to reproduce the almost totality of the scarce of the issues 1851-64.

I remain to your service

Sincerely yours,

JEAN DE SPERATI

CANADA PUTS THE CROSS ON A STAMP

By GLENN D. EVERETT, *Covers Magazine*

Almost lost among the many symbols on Canada's Education stamp is the cross—in the lower right hand corner, near the girl's foot. Unfortunately, you can hardly see it but this is symbolic on a design that is filled with many symbols. For it vividly portrays the plight of Christian education today, almost lost among the demands of so many other subject.

Foremost is the boy and girl with diplomas and the slogan: Strength Through Education. In the background are the many symbols that stand for education: upper left, the Greek temple which symbolizes respect for the achievement of past civilizations; then a gavel and coat-of-arms for government. Then gears for industry and engineering; Einstein's equation which introduced nuclear physics.

Look closely and you will see a type-writer, miter and square, violin, the sun and surrounded by planets, globe, carpenter plumb and pliers. Then on the right, the artist Helen Fitzgerald of Toronto (who must have worked with a magnifying glass) placed a book cover with

Greek letters Alpha and Omega for literature; a flask for chemistry, mathematical symbols, microscope, sculptor's tools, pencil and brush for art. Ironically, beside the cross is a military hat.

Collectors of religious stamps have not been able to add many Canadian items. Three times churches appeared as incidentals. In 1898 a stamp was overprinted XMAS.

Einstein's formula explains why a thimble of water could drive an ocean liner across the sea or why two pounds of uranium could destroy a city and kill 100,000 people. To what use will man put this tremendous energy? For the most part he is now using this knowledge only to build bombs; he threatens to destroy all the Greek temples, the industries, the laboratories and the other things symbolized on the stamp. All because the gavel representing government and law have not been extended to an international scale to make nations, as well as men, observe decent codes of conduct. Mankind has not yet learned to live together in peace or to gather under the cross.

Journal de Spencetti
- Aix
- les
- Bains
- (La Roche)

Box 71

Mix L. B. April 27, 1953
Villa "Clair de Lune"

Dear Mr.

Your letter April 17 thanking at hand
enclosed please find the piece with the
modifications desired.

I have never made a similar work
also I have been obliged to make
researches to obtain the results
Examine and acids were not permitted
to obtain a good result, therefore I have
been obliged, ^{for} ~~two~~ ^{two} days, to research
a mild compound in permitting to obtain
a result.

I remain in faith to send your letter

Price  \$ 15-

Please to note to send me this amount
by cheque payable at Canada (Montreal
or another ~~town~~ town) and no pay
at Paris as before.

Concerning the best Canada first
issues the difficult to obtain here the originals
and their high price is for me an impediment
to reproduce the almost totality of the
series of the issues 1851-1864

I remain to your service

Sincerely yours
Paul J. J.

EARLY POST OFFICES OF THE LAKE SIMCOE REGION

by MAX ROSENTHAL

The Lake Simcoe region will be arbitrarily defined here. The two townships at the southern tip of Cook Bay (the southerly extension of Lake Simcoe) will be omitted. On the other hand, those on Lake Couchiching will be included. Lake Simcoe connects with Lake Couchiching through the Narrows, between Athlerley and Orillia.

French explorer 'Champlain' rowed and portaged up the Severn River from Georgian Bay to Lake Couchiching, and through the Narrows, into Lake Simcoe, to the mouth of the Talbot River. By means of the Kawartha Lakes and the Trent River — the route of the Trent Canal — he then reached Lake Ontario.

On the south shore of Lake Simcoe, in York County, is North Gwillimbury township, and, further east, Georgina township. Ontario County is on the east shore, with Thorah township, and, further north, Mara township, with Rama township on the east shore of Lake Couchiching. On its west shore is Orillia township, originally two, South and North Orillia. It is in Simcoe County, as is Oro township, on the west shore of Lake Simcoe; Vespra township, with a small frontage at the head of Kempenfeldt Bay, now fully occupied by the city of Barrie; Innisfil township, on the west side of Cook Bay.

The fur trading Northwest Company suggested to the Upper Canada government in 1811 the use of the route to Georgian Bay, and the northwest part of the province, by way of Lake Simcoe, and this soon brought about navigation on it. Holland Landing was the port from which boats sailed down the Holland River to Lake Simcoe.

The first post office in the Lake Simcoe area, Georgina, in the township of the same name, was opened in 1831, the same year as the one at Holland Landing. Mail was dispatched from Toronto to Holland Landing and then up routes east and west of Cook Bay. In 1877 Georgina's name was changed to Sutton West, and it is also known simply as Sutton. Its post office was on the west side of the main street, just south of the bridge over the Black River, in the building where the Indian Agency is now located.

The history of Barrie begins in 1819, when the town of Kempenfeldt was planned,

where the military road to Penetanguishene, now Highway 93, began at Kempenfeldt Bay. In 1833, however, the government surveyed a town to the west, at the head of the bay. It had several log cabins built, along Dunlop Street, below the Market Square. Pioneer merchant Sanford moved his goods into one of them. Christmas Day 1833 the frame for his store was raised. The post office was established in 1835, with Mr. Sanford as postmaster.

What is now Orillia was Indian territory till 1839, when their removal to Rama was effected, and the town surveyed. Mr. Moffat, one of the Indian teachers, kept the original "post office", stored in an Indian birch bark basket, kept in a little cupboard. The "postmaster" would take it to a log in front of his house, and on this he would sit and chat, while thumbing over the basket's contents. Mail matter then came directed "The Narrows, Lake Simcoe", and the operation of this "office" was in connection with a Methodist mission. Gerald Alley had a government post office established in 1835, named after Orillia township.

Similarly, Oro post office was named after its township. That same year of 1835 the settlers at the front of the township, near the lake, had it established. However, on complaints of people further back, it was removed to a more central location on the south side of the road in concession 8 lot 12. Letter for all residents of the township came here. The postmaster, being also the mail carrier, as soon as he reached the border of the township began distributing his mail, giving letters to people to deliver them in their neighbourhoods. Where the county road curves around the foot of the Oro sand hills one can still see a roofless log structure connected with this location.

In the 1850's Sergeant Grant was postmaster, and a map of the time mistakenly calls the post office Grant's. Oro post office was later moved a mile west, without change of name, to Richardson's Corners. When it was again moved, in 1870, two miles further west on the same road, to the southeast corner of the 5th concession road and side road 10, the name Edgar was substituted, and it still exists. East on this road, at its southeast corner in concession 13 lot

11, Rugby post office had been established in 1860. In between, Nevis was open, only from the late 1860's to the late 1870's, at the corner of the 10th concession road and side road 10.

Keswick post office was opened in North Gwillimbury township in 1836, but not at the present site, but rather a few miles northwest, at Roche's Point, where Cook Bay begins to widen eastwards into Lake Simcoe. The present Keswick was called Medina. Shortly after 1870 the Keswick name was removed to a new post office at Medina. The old one was renamed Roach's Point. In the 1900's the spelling was changed to Roche's Point.

In 1835 a grist mill was erected in Innisfil township at Tollerdal, a few miles southeast of Barrie, on Kempenfeldt Bay. Benjamin Ross arrived that year. The first post office in the township, also called Innisfil, of which he was postmaster, was opened in 1841. It was in concession 8 lot 15, on the northwest corner of the present Highway 11.

"Squire Ross wore to church a tall plug hat, and he always had it crowded full of letters for the people who attended worship at this place, nearly four miles north of where he lived". Innisfil was changed in 1906 to Barclay, because of its similarity to Innisfail, Alberta.

Actually, the first store in Innisfil township was built about 1835 on a corner of his farm by Robert Laird. This was the nucleus of Cherry Creek. A post office was opened

in 1851, at the southeast corner of Highway 11 and 3rd concession road. It closed in 1880.

Another pioneer post office named after the township it served was Mara, opened in the early 1840's at the corner of the 3rd concession road, and the present county road coming up from north of Beaverton, near the lake. It was closed in the early 1860's, where Brechin was opened a mile east, at the northwest corner of the present Highway 12.

At the Narrows, opposite Orillia, Atherly (now spelled Atherley), was opened in the late 1840's, also in Mara township. East Oro post office was opened in 1854 in Oro township, at the northeast corner of concession 12 lot 15 roads. The same year Thornton was opened on the east side of the present Highway 27, at its southeast corner with the 7th concession road. Also in Innisfil township, Lefroy was established this year on the 3rd concession road, where the new railway from Toronto crossed it.

A mile east of Lefroy, on Cook Bay, Belle Ewart was laid out in 1855, and a post office opened. It soon rose in importance as a port, and place of lumber manufacture, logs being brought from all around the lake. Millions of feet of lumber were shipped over a short branch of the Northern Railway from Lefroy. Belle Ewart was named after a Mr. Bell Ewart, and the post office name was spelled without the second 'e' in Belle at that time.



From Barrie C.W. in 1860

Back in 1835 Charles Jarratt had gone to the northern boundary of Oro township, next to Medonte township. In 1855 was established Jarratt's Corners, a post office kept by him on the south side of the boundary road, in concession 11. In the late 1870's its spelling changed to Jarrett's Corners, but the older spelling still persists. Another Oro township post office was opened in the same year of 1855, Hawkstone, on the east side of the 11th concession road, in lot 21. It is now spelled Hawkestone.

Forcastle post office existed in Thorah township in 1856. It only lasted a year or so, and its location is a mystery, although probably near the lake. Lakeland, opened in 1857 in Innisfil township, lasted about a decade. It was on a bay on the west shore of Lake Simcoe, north of Big Cedar Point, in the 7th concession.

Upon the completion of the Huron, Ontario, and Simcoe Railway — later the Northern Railway — to Kempenfeldt Bay, in 1854, the terminus in concession 14 Innisfil township was named Barrie Station, until a spur was built to Barrie, two miles northwest. When a post office was established in 1858, it was called Allandale. The same year Shanty Bay post office was opened in Oro township, at the corner of the shore road and the 2nd concession road.

Churchill post office was opened in Innisfil township in 1860, at the 4th concession road and the present Highway 11. In this decade post offices began to spring up in Orillia township, beginning with Marchmont in 1861. It was on the North River, in concession 1 lot 2, North Orillia. Ardrea was established in 1864, where the present Highway 11 crosses the 9th concession road.

Washago had its beginning as a village in 1852, where a sawmill was built in the 14th concession of North Orillia, at the outlet of Lake Couchiching into the Severn River. Its post office was opened in the late 1860's.

Craigvale opened in 1863 on the north side of the 10th concession road, lot 17, west of the railway. Also in Innisfil township, Vine opened in 1865, on the north side of the 10th concession road, lot 9, east of the new railway from Hamilton to Allandale. At the end of the 1860's Bramley opened in the same township, on the north side of the 9th concession road, lot 18, west of the same railway.

Outside of Barrie, the first two post offices in Vespra township opened in 1864. Midhurst was on Willow Creek, in the 4th concession, a quarter of a mile east of the present Highway 27, while Minesing was at the northeast corner of the 10th concession road and Highway 26. The early 1860's saw the opening of Steele on the south side of the road in concession 6 lot 16, Oro township, also.

The 1860's also saw the opening of a number of post offices east of Lake Simcoe. In North Gwillimbury township, there were Belhaven, on the west side of the 5th concession road, north of the lot 15 sideroad, and Ravenshoe, at the northeast corner of the 5th concession road and the south boundary road. Around 1890 Ravenshoe was moved to the south side of the road, in East Gwillimbury township.

Opened in 1872, Fennels, at the northeast corner of the present Highway 11 and the south boundary road of Innisfil township, was closed in the mid 1870's. It re-



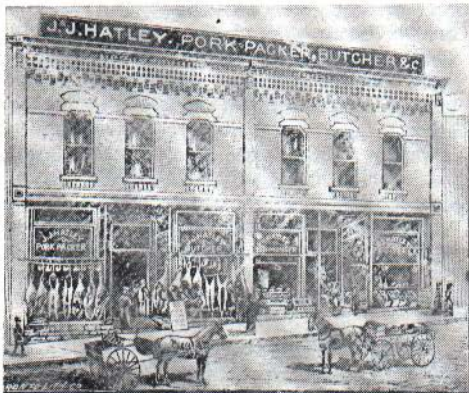
From Mara U.C. in 1843

appeared as Fennell in the 1880's, and Fennell's in the 1890's. Elsewhere in Innisfil township, at the beginning of the 1870's Stroud was opened at the northeast corner of the 10th concession road and the present Highway 11. Around the same time was established Painswick, a few miles north, at the northeast corner of the 13th concession road and Highway 11. Lennox was opened at this time on the 5th concession road, at

the southeast corner of lot 9. It only existed for about a decade.

Dalston was established in the early 1870's in Vespra township, at the northwest corner of the lot 25 side road and the present Highway 93.

In Mara township, Uptergrove, in concession 10 lot 24, on Highway 12, 2½ miles east of Atherley, and Rathburn, in lot 18 on the south side of the north boundary



MISSISSAGA STREET, ORILLIA, ONT.



From Orillia in 1897

road, opened around 1870. So did Gainebridge, on the present Highway 12, just south of the Talbot River, the northern boundary of Thorah township.

In 1839 Captain Allan McPherson had petitioned the government to open a road through Rama township, along the east shore of Lake Couchiching, to Orillia. It was not until the early 1860's that the first post office in the township, also called Rama, was opened, on the east side of this road, less than half a mile north of the south boundary.

In 1866 John Thomson bought "the Pine" in what was then Langford (soon changed to Rama) township. He placed his lumber mills on the west shore of Lake St. John about 1870, and the village of Langford Mills soon grew around them. Rama post office changed its name to Fawn in 1874, and Langford Mills post office was opened in 1875. In the early 1900's Fawn was changed in name again, to Rama Road.

Fawkham post office was also opened in

1875, in concession 6, on the east side of the road in lot 16, a little north of where a canal from Lake St. John floated logs into the Black River. Sebright was also established at this time, at the northwest corner of the east boundary road of Rama township and the road from Orillia.

Vachell opened in 1871 at the corner of the 5th concession road and lot 7 in Georgina township. In the same township in 1874 opened Virginia, in concession 7 lot 12, on the north side of the present Highway 48. In 1878 Baldwin post office was opened in North Gwillimbury township, at the northeast corner of the 4th concession road and Highway 48.

In fact the 1870's was the busiest decade for opening new post offices. In the mid-1870's were established: Holly, at the northeast corner of the 12th concession road and the present Highway 27, Innisfil township; Hampshire Mills, northside of the road in lot 6 east of the 7th concession road, North Orillia; Guthrie, concession 7, south side of Highway 11, Oro township;

Mitchell Square, on the southwest corner of lot 15, at the 9th concession road, same township, Grenfel, 11th concession of Vespra township, lot 21; Price's Corner, at the present Highway 12 and the boundary road between South and North Orillia. Price's Corner moved to the west side of the highway, in Medonte township, in the 1890's.

Crown Hill was established in 1877 in lot 14, Oro township, on the east side of the present Highway 27. In 1879 Coulson post office was moved from Medonte township south across the boundary road into Oro township, at the corner of the 7th concession road.

Killyleagh was opened in 1880, on the south side of the 7th concession road, lot 5, Innisfil township. Post office openings continued strong in the early 1880's. Evansvale was established in Mara township, at the 11th concession road and side road 15. It lasted about a decade. Uhtoff was established where the Canadian National Railway crosses the 4th concession road in North Orillia. Spelled Withoff on a map of the 1870's, it was named by the German-born baron who headed the original railway company. Nantye opened in Innisfil township, at the 7th concession road and the lot 20 side road. About 1895 its spelling was changed to Nantyr.

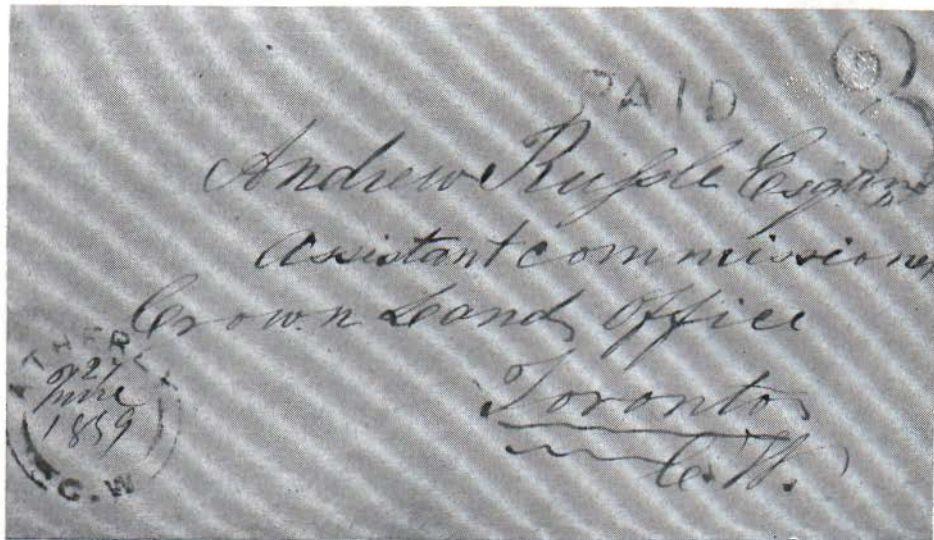
In Vespra township, Anten Mills (also known as Hendrie), was opened in the 7th concession, on the south side of the north boundary road; Iris, on the west side of the

12th concession road, lot 3, a bit east of the Nottawasaga River; Josephine, on the 10th concession road, in lot 13. By 1890 Josephine and in the late 1890's Iris were both closed.

Oro station was opened in Oro township in the early 1880's, on the railway from Barrie to Orillia, and Foxmead in the 2nd concession of North Orillia, lot 15. Brown Hill was established in 1886 in the 8th concession of North Gwillimbury township, on the north side of the south boundary road.

In 1890 was opened Morton Park, the first of many summer post offices in the Lake Simcoe region, in North Gwillimbury township, about two miles northwest of Roche's Point. Later in the 1890's, Peninsula Park summer post office was established in Innisfil township, on the south shore of Kemperfeldt Bay, two miles west of Big Bay Point. De Grassie Point summer post office, at the 3rd concession road and Cook Bay, was also opened then.

In Mara township was established in the early 1890's Millington, where the 9th concession road crosses the present Highway 12. In the last 1890's O'Connell, in Rama township, was opened in concession B, on the east side of Highway 69, and Rama Mission post office, in the Indian Reserve on Lake Couchiching, two miles north of Rama Road post office. Rama Mission only existed a few years. In Lake Simcoe, off the north shore of Georgina



From Atherly C.W. in 1859

township, Georgina Island post office was established, on an Indian reserve also.

Gilchrist, at the corner of the 6th concession road and the present Highway 11 was opened in the 1890's, in Oro township, while Hamlet was established at the bridge over the Severn River, a little south of Sparrow Lake. Carlyon was opened in 1895, in lot 14, on the 6th concession road, in North Orillia.

In the early 1900's Cedarbrae was opened in Georgina township, where the railway crosses the 2nd concession road, in lot 8. North Gwillimbury township got two more summer post offices, Jackson's Point, directly north of Sutton, and Orchard Beach, a mile south of Roche's Point.

Also in the 1900's, North Mara post office was established in Mara township, on the railway line south of Uptergrove, and Ramona, in Rama township, at the north-

east corner of the roads at concession L, lot 11. Martin Farm was opened in 1907 on the 9th concession road, in lot 8, in Oro township. In Orillia township, Burnside was established in 1905, on the 6th concession road, lot 22, and Port Stanton, on the west shore of Sparrow Lake, shortly after. Geneva Park summer post office opened in Rama township after 1905 (see March 1962 article on Early Summer Post offices).

After 1910 came the introduction of rural delivery of mail, and the disappearance of many tiny rural post offices. In the Lake Simcoe region this was more than made up for by the great increase in summer post offices. The two largest centres, Barrie and Orillia, have in recent years established numbered sub-post offices. Industry in the urban centres, and tourist activities along its waterways, make the Lake Simcoe region a bustling area.

Report From the Perfin Study Group

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

To those readers who have missed our column we would explain that it is purely the lack of anything in the way of news which has been the cause of our absence from Topics, a situation which can only be corrected by interested Perfin collectors sending items of interest to be reported.

It is now eight months since the publication of the revised handbook and so far no new designs have been reported. We have had two identifications, one of which turned up at the Elmira Convention. P. D. van Oudenol (#684) was fortunate enough to find our J6, initials JMD, used on a cover with the commercial corner card of John MacDonald of Toronto. The other one rather surprised us when a Perfin Club (USA) member was able to confirm that our P14, initials P. H. over Crown, was used by Page-Hersey Company of Toronto and that the machine had been made by the American Perforator Company of Chicago.

* * *

A few collectors have enquired how they can interpret our rarity factor and how this was established. The secretary circulated most of the Perfin collectors known to him requesting reports on the number of stamps of each design owned by the collector if they were one of the scarcer designs and

an opinion of scarcity of the commoner designs. In the scarcer designs RF 100 indicates that only one copy of this design has been reported, a RF of 95 indicates that two copies only are known and so on down to RF55 which indicates that 10 copies in all have been reported in collections at the time of publication of the revised handbook. The RF of 50 and lower is the average opinion of all collectors who replied to the survey.

The number of designs which have a RF of 100 is an indication of the challenge facing anyone collecting designs only. An analysis of the number of designs and of rarity factors in the handbook is interesting. There is a total of 214 major designs with an additional 51 code hole types. Of the major designs 138 have a rarity factor of 50 or less, leaving 76 with a rarity factor of from 55 to 100 and these are the ones for which collectors may have to search for some time. Any collection of the major designs with 175 different can be considered to be very good. Of the additional 51 code hole types only two have a rarity of over 50, so with the exception of the ATF/Co and . . . S are within reach.

* * *

Two Perfin collections were exhibited at the Royal Philatelic Society of Canada ex-

hibition at Windsor, Ontario, early in May. Mr. D. C. Stump, secretary-treasurer of the Perfins Club (USA) showed three frames in the miscellaneous section, a study of the early attempts to discourage theft and misuse, and to safeguard stamps in the hands of users. The period covered was from the overprinting of the penny red of G. B. by the Oxford Union Society to perforated

initials. His exhibit was an excellent explanation of the use of Perfins along with their classification and identification.

In the BNA section, Mr. M. J. Ward of Edmonton (BNAPS #735) exhibited a frame of Canada Perfins on and off cover including a page with the complete code hole types of C12, International Harvester Company.

THE 1, 2 AND 3 CENT SMALL QUEEN IN SCOTT'S AND GIBBONS CATALOGUES

by MAX ROSENTHAL

From beginners to advanced collectors the standard stamp catalogues are found in most philatelists' libraries, no matter what specialized handbooks they may also have. In North America it is likely to be Scott's catalogue, in Great Britain and the balance of the Commonwealth Gibbon's Catalogue. It is true that Minkus' Catalogue has been gaining favour on this continent, and there have been rivals to Gibbons in Great Britain. However, I wish to examine the listings of the 1c, 2c, and 3c small queens stamps of Canada only as they appear in Scott's and Gibbons.

One cannot expect the standard stamp catalogues to give as detailed listings of shades, varieties, etc. as specialized catalogues, and I do not intend to criticize these listings on this account. However, I feel that there should be better listing of certain major changes of colour shades, and of certain valuations.

The 1c yellow, Scott's no 35, is listed in that catalogue only once covering all of the Montreal and Second Ottawa printings except for the 11½ by 12 perforated stamps, and the 1c orange of the First Ottawa printing. I think that there should be two listings of it, one for the Montreal printing, and one for the second Ottawa printing. Catalogue value for the Montreal printing stamp should be twice that of the second Ottawa. What to call each one presents a problem. Gibbon's lists orange-yellow, pale dull yellow, and bright yellow for the Montreal, continuing the latter into the Second Ottawa. This I also consider wrong.

I would suggest that Scott's list the 1c Montreal Printing as being orange-yellow to lemon-yellow, and the Second Ottawa printing as bright yellow to dull yellow. For Gibbons' I would suggest that nos. 78 and 79 are alright, but that no. 80 be called lemon yellow, and be dated 1878 to 1888 only. It should have another 1c. beginning in 1888, described as bright yellow to dull yellow. No. 80 should have a slightly lower value than 79, but not as low as the 1c. Second Ottawa beginning in 1888. No. 35d in Scott's the 11½ by 12 should be designated orange-yellow, not orange, as it varies all the way from the latter to pure yellow.

The 2c green, Scott's No. 36 should be divided for Montreal and Second Ottawa printings. The 2c Montreal printing should be designated blue green, instead of 36d (1889), as it is more often of that shade than any other. It should be given the rather high catalogue values which 36d is given, as the Montreal printings of the 2c are always on the scarce side. The 2c of the Second Ottawa printing can be called simply green. 36d should be called dark green, as it rarely shows a really blue tinge. It is almost as common as the lighter green shades of the Second Ottawa, and is grossly overvalued in Scott's, and, to a lesser extent in Gibbon's, in my opinion. It should have a catalogue value only half as much more, at the most. Scott's no. 36e, the 2c, 11½ by 12 would be better designated blue green, instead of simply green.

The 3c First Ottawa and Montreal print-

ings 12 by 12 are simply listed by Scott's which cannot be expected to go into the detail that a more specialized work would have. Gibbon's lists the same fair colours, with variations in terminology. Scott's 37e, the 3c. 11½ by 12, should be divided into two numbers, for dull red and orange red, just as Gibbon's does. After all Scott's does list them individually by these two colours in the regular perforation.

The Scott's 37e and Gibbons' 94, both 3c 11½ by 12, are valued too highly in both works. In its period of usage, from 1873 to 1879, I have found this stamp much easier to find in the 11½ by 12 than the regular 12 to 12, indicating that it was printed and used plentifully during those years in the former perforation. Other small queens values used to be valued at the same prices in both catalogues, or even lower, which is ridiculous when one considers how many

fewer 11½ by 12 copies of the 2c. or 5c denominations, for instance one comes across than the 3c.

I have little fault to find with the Scott's and Gibbon's listings of the 3c small queens in the Second Ottawa, except that Scott's no. 41 and Gibbon's no. 106 should be called vermilion, without the adjective "bright", as this stamp can vary from bright to the faded-looking dull shades. Scott's no. 41a should have the dates 1888 to 1889 added after rose carmine.

I am aware of the problems facing compilers of listings of the world's stamps and this article is not meant as carping criticism, but only as an attempt at helpful suggestions. I have a great respect for the people who have done such good work that these books are accepted as standard works of reference for stamp collectors throughout the world.

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