

BNA Topics



Early Post Offices of the
Woodstock-Ingersoll District
See page 68

Official Journal

Of The

British North America

Philatelic Society

Volume 20 Number 3 Whole Number 210 March 1963

MORE

BURRUS

COLLECTIONS FOR SALE BY AUCTION

• **BRITISH NORTH AMERICA:**

- **April 2** Canada including mint pairs of the 7½d. and 10d. and perforated 6d., two unused and one used 12d. and followed by equally fine collections of British Columbia, Newfoundland and Prince Edward Island.

• **BRITISH EMPIRE:**

- **April 3** With fine collections of British West Indies including Antigua, Dominica, St. Christopher, St. Lucia and St. Vincent, also Asia including Ceylon, Bangkok and Labuan; Africa with Gambia and Griqualand containing many large blocks.

• **BRAZIL:**

- **April 4** One of the larger "Burrus" collections with used blocks of fifteen of the "bull's eyes" 60r and 90r values, and a mint strip of four of the 1845 'goat's eyes' 180r. Covers abound and many are beautiful.

THE PREDOMINATING FEATURES in the "Burrus" collections are the fine covers and the many large blocks which reveal hitherto unpublished information regarding the stamps.

HANDBOOK CATALOGUES are \$1.50 each via sea mail, \$3 each via second class airmail postage.

ROBSON LOWE LTD.
50 PALL MALL, LONDON, S.W.1., ENGLAND

Cables: "Stamps, London, S.W.1"

When replying to this advertisement please mention that you saw it in "B.N.A. Topics"

BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 20 / NUMBER 3 / WHOLE NUMBER 210 / MARCH 1963

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Official Section



Monthly Report from the Secretary . . .

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

NEW MEMBERS

- 1958 Alton, T. R., 91 Cosburn Avenue, Apt. 401, Toronto 6, Ontario.
1959 Hatcher, James B., Scott Publications, Inc., 461-8th Avenue, New York 1, N.Y.
1960 Mueller, Mrs. B., Box 35, Vananda, British Columbia.
1961 Shantz, Stanley, 763 Green Lane, London, Ontario.
1962 Simmonds, William E., 2646 Penobscot Bldg., Detroit 26, Michigan.
1963 Slater, N. H., 2535 Lake Shore Blvd., West, Toronto 14, Ontario.
1964 Vinsel, Thomas, 931-441 Eller Avenue, Akron 6, Ohio.

REPLACED ON ROLLS

(Incorrectly listed as dropped from rolls)

- 582 Hofbauer, Frank L., 14 Olivia Drive, Yardley, Pennsylvania.
72 Jamieson, Raymond A., Box 235, Almonte, Ontario.
830 Nadon, E., Box 226, Temiskaming, Quebec.
1171 Olivier, Dr. Jacques, 4867 Grosvenor, Montreal, Que.
538 Wellburn, Gerald E., Deerholme, R.R. 3, Duncan, British Columbia.

APPLICATIONS PENDING

- Fraser, Donald O., 7826 Laburnum Street, Vancouver 14, British Columbia.
Glover, Robert W., 108 Roosevelt Avenue, Newport 4, Delaware.
Korbel, George W., 7651 West Adams Street, Forest Park, Illinois.
Palmer, Ralph A., 509 Cheever Avenue, Geneva, Illinois.

APPLICATIONS FOR MEMBERSHIP

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

- Bruns, Franklin R. Jr., 7215 13th Avenue, Takoma Park 12, Md. (C) CAN, NFD, PROV—Proposed by V. G. Greene, No. L40. Seconded by F. Jarrett, No. 283.
Durning, Richard F., 4649 E. Lafayette Blvd., Phoenix 18, Ariz. (C-X) CAN, NFD, PROV—Mint & used postage. Coils. O.H.M.S.-G Mint booklet panes. Mint & used airmails. Proposed by J. Levine, No. 11.
Fox, William A., 263 White Oak Ridge Road, Short Hills, N.J. (D) Proposed by C. Westhaver, No. 1442.
Jeffries, T. D., 84 The Kingsway, Toronto 18, Ont. (C) CAN, NFD—19th century mint & used postage. Small Queens & Jubilee covers. R.P.O., flag, 2-ring and duplex cancellations. Proposed by H. J. Hollands, No. 1402.
Mills, Ralph W., 17 Cuthbert Crescent, Toronto 7, Ont. (C-CX) CAN, N.B., N.S., P.E.I.—19th & 20th century mint & used postage. 1st Day & 1st Flight covers. Coils, Mint booklet panes and complete booklets. Precancels. Seals. Mint & semi-official airmails and on cover. 2 & 4-ring cancellations. SPECIALTY—Large and Small "Cents". 1st Official flights. Proposed by R. J. Woolley, No. 359.
Munro, J. E. R., 711 Sherbrooke, Peterborough E.C., Ont. (C) CAN—R.P.O., 2 & 4-ring numerals, Squared-circle, duplex, cork, etc. cancellations. SPECIALTY—Small Queen and Admiral cancellations. Proposed by D. A. Crawford, No. 1646.
Ward, Raymond D., 4048-Third Avenue, San Diego 3, Calif. (C) Federal & Provincial revenues. Literature. Proposed by E. A. Richardson, No. 168.

CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 908 Ambrose, Paul H., 311 Dundas Street, Oakville, Ontario.
1883 D'Souza, B. B. J., P.O. Box 221, Kampala, Uganda.
419 Davis, W. Worth, Box 340, Tillsonburg, Ontario.
635 Fairbanks, A. G., 3033 Sherbrooke St. West, Westmount 6, Quebec.
1748 Furneaux, F/L Robert V., RCAF Station, St. Sylvestre, Quebec.
1030 Gordon, John S., 1275 Bloomfield Ave., Caldwell, New Jersey.
26 Gravell, Thomas D., Cherry Hill Apts., 714 East, Cherry Hill, New Jersey.
1734 Harrington, Dr. Paul, 88 Heddington Ave., Toronto 12, Ontario.
582 Hofbauer, Frank L., 14 Olivia Drive, Yardley, Penna.
1049 Kitchen, W02 Ronald, 433 Chomedey Blvd., Chomedey, Quebec (from Trenton, Ont.)
1018 Kline, Robert L., 1061 W. Rosemont, Chicago 26, Illinois.
1718 Reid, William Henry, 987-7th Avenue E., Owen Sound, Ontario.
964 Rushton, Eric, Box 701, Chippawa, Ontario.
1893 Schenk, John A., 3235 Acacia Drive, Cheyenne, Wyoming (from California)
1939 Smith, Robert Carleton, 10231 N.E. Tillamook St., Apt. 103, Portland 20, Oregon.
1740 Stanley, DeWold M., P.O. Box 41, St. George's, Grenada, West Indies.
1773 Stonier, Peter F., M.D., 6170 Carvel, Indianapolis 10, Indiana.
1380 Walker, Harold W., 484 Brunswick Ave., Toronto 4, Ontario.
538 Wellburn, Gerald E., Deerholme, R.R. 3, Duncan, British Columbia.
1381 Woodman, M.M., Box 83, Dixville, Quebec.
785 Young, Donald A., 214 Briar Hill Ave. Toronto, Ontario.
1731 Duncan, John J., Box 863, Ladner, British Columbia.
L37 Duncan, Robert J., Box 863, Ladner, British Columbia.

RESIGNATIONS RECEIVED

- 1781 Armson, Louis, P.O. Box 8, Gravenhurst, Ontario.
- 850 Cohoon, Gordon L., 4109 Cote des Neiges Road, Montreal 25, Quebec.
- 1868 Forster, H. Walter, 1013 Westview St., Philadelphia 19, Penna.
- 748 Foster, W. J., 84 Queen Street E., Brampton, Ontario.
- 1788 Houston, John C., 128 Henry St., Prescott, Ontario.
- 1769 Ireland, Ed., 8 Rosetree Crescent, Calgary, Alberta.
- 1623 Laser, Phill I., 612 N. 16th Street, Omaha 2, Nebraska
- 1170 Lenny, Allen, Ste. A-34½ 9th Street, Brandon, Manitoba
- 1870 Markovits, Robert L., 37 Royce Avenue, Middletown, N.Y.
- 284 Mueller, Col. Harrie S., 1505 Park Place, Wichita 3, Kansas.
- 1245 Pett, Edward, 41 Abbey Park Road, Grimsby, Lincs, England.
- 1705 Verley, Gordon K., 2908 West 49th Avenue, Vancouver 13, British Columbia.
- 1297 Whitehead, John Henry, 6 Austin Crescent, Toronto 4, Ontario.
- 1354 Williams, Edward A., Millbrook School, Millbrook, N.Y.

RESIGNATION ACCEPTED

Carmichael, John A.

DECEASED

- 184 Foster, Charles F., 81 Cheritan Avenue, Toronto, Ontario.
- 431 Freele, Lloyd W. M., M.D., Box 201, Grand Bend, Ontario.
- 551 Pollard, W. H., 167 Cordova Stret, Winnipeg, Manitoba.
- 475 Sanders, H., 43 Bothnia House, Hanford St., Stepney Green, London E. 1, England.
- 336 Singmaster, J. A., 46 Durham Road, Bronxville 8, N.Y.

CORRECTIONS

- 218 Johnson, George S., Bracebridge, Ontario.
- 69 Nelson, H. I., 1509 Sherbrooke Street W., Montreal 25, Quebec.
(Deceased—incorrectly listed as dropped for non-paymnt)

MAIL RETURNED

(Information to present address will be much appreciated)

- 1392 Farquhar, Lloyd M., R.R. L, Westfield, Kings Co., N.B.
- 194 Gray, J.A., 26 Wellington Street, Kingston, Ontario.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, January 1, 1963	1011
NEW MEMBERS, February 1, 1963	7
REPLACED ON ROLLS, February 1, 1963	4
	1022
RESIGNATION, February 1, 1963	1
DECEASED, February 1, 1963	5
	6
TOTAL MEMBERSHIP, February 1, 1963	1016

Report from the Publicity Director

A. W. McINTYRE, 10918-84 Avenue, Edmonton, Alberta

STUDIES 5c EDWARDS

Gremlins crept into an item in December TOPICS by the publicity director dealing with the Edmonton Group in which reference had been made to some of the fine work being done by overseas members of the CPS-GB. Its new president, Dr. C. W. Hollingsworth was cited for work with the Admiral issue of Canada. On the contrary he is making a study of the five-cent Edward VII of Canada, as was indicated by his appeal in the classified section, for copies of these for study.

EDMONTON STAMP SHOW

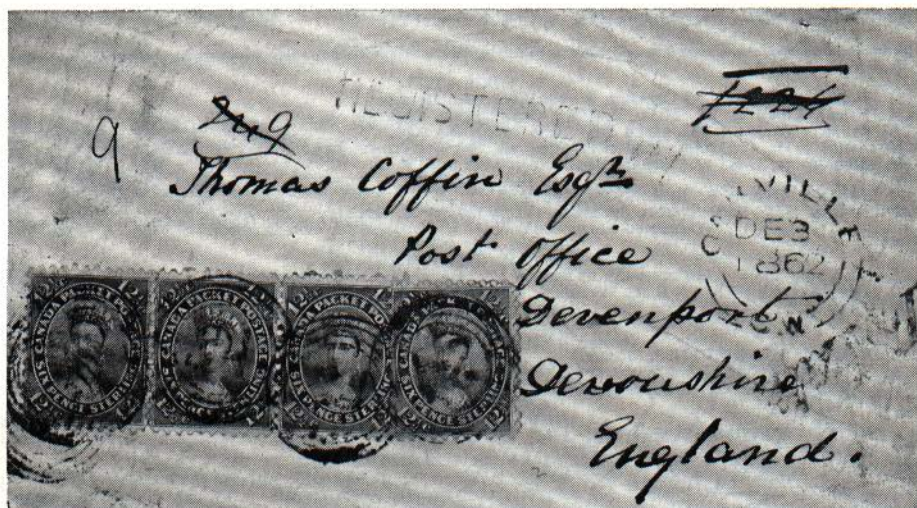
The Third Annual Exhibition of the Edmonton Stamp Club Escpex '63 will be held in the MacDonal Hotel, Edmonton, Al-

berta, on March 15th and 16, 1963. This follows the outstanding shows held in 1961 and 1962 which should make it the outstanding Philatelic Exhibition in Western Canada.

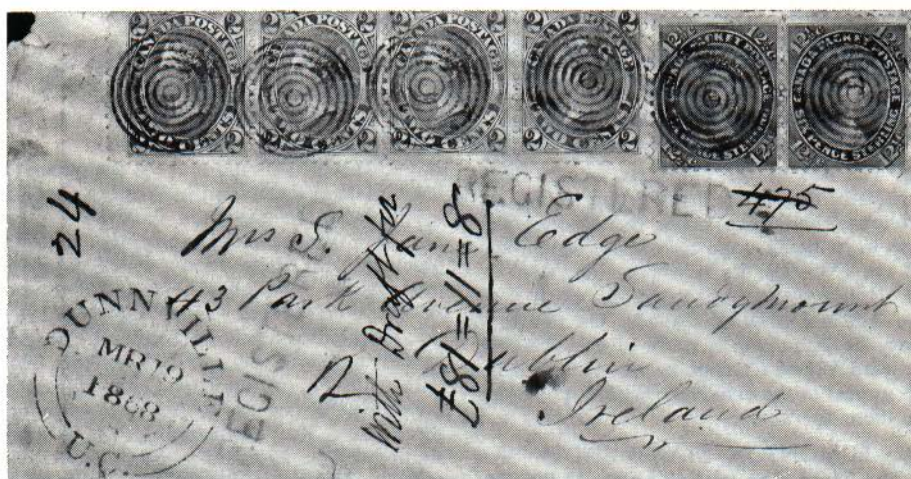
Authorization has been received for the use of a special slogan postmark in conjunction with their show, which is being held at the Macdonald Hotel, Edmonton, Alberta, on March 15th and 16, 1963. Cacheted covers will be available for collectors and will be serviced by the Club with suitable Canadian Commemorative Stamps at a charge of .20c per cover or three for .50c. Canadian or U.S. mint stamps will be accepted as payment. All enquiries and orders should be addressed to Mr. J. Paterson, c/o 12845-102nd Avenue, Edmonton, Alberta, Canada.

The President's Page

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



Strip of three and a single copy of the 12½c stamp paying the registration fee (12½c) on a triple postage letter, Oakville C. W. De 8 1862 to England.



Pair of the 12½c 1859 issue and strip of four of the 1864 stamp paying the 8c registration fee on a double rate letter. Dunnville, U.C. Mr 19 1868 to Dublin.

EDITORIAL

There has been a constant complaint about the time that BNA TOPICS is received. I would like to rectify a few matters. We do our best to have the magazine mailed in the first week of the new month, unless there is legitimate reason to delay. For example the Yearbook was delayed 15 days as the convention was not over until October 1, 1962. As we wished to have all the reports in the November issue, it was impossible to have the issue out in the first week of November.

In January we were dismayed to receive a note from member Russ McNeil with his Topics envelope postmarked at Toronto on January 8, 1963 and his attached note saying that he had received it on January 15, 1963, a week later. I should explain that member McNeil lives in Burlington only 35 miles from Toronto, the point of mailing. It seems that the Post Office delays most second class mail, and to what extent can be observed from the above comments. We are finding that members in the United States are not receiving their copies of the magazine until at least two weeks after mailing, so they are receiving them very close to the following month. It is impossible for us to raise our mailing to First Class Mail, because of the cost.

We are now trying to have all our copy in our hands six weeks in advance, so that we can send BNA Topics in the week before the new month. We hope that this will meet with the satisfaction of the members.

Dear Mr. Young

I am sending you enclosed No. 6 of THE AIRMAIL ENTIRE TRUTH, the only existing newsletter catering to collectors of aerograms airmail envelopes & airmail postal cards. It appears 3-times per year and may be had against a supply of 8c stamped & addressed legal size envelopes. It contains very often news and information pertaining Canadian aerograms and I do enclose the previous No. 5 revealing the realization of \$610.00 for a Canadian aerogram. I will appreciate if you will mention this newsletter in your B.N.A. Topics magazine. Thank you very much.

Sincerely yours

A. LEWANDOWSKI

Dear Mr. Editor:

Please refer to BNA Topics, January, 1963, article "The Sperati Forgery of the 12d Canada", where on page 14 it is indicated De Sperati quoted \$75.00 for his "piece".

It is assumed De Sperati was educated on the Continent where \$75 would be shown \$F5.-, the numeral one shown as 7 and the numeral seven as F. Note letter date "April

2F (twenty-seventh), 1953", also opening paragraph acknowledging receipt of letter "April 1F) seventeenth), and "Box F1".

If this premise is tenable it would appear De Sperati asked Can. \$15.00 rather than Can. \$75.00.

Yours truly,

A. N. PEATMAN, #518

Dear Mr. Young:

I read with great interest the "Canadian Fancy Cancellations of the 19th Century" by Day & Smythies. To date I haven't seen much comment on the book.

I wonder if the "Topics" is ripe for a regular column to expand on the book by illustrating more cancels together with other information. If you think there is sufficient interest I would be happy to tackle the project.

Cordially,

RUSSELL ALLISON

Dear Mr. Editor:

The reason for my letter is that I opened up your January issue BNA Topics and decided to write and tell you the great improvement you have made in this magazine.

The editorial content is tops; the type is clear; and even if they can't afford fancy covers — it's one of the best Society magazines going. Except for the lousy picture that somebody sent Vinnie Greene of a guy named George Lee which spoiled that particular issue — I think your sketches of BNAPS series which you have revived are wonderful. All of these lads like to see their pictures and other members like to

see them, too.

While writing if you ever get a chance, wonder if you could not reverse the definite editorial stand taken by BNA Topics some years ago and run an article or so on Canadian imprint and plate blocks. There have been many new discoveries and changes.

Sincerely,

GEORGE L. LEE

Recent Additions To The Library

- (1) Price List of Philatelic Literature—Published by Fritz Billig.
- (2) Stamp Collectors' Annual 1963 — Edited by Tom Morgan. A Harris Publication.
- (3) Society of Philatelic Americans—1962 63 Membership Directory.
- (4) Various Copies of the SPA Journal.
- (5) Various Copies of the Stamp Lover.
- (6) Various copies of Postal Stationery.
- (7) The Stamped Envelopes of Canada by Charles P Arnold, 1963.
- (8) Various Copies of Covers.
- (9) Canadian Fancy Cancellations of the Nineteenth Century by K. M. Day, M.D., FRPSL & E. A. Smythies, C.I.E., FRPSL.
- (10) The Commonwealth Catalogue—Queen Elizabeth Stamps, 1963 —Published by The Commonwealth Stamp Co. Liverpool, England.
- (11) The Airmail Entire Truth — Published by Lava Box 1, Fort George Station, N.Y. 40, N.Y., U.S.A.
- (12) Series of Recent Price Lists by K. M. Robertson, Box 904, Victoria, B.C.

OFFICIAL NOTICE

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

Display advertising copy must be received by the advertising manager one month prior to the month of publication. Features, articles and classified advertisement 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 Coronation Room Y.W.C.A. 997 Dunsmuir St. 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.

SALES DEPARTMENT NOTES

(Extra-Departmental Activities)

During August and September, Constance E. Cook, BNAPS 1833, ran for the New York State Legislature, (against four men), and won the Primary Election, September 6th.

Your Manager was off to Ste. Marguerite for the Convention the end of the month of September. By the way, there were twelve from Ithaca at the Convention, — including two who live in the suburbs of our fair city, — the Richardsons from LaMarque, Texas, Appleknockers all!

On October 15th, John Knowles Cook, arrived via Stork's Local Delivery, — and now we have another candidate for BNAPS.

On November 6th came the General Elections, and our Connie won by a two to one margin over the Democrat Candidate.

Aside from the above activities, Bill Hassan and I were able to get all the circuit books out by November 15th, a new early date. Another new record was established, too, — over \$1,000.00 in sales from

the first thirty circuits to be returned and checked out.

Special circuits are in great demand. Please send us material! We need early issues, small queens, large queens, jubilees, revenues plate blocks, admirals, squared circles, maps, Montreal duplex, etc., etc., anything but the QE II issues. Try to limit each book to an issue or specialty.

It is **your** job to get the material to this Department, and ours to get it out to the Membership in accordance with their requests on the Circuit Request Cards. If you want material, and have not done so, send in your card. If you have no card, (they were sent to the entire membership with TOPICS two or three months ago), let us know and we'll send you one.

Our apologies for not keeping up with this column and for getting behind in correspondence, — getting out and processing circuits comes first; and as noted above we **HAVE** been rather busy!

Postal Stationery Panorama

Editor: MARK L. ARONS, 204 MURIEL STREET, ITHACA, NEW YORK

Condition

Our purpose in writing about condition in regard to postal stationery is not to set down criteria for the various conditions in which postal stationery can be found. Instead, we would like to appeal to the intelligence of collectors and dealers of this material, for in no field of collecting, whether it be cow bells, gems, hen's teeth, or postal stationery, can condition be ignored. Nothing annoys us more than receiving "on approval" a lot of stationery which is dog eared, torn, stained, dirty, mangled and a complete abomination to sensitive eyes. These are usually priced at full Holmes, giving us a good laugh, which we need after our first feeling of revulsion, so that when we hurriedly slip them in an envelope and return them to the sender, our reply is a not-too-bitter "no thank you" note.

We do not advocate being a "condition bug" any more than we do being a garbage

collector. There is a sane, middle-of-the-road course — maintaining a neat, clean-looking collection which you need never be ashamed to show with reasonable pride. We never turn down a rarity because it is not perfect. A slightly mutilated copy is better than none, and who knows if another will ever come along. If the item is common and we feel that a perfect copy will come our way soon, we wait. We hope to be at this hobby for a good many years.

Another Souvenir Wrapper

In our column for February 1962, we illustrated the 1 cent George VI wrapper used as a menu and program for the 5th Annual Banquet of the Grand River Valley Philatelic Association. We have since acquired an earlier wrapper, Holmes #1220, used by the Hamilton Philatelic Society as a souvenir program for their Twelfth Annual Dinner and Exhibition in 1943. Figure 1 illustrates this wrapper, with its

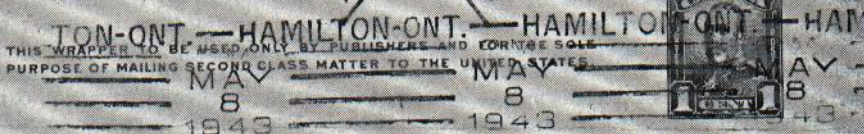
Hamilton Philatelic Society

TWELFTH ANNUAL DINNER AND EXHIBITION

SATURDAY, MAY 8TH,
1943



ROYAL CONNAUGHT HOTEL
HAMILTON, ONTARIO



PROGRAMME

THE KING

THE PRESIDENT OF THE UNITED STATES

INTRODUCTION OF HEAD TABLE GUESTS

By TOM BURCHER, H.P.S.

WELCOME TO OUR GUESTS

By LANGSFORD ROBINSON, H.P.S.

MESSAGES FROM OUR GUESTS

By THE BUFFALO STAMP CLUB and
THE TORONTO STAMP COLLECTORS CLUB

INTRODUCTION OF OUR GUEST SPEAKER

By TOM BURCHER, H.P.S.

Address:

MR. FRANK ALEXANDER

of the Hamilton Bridge Company

Subject: "THE MIDDLE EAST"

ENTERTAINMENT

Mr. Charles Jackson, Mr. Stanley Southern, Mr. Bob Almas
Mr. Jake Setzer, Accompanist

crossed U.S. and Canadian flags in full color. It is interesting that this one was cancelled. Those of you who have been searching for good, clear dated cancels on bands and wrappers will admit that it would be nice if one could find commercial mail in this condition.

A New Forces Letter

Not living in Canada leaves us at a distinct disadvantage when it comes to new issues, especially those items not handled by the Philatelic Agency. It is our good fortune that the number of good friends

we have made through this column more than compensates for our geographic dislocation. Figure 2 shows the new bi-lingual Forces Letter Sheet, which we surmise came out sometime around the beginning of November. We received the used copy, which is illustrated, from Bob Furneaux (BNAPS 1748), and within 2 days, a few unused copies from Alf Holness (BNAPS 596). (We reiterate, if it were not for our many friends, this column would never get into print.) This form is printed on the same gray, unwatermarked paper as the

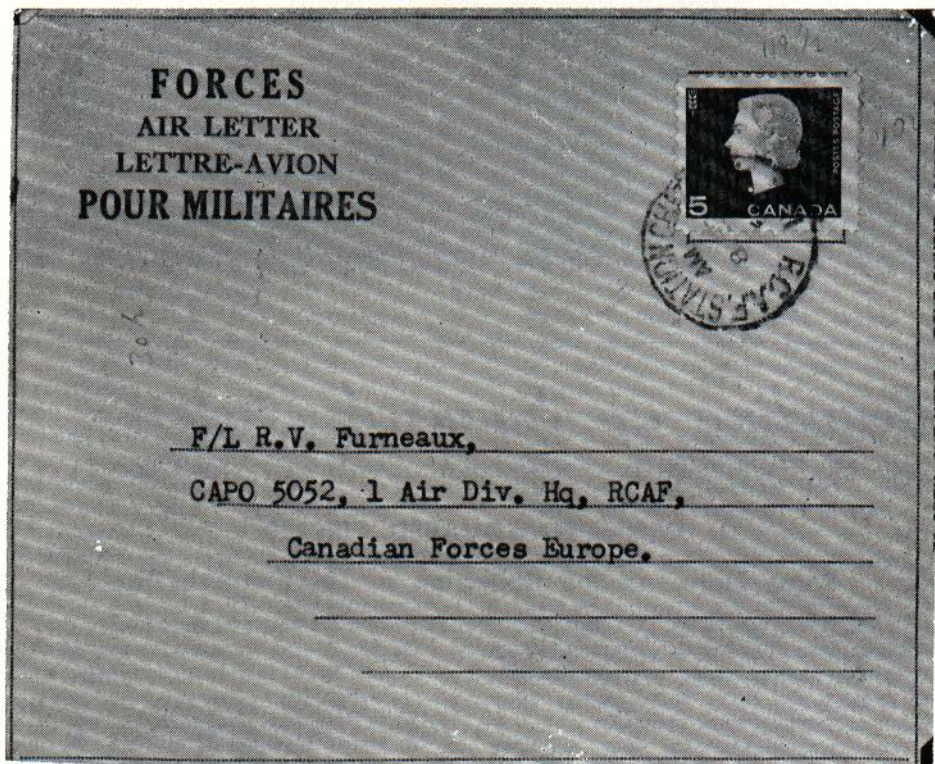


Fig. 2

previous issue, and the directions on the reverse are identical with this issue also.

A Boy Scout Padpost

Anyone who is interested in the topical angle of stamp collecting could have a field day with padposts and adposts. As ones' collection gains in size, certain categories begin to appear. In previous columns, we mentioned some of our favorites such as movies, exhibitions, expositions, fairs, patriotics, politics, etc. We have now

added another topic to our list of favorites: Scouts. For some reason, we were never a boy scout, but two weeks ago, at the age of 43, we were invested in the Girl Scouts — as an assistant leader, Mrs. Arons being the "boss".

Unfortunately, no girl scout padpost reposes in our collection, but the Boy Scouts are represented by the envelope shown in Figure 3. The envelope is Holmes #1078a and is the only scout padpost we have seen.

We would welcome any information about others. By the way, are they called Girl

Scouts or Girl Guides in Canada? Pardon our ignorance.

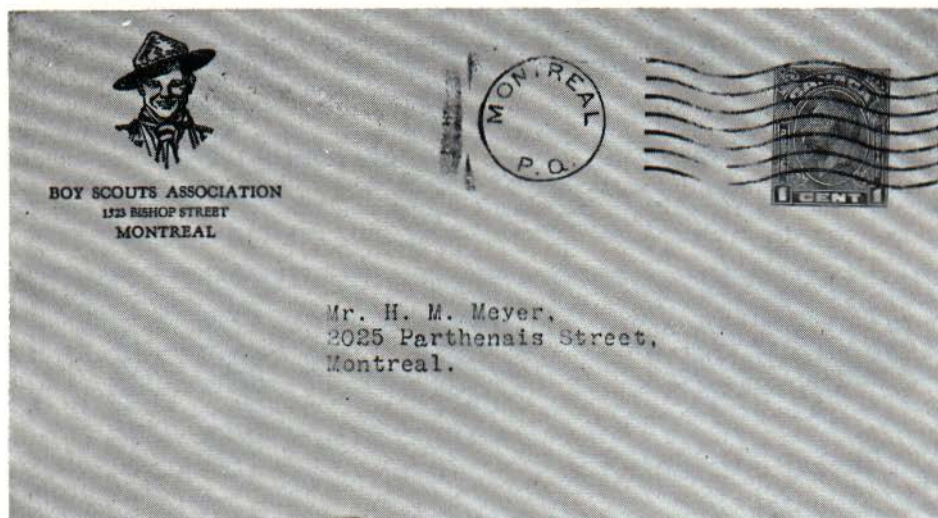


Fig. 3

Rounding up Squared Circles

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

WINNIPEG SQUARED CIRCLES

Some Notes on the Collection of Dr. Kenneth Day

Dr. K. Day, who with Dan Rosenblatt, has long been studying the complex history of this fascinating group has recently sent me most useful notes based largely upon his own comprehensive collection.

For descriptions of the four Winnipeg hammers, readers are referred to the handbook, where other information on these may be found.

Here is his chronology (very slightly revised by me, where information from other sources makes it appropriate):

- (1) **First Hammer:** 1st period of use
Au 26, 93—Ja 1, 94
- (2) **Second Hammer:** 1st period of use
Ja 1, 94—Au 11, 94
- (3) **First Hammer:** 2nd period of use
Au 12, 94—Ja 28, 95
- (4) **Third Hammer:** Sole period of use
Ja 28, 95—Oc 30, 97
- (5) **Second Hammer:** Final period of use
Oc 28, 97—to some undetermined date in late '98 or '99. It predominated until early Feb, 98.
- (6) **First Hammer:** Final period of use
It joined Hammer 2 in Feb, '98, and was used only spasmodically, gradually disappearing from use, at about the same time as Hammer 2.
(The late use, spasmodic and gradually fading away, of these two Winnipeg hammers, has little interest for most collectors, and may never be quite pinned down. There is a curiously similar late history in the case of Belleville, and at the same time. Most specialists in Belleville and Winnipeg seem quite apathetic about these late periods and I quite share this feeling.)
- (7) **Fourth Hammer:** Sole period of use
No 22, 1904—No 24, 1904

Note: **Hammer One** saw extra use, possibly for a special purpose, in periods (2), (4), (5) above. Most collectors have examples and regard them highly. **Hammer Two** returned for a few days in late May, 1897. (My 23-30). Examples are quite rare.

Dr. Day has examples of all three hammers (I, II, III) dated Oc 28, 97. I know of nothing exactly similar to this.

Normal indicia on Winnipeg squared circles: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10. Nine and ten are extremely scarce at some periods, and two is rarely seen.

Abnormal indicia: 11, June 7, 95; Ja 13, 96; Fe 6, 96; and Fe 20, 96.

12, Ja 31, 96; Fe 18, 96

16, Fe 12, 98

19, Various dates in Jy, Au, 96.

Hammer One is known dated Ja 6, 93, a clear strike. This is manifestly an error, due to failure to change the year date from '93' to '94'.

Quite extensive groups of matched indicia can be made. I quote the following from my own collection:

(1) Winnipeg, Jy 6, 97; nine varieties:

Hammer I: 1, 5, 7.

Hammer III (normal 1, 3, 4, 5, 9, 10 (lacking: 2, 6, 8)

'10' is on 5c Jubilee on cover to England, and suggests that this rare time mark may have been used only for foreign mail at this time.

(2) Winnipeg, Sp 2, 97, eight varieties:

Hammer I: 6, 7

Hammer III (normal): 1, 3, 4, 5, 7, 8 (lacking: 2, 9, 10).

(3) Winnipeg, No 2, 97, eight varieties:

Hammer I: 1, 5

Hammer II (normal): 1, 3, 4, 6, 7, 8 (lacking: 2, 9, 10)

NOTES ON HALIFAX, HAMMER ONE I quote from the Handbook, second edition, (P. 29)

HALIFAX: "Boggs gives requisition date for three hammers; however, subsequent examination has shown that the proofs for Ju 29, 93 and Au 23, 93, are from the

same hammer. Apparently the first hammer was ordered in June, but for some reason there was a delay in shipment until August, when the same hammer was proofed again, but with the new date."

But the first hammer was shipped to Halifax immediately after the June 29th proofing, for I have a copy (2c Sm.Qu.) dated 3/Jy 1, 93—this through the kindness of Mr. Bileski. It is undoubtedly the Halifax hammer one! My next date is 1/Jy 4, 93 but this the familiar c.d.s. (circular date stamp) used at Halifax for some time previous to July, '93 Like all Halifax markings it is carefully struck; there are few dirty, blurred strikes emanating from Halifax at this period. During the remainder of July and up to Au 26 (I have most dates) the c.d.s remained in unbroken use. But on Au 26, 93, the squared circle returns, after being proofed a second time (Why?) on Aug 23rd. I have a complete group for Au 26, 93, as follows:

C.d.s. 1, 4, above; squared circle, 2, 3, above. This is my first complete group of Halifax indicia, same date, which includes squared circles. By-the-way, the 2/Aug 26, 93, came to me all the way from Australia!

For some unknown reason the squared circle hammer was again laid aside, this time in November of the same year. Why? Was the hammer lost, out of favour, or being repaired? I find no evidence supporting the theory of repair, however. For about twelve days, from 3/ No 3, 93, to 4/ No 15, 93, we find only the c.d.s. in use. I have most dates.

I have previously urged my readers not to neglect markings in contemporary use at squared circle towns. They should be watched for; they undoubtedly belong in squared circle collections. I have in my 'select' volume of Halifax, several pages of the c.d.s. of the two periods mentioned above.

(a) Jy 1—Au 26, 93, (2) No 3—No 15, 93
—To be continued

"QUOTE FROM SPENDLOVE"

A piece which was not a good specimen when it was made is seldom a good purchase a hundred years later. A collection which does not contain a single unworthy piece is a distinguished collection, even though it may be lacking in outstanding

specimens. Unworthy objects in a collection can pull down the general level of it very much more rapidly than good specimens can build it up. The lowest level of a collection is thus as important as the highest one, which is something for the collector to ponder deeply. From Collectors' Luck by F. St. George Spendlove.

EARLY POST OFFICES OF THE WOODSTOCK INGERSOLL DISTRICT

by MAX ROSENTHAL

(See cover)

Among the records of the Canadian Post Office there is a statement from 1791 which reads in part, "A man on horseback leaving every spring (from Quebec) with letters for York, Lancaster, Brant's Ford, Beach Ville." Thus appears the name of the first village in Oxford County where one could pick up and mail letters. By 1791 there was enough of a sprinkling of settlers in Upper Canada to have a mail route once a year from Quebec City through Montreal to the incipient settlements strung out in a thin line to the American border at Windsor. None of them really had post offices yet, or postmasters, but the man on horseback did stop there to drop off whatever mail there was for the district around each community, and, to pick up mail.

Beachville was the first village on the Thames River that the postal courier would reach because he came on the Old Stage Road, originally an Indian trail cut through the bush from Dundas through Ancaster, Brantford and Burford, the present Highways #2 and #53. Five miles west of

Burford, just north of Cathcart it left the present highway #53 winding through the latter villages of Vandecar and Oxford Centre, but missing Woodstock by three miles. Much of it still exists as township roads.

At Beachville the ridges that rim the Thames valley put forth dry land to form a natural approach to the river and a ford across it. The name of the village of Beachville came from the Mr. Beach who had a grist mill there, the first mill between Head-of-the-Lake on Lake Ontario and the Detroit Settlement.

In February 1793, Governor Simcoe walked through Beachville on his way west from Brant's Ford to the site of London. He chose a site for a military town five miles east of Beachville to be called Oxford. It was known as the Town Plot until the first houses were built there, which was not until 40 years later when it became known as Woodstock. The whole of the land to be called the township of Oxford-on-the-Thames was given to Major



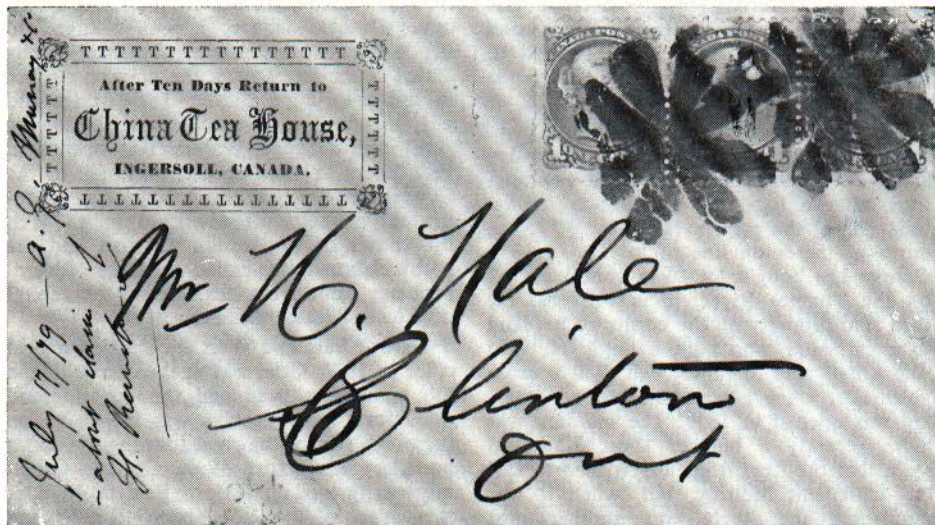
From Woodstock, U.C. in 1840

Thomas Ingersoll. He arrived from Boston, Massachusetts in 1793. He built the Old Stage road by widening the existing trail from Burford.

Ingersoll's homestead, five miles west of Beachville was the site of the future town named after him. At the same time, the Queens Rangers were cutting a more direct road through for (Governor Simcoe) from Head-of-the-Lake (Dundas) to the Town Plot (Woodstock), then Governors Road or Dundas Street.

Major Ingersoll left soon after, but his son Charles, in 1817 bought his farm on the Thames, and moved there in 1821. When the post office was established in 1821 the first in Oxford County—it was called Oxford Centre, and, he was the first postmaster, followed by his brother James in 1834. It was incorporated as the village of Ingersoll in 1831, but the name of the post office was not changed until 1852.

In 1832 Jed. Jackson began to carry the mail from Brantford to London twice a



From Ingersoll in 1899

week along the Old Stage Road, still missing Woodstock. It was not until the next year 1833, upon the advent of Captain Drew and Major Barwick, that the village of Woodstock began. Capt. Drew had been sent from England by a cousin of Queen Victoria, Rear Admiral Vansittart, who followed next year. Capt. Drew had St. Paul's Church built, as well as houses for himself and Vansittart as the nucleus of Woodstock.

Vansittart refused to live there, however, and located four miles further east where he built Eastwood Mansion, named for his sister. Mrs. East. This name was retained by the settlement after it grew into a village.

The first store was opened in Woodstock in the latter part of 1833 by Patrick Phelon whose son Daniel became postmaster of Ingersoll in 1847. The first post office in Woodstock was opened in 1835. T. S. Short

was the first postmaster and the post office was in a frame store in the east end near Huron Street. H. B. Barwick took over in 1840 in a small store on Huron Street. Mail came three times a week until 1844 after which it came daily. Woodstock was incorporated as a town in 1851.

In 1836 Beachville got an official post office. It was on the west bank of the west branch of the stream flowing into the Thames, not far south of what is now Highway #2, in a building more recently used as a barber shop.

Between 1820 and 1822 the original township of Oxford-on-the-Thames was divided into the township of East Oxford, West Oxford and North Oxford. In 1845 Zorra Township was made into the townships of West Zorra and East Zorra. Dundas Street divides North Oxford from East Zorra and the Thames River East Zorra from Blandford Township. East, West and North Ox-

ford, East Zorra and Blandford all borders on either Ingersoll or Woodstock so we shall deal with the post offices which came into being in these five townships in Oxford County.

In 1846 there is an East Oxford post office mentioned. It did not exist long and is hard to locate for certain. However in 1852 the East Oxford Township Hall is shown as being in Concession 4, Lot 12 and perhaps the post office was there also. This location was known as the Town Hall until 1853 when Oxford Centre post office was opened there, on the south side of the road about a half mile east of the sideroad to Burgessville where the actual village is located.

The first post office in East Zorra Township was opened in 1852 but was called South Zorra. Previously known as Huntingford, after a local pioneer, it was on the East side of the present Highway #59, just north of the south line of lot 14. In 1851 George Lee bought lot 10 in concession 17 on the Thames River, in east Zorra. He then sold property on the corner of his land to a carpenter who built a hotel. He also sold a half acre to James Bell. Bell became postmaster when a post office called Innerkip was opened in 1853. The building was more recently a butcher shop. It would seem that the Lees originally wished to call the settlement Melrose, but, when it was discovered that there was another post office in Upper Canada called Melrose, Mrs. Hugh Barwick suggested Innerkip, her old home in Scotland.

Eastwood, the site of Vansittart's estate and mills, obtained a post office in 1854, Ratho appeared in Blandford in 1855 on the north side of the 12th concession road in lot 6. The same Mrs. Barwick who named Innerkip was asked to name this place. She called it after the village of Ratho, her childhood home in Scotland.

Opened in 1857 in Oxford West township, Sweaburg had been formerly called Floodtown, after Mr. H. Flood. When the post office was established at the corner of the 4th concession road and sideroad 4, the name was changed to Sweaburg. It really should be Sviaborg, because it got its name from this port on the gulf of Finland whose fortifications protecting Helsinki were bombarded in 1855 during the Crimean War.

Braemar post office was opened on the boundary road between the two Zoras at its south east corner with the 15th side-

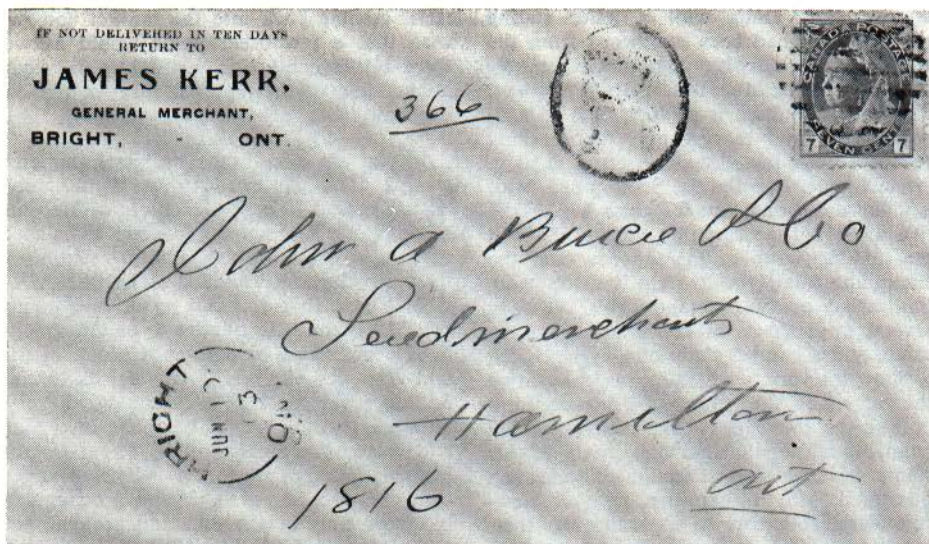
road in 1862. Mr. D. Vandecar built the first saw and grist mill in 1854 at the village of Sageville, named after a nearby farmer in 1854, in East Oxford Township. When a post office was opened in 1863 on the north side of the 5th concession road lot 4, west of the school, it was called Vandecar.

In 1865 was established Strathallan, in East Zorra on the west side of the present Highway #59 in lot 18, just north of Mud Creek. Having been known as Alma until then, since that was already the name of another Ontario village, it was changed to the name of the school section. It was closed in the late 1890's, the only post office in this area opened after 1850 which did not last until at least the introduction of rural mail delivery. Walmer was opened in East Zorra in 1866 on the west side of the Concession 16 road in lot 17. Cassel appeared in the same township in 1874 at the corner of Concession 15 road and the 25th sideroad, so-called because several residents came from near Cassel the capital of Lower Hesse, Germany.

Oxford East and West each added a post office in 1876. Oriel was at the corner of the 7th concession road and the 8th sideroad in Oxford East. Peebles was in lot 11 on the north side of the road forming the south boundary of Oxford West. Currie's Crossing was opened in Oxford East in 1878 at the corner of the 6th concession road and the present Highway #59. It was named after George Currie who had come in 1844 to this township. The place later became simply Currie.

Hickson, on Highway #97 east of #59 did not come into existence until the advent of the railroad line from Woodstock. The post office was established in 1883, called after the railway station which had been named for Sir Joseph Hickson, general manager of the Grand Trunk Railway. Another post office originating with a railway station was Blandford's Station where the Canadian Pacific Railway crosses the east boundary of Blandford Township. Opened in 1885, it was later simply Blandford.

In the early 1880's two post offices which had earlier been in two townships, moved across their boundaries to come into this area. Bright post office, which had begun in 1863 in Blenheim Township, went across the east border of Blandford to locate on the street parallel to the railway, while Tavistock post office, which had opened in



A Registered Letter from Bright in 1903

South Easthope Township in Perth County changed both township and county to move south into East Zorra.

Banner post office was opened in 1893 to become the first and only post office geographically situated in Oxford North Township, at the corner of Conc. 5 road and the 20th sideroad. It was so named by E. N. Minkler because he considered Oxford the "banner county" of Western Ontario.

In 1896 Folden's Corners post office was established at the corner of the 4th conces-

sion road and the 12th sideroad of West Oxford. It was named after Franklin Folden, who came from Ireland to the township in 1834. Muir was opened in 1901 on what is now Highway #53 a bit west of the eastern boundary of Oxford East Township. It was named after a Scottish family.

From 1910, on the introduction of rural mail delivery caused the closing of many post offices located in tiny hamlets. Their postmarks are interesting to find on stamps and covers from the period of their existence.

Trail of the Caribou

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

At the last ASDA Show held in New York during the latter part of Nov. '62, we purchased a very interesting cover. It was an envelope franked with 3 copies of the 3c Provisional, Scott #75 and it was registered and mailed from Cape Ray sometime in the latter part of Nov. '97, during the period of the emergency. It is a registered cover and as such was 3c underpaid as the registry rate at that time was 6c. The envelope therefore bears the black Type 3 "MORE TO PAY" cancel as well as a black handstamped "6"

to cover the 3c underpayment and the 3c penalty. In addition this interesting envelope addressed to St. John's bears three back-stamps, CHANNEL, COASTAL T.P.O. WEST and the St. John's barred circle. An interesting cover to start with but made far more intriguing by the story the cancels tell.

This time it is Edgar C. Black, BNAPS #1639, Vancouver, B.C., who sends along an item that was submitted to him by Harold Dilworth, BNAPS #692, also of Van-

cover, B.C. along with a letter stating that the item had been purchased from the stock of the Stanley Stamp Co., partly owned by H. A. MacMaster, BNAPS #484. The item submitted is a block of 6 (3 x 2) with right hand margin plus the marking that is always put alongside stamp #50 in the last issue. It is the 3c, Scott #255, with a definite diagonal line of color across the earring. From the fact that the variety is in the middle stamp of the top row and the stamp immediately at its right is stamp #50, this variety occurs on stamp #49. We have several mint sheets of this stamp, 4 to be exact, and a careful study of all four failed to show the variety which means one of two things, either the variety is not constant or else the four sheets that I have are not from the corner that has the variety as this stamp was printed in sheets of 400 and then quartered. May I therefore urge all Newfoundland collectors to look through their stock and advise if it is a permanent variety or whether it was a dirty plate or something of that sort. I'll be waiting.

Just the other day we received the H. R. Harmer, London, catalogue for their sale the end of January and a Newfoundland cover that was illustrated piqued our interest as it looked familiar to us. They offered for sale a copy of the 3d green, Scott #11, used on cover from St. John's to Portugal Cove on Nov. 15, 1863. In this forthcoming sale the cover is estimated to bring 30 Pounds and yet this very same cover sold in the "Mackie" sale, also conducted by H. R. Harmer on April 10, 1962, a little more than 9 months ago under lot #368. We are glad to see some of this ma-

terial coming back into the market and we wish that a few other items would as we were not successful in getting more than about 20% of the material that we bid on originally.

If you are a collector of Newfoundland stamps then all roads this Winter and Spring should lead to the offices of Robson Lowe, London, England. We are in receipt of a letter from Robbie advising that they have a collection described as FRESH UN-USED or MINT for sale by private treaty at 2,810 Pounds. In a letter to us the collection is described in part as a block of 10 and 2 singles of the 1d., two copies of the 3d., a corner block of 6 of the 5d., a very fine 6d., two 6½d., a complete sheet of twenty and two singles of the 8d. and a remarkable copy of the 1/. The oranges comprise two 2d., a single and a triangular block of four of the 3d., an excellent 4d. and a marginal 5d. The 1861-62 lake issue is very well represented and I will stress only the highlights, a copy of the 1d. chocolate-brown with watermark, a copy of the rare 1d. red-brown error of color, a block of four of the 2d. on thin paper, a complete sheet of 20 of the 4d. on thick paper, a block of four of the 8d. on watermarked paper and a complete sheet of 20 of the 1/. showing most of the watermark. In all there are 150 stamps offered for sale. Is that enough to make your mouth water, well, it isn't all because on April 3rd., they are offering at auction the "BURRUS" collection of Newfoundland. We don't know anymore about this last offer but we can hardly wait.

Notes on

THE YUKON AIRWAYS AND EXPLORATION CO. LTD.

by H. L. BANNER
PART III (Conclusion)

STAMPS

The stamps were produced in Vancouver by Clarke and Stuart Ltd., a reputable and old established firm of printers and engravers. In 1950 I visited them and learned that the stamp was designed and the die engraved by Mr. W. H. Jordon, who is well known in Canada for the beauty of his designing and for his exquisite engrav-

ing. I had the pleasure of a long talk with Mr. Jordon and he told me that he had served his time with E. S. A. Robinson Company of Bristol England. Mr. Jordon stated that before proceeding with the Yukon Airways stamp job, the sanction of the Post Office was sought. This was forth coming in the form of a letter of authority allowing the Yukon Airways to have the

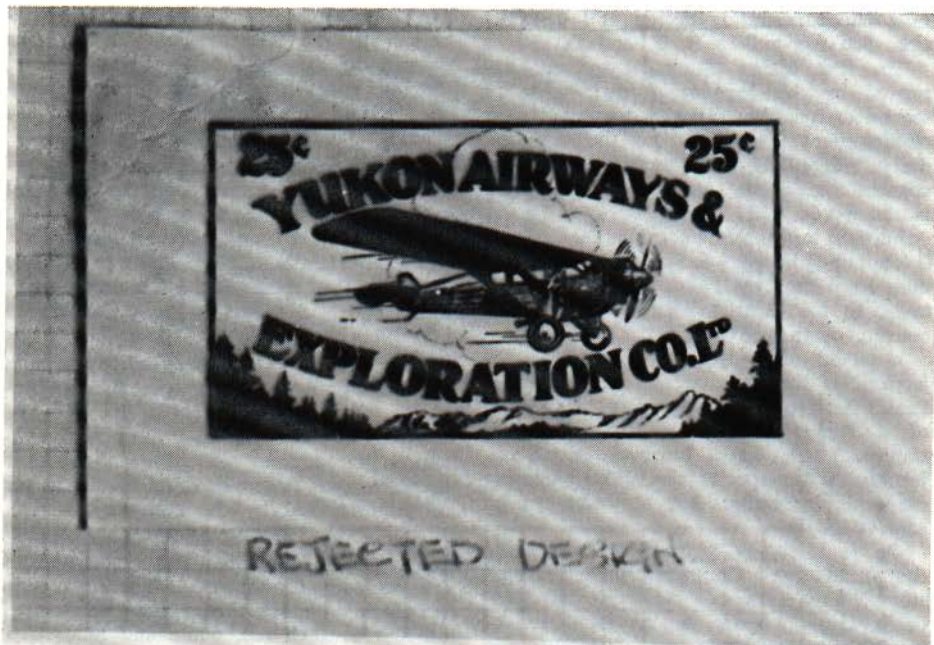


Plate I



Plate II

stamps printed and authorizing their sale, subject to the control and approval of the Post Office regarding design and distribution. See Appendices B, C, and D.

The first design (Plate I) was not approved by the company and it was the second design (Plate II) that was used with only minor variations from the accepted design (Plate III) in the trees in the lower corners and in the spacing of the letters in the words AIR MAIL.

Further information of philatelic interest is contained in the following "Memorandum from the Post Office Department, Ottawa, to the District Superintendent Vancouver, of the 30 September, 1927":

It would seem that there might be objection on the part of the United States Postal Service to our agreeing to the use of a sticker resembling their air mail stamps. There would, however, be no objection to the special air stickers bearing numerals indicating that they are to be sold at 25 cents.

On June 18, 1927, the U.S. had issued the Lindbergh Commemorative airmail stamp. This showed a side view of Spirit of St. Louis, a sister ship to the Queen of the Yukon. The stamp was dark blue and sold for 10c. A study of both designs clearly shows that objection could have arisen.

There have been various conjectures regarding the light blue stamps. Mr. Jordon stated that the stamps were printed in sheets of 50 and that the first two sheets of 50, a total of 100 stamps, were printed in light blue as colour proofs or trials. But the company decided on the dark blue. Other proofs included four die proofs in reverse in black on matt board (Plate IV) and six die proofs in reverse in black on wove paper (Plate V).

Five impressions of the die were taken on transfer paper, then transferred to the litho plate. This was repeated ten times until fifty impressions were on the plate. The plate was processed and the stamps were then printed dry on wove paper. All the definitive stamps were printed on wove paper.

Mr. Jordon also cleared up the confusion about some of the stamps being punched. Many years ago when he gave a talk to the B.C. Philatelic Society on the Yukon Airways Stamps, he took some of the stamps with him and gave one to each person present, having first punched a hole in each one to invalidate it.

Mr. Jordon has since retired but in May 1962 I had another chat with him and verified some aspects of the printing. He mentioned that he felt the light blue stamps showed the design to better advantage and they were his favorite and that the company had made a mistake in choosing those printed in dark blue.

I was fortunate that, by a mutual arrangement with Captain B. C. Binks several years ago, I was able to acquire the artist's sketch (Plate II) and various proofs etc. (Plates I, III, IV and V) that are used to illustrate this article, and due credit must be extended to him for his foresight in preserving them intact.

In the Post Office letter of permission for the company to carry letters (see Appendix D) it states in Section I:

"Via Air Mail" to be prominently written on the address side of each cover or the letter to be enclosed in special cover to be furnished by the company.

Clarke and Stuart made up a sample cover (Plate VI) which they submitted to the company for approval. The cover was $7\frac{3}{8}$ inches by $4\frac{1}{8}$ inches and had printed on it a $\frac{3}{4}$ inch red, white and blue strip, running around to the back and meeting there. The strips were $\frac{1}{4}$ inch wide, red on top, white center and blue bottom. Upon the white section of the strip was printed in blue $\frac{1}{8}$ inch capitals:

AIR THE YUKON AIRWAYS AND EXPLORATION CO., LTD., MAIL THE words AIR and MAIL were on the back of the cover. This cover was turned down by the company because the words AIR MAIL were not on the front as specified in section I (Appendix D).

Clarke and Stuart then printed red, white and blue gummed strips $9\frac{1}{2}$ inches by $\frac{1}{2}$ inch (Plate VI), red $\frac{1}{8}$ inch wide on top, white $\frac{1}{4}$ inch wide center and blue $\frac{1}{8}$ inch wide bottom. As the overall width of these strips sometimes varies, it is possible to get the red or the blue narrower than $\frac{1}{8}$ inch. Upon the white section of the strip was printed in blue the following in capitals, except for the words "care of" which were in lower case:

AIR MAIL — care of YUKON AIRWAYS & EXPLORATION CO., LTD., WHITE HORSE. This tape was approved by the Post Office Department. This approval made it unnecessary for the company to furnish special covers.

It will be noticed that the postmarks on

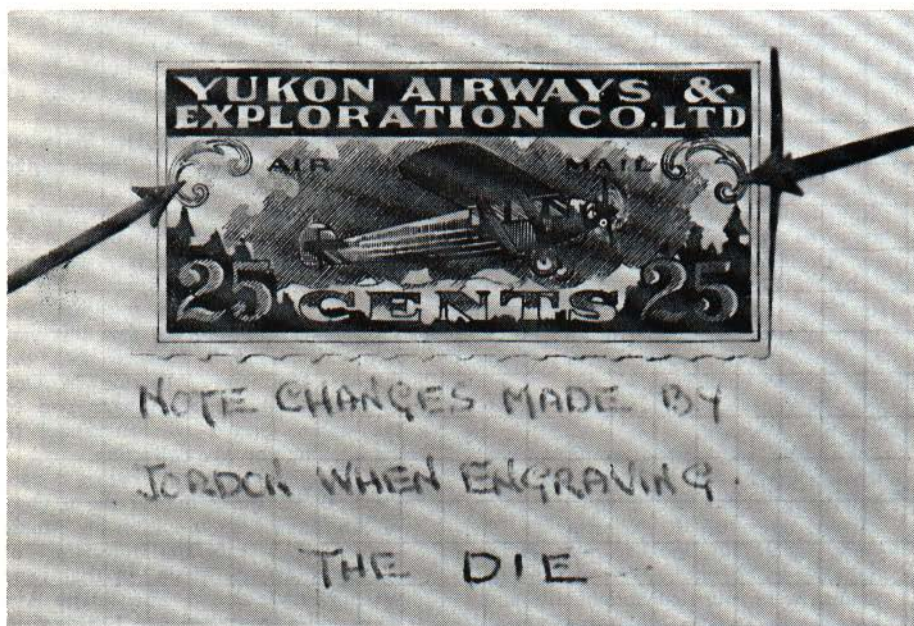


Plate III



Plate IV

covers of that period show White Horse as two words, and also the Post Office correspondence at that time tends to use two words. Today the Oxford Atlas of Canada and all government maps use Whitehorse as one word.

In conclusion, there still remains a few things unanswered. I have not been able to find out the total number of stamps sold, or if the remainder were destroyed. Was the company wound up or did it go broke, the fate of so many of the semi-official mail carriers? Did the appearance of the Klondike Airways Ltd. cut into the company's business? These are all intriguing questions. No doubt answers exist somewhere, but I must admit that after several years study the answers have eluded me.

Printing: By Clarke and Stuart of Vancouver B.C., Canada.

Dark blue on white unwatermarked wove paper.

Printed in sheets of 50 and cut into vertical strips of 10. 10 strips of 10 were made into booklets with plain, light brown covers.

Stamps were rouletted horizontally and imperforate at sides. The top stamp of each strip of 10 has a tab and by these tabs the stamps were stapled into booklets.

First printing of 1200 stamps: Oct. 1927.

Further printing of 10,000 stamps: late in 1928.

Few minor shades exist.

Design: Designed and engraved by W. H. Jordan.

Size: Horizontal format 51 mm by 25 mm, design 45 mm by 22 mm.

Proofs: 4 die proofs, reverse in black, on card size 51 mm by 26 mm, design 45 mm by 22 mm.

6 die proofs, reverse in black, on wove paper size 16.4 cm by 10.2 cm, design 45 mm by 22 mm.

100 stamps (2 sheets of 50) were printed in pale blue colour as colour trials.

Major varieties: The -R- variety with airways spelled **ARRWAYS**.

The very rare double printing. For several years, I doubted that this variety existed, until Kessler sold the famous Matthews collection in Oct. 1960. In that collection were two of the stamps and I was successful in getting one for my collection.

Minor varieties: several years ago, Capt. B. C. Binks loaned me a copy of the January 1950 edition of "Maple Leaves," the excellent magazine of C.P.S. of Great Britain. In that issue was an article about "The Yukon Airways and Exploration Co. Ltd.," written by Mr. D. J. Brewer. In the article was a very good listing of minor varieties which Mr. Brewer had compiled. Since then, using that listing as a guide, I have made a careful study of the varieties, having the advantage of working on several strips and many other copies. I find the following:

Stamp	Brewer	Banner
1.	Broken frame line above -N- of Yukon	Consistent.
2.	Raised lump in solid back-ground of tablet above -A- of Airways.	Consistent.
3.	Small nick below -S- at right.	Consistent.
4.	Narrow right leg to -R- in Exploration, and grave accent to -E- of Exploration.	Malformed middle line on -E- of Exploration, consistent. Grave accent?
5.	None, but rouletted at top and bottom.	Stamps 1 to 9 are all rouletted top and bottom.
6.	As #1 but with Airways.	As #1 but not consistent above Airways.
7.	As #2, also small white dot to left of -Y- of Yukon.	As #2, but small white dot between upper prongs of -K- of Yukon.
8.	As #3, small white dot over -O- of Yukon.	Small white dot to left of -Y- of Yukon not consistent.
9.	As #4 without accent to -E-.	As #3, small white dot over -O- of Yukon not consistent.
10.	As #5.	As #4, but large white dot above tail of left -2- consistent.
		As #5.

The above list coincides in many instances with Mr. Brewer's, to whom the credit for

most of the above must be given.

Plate V

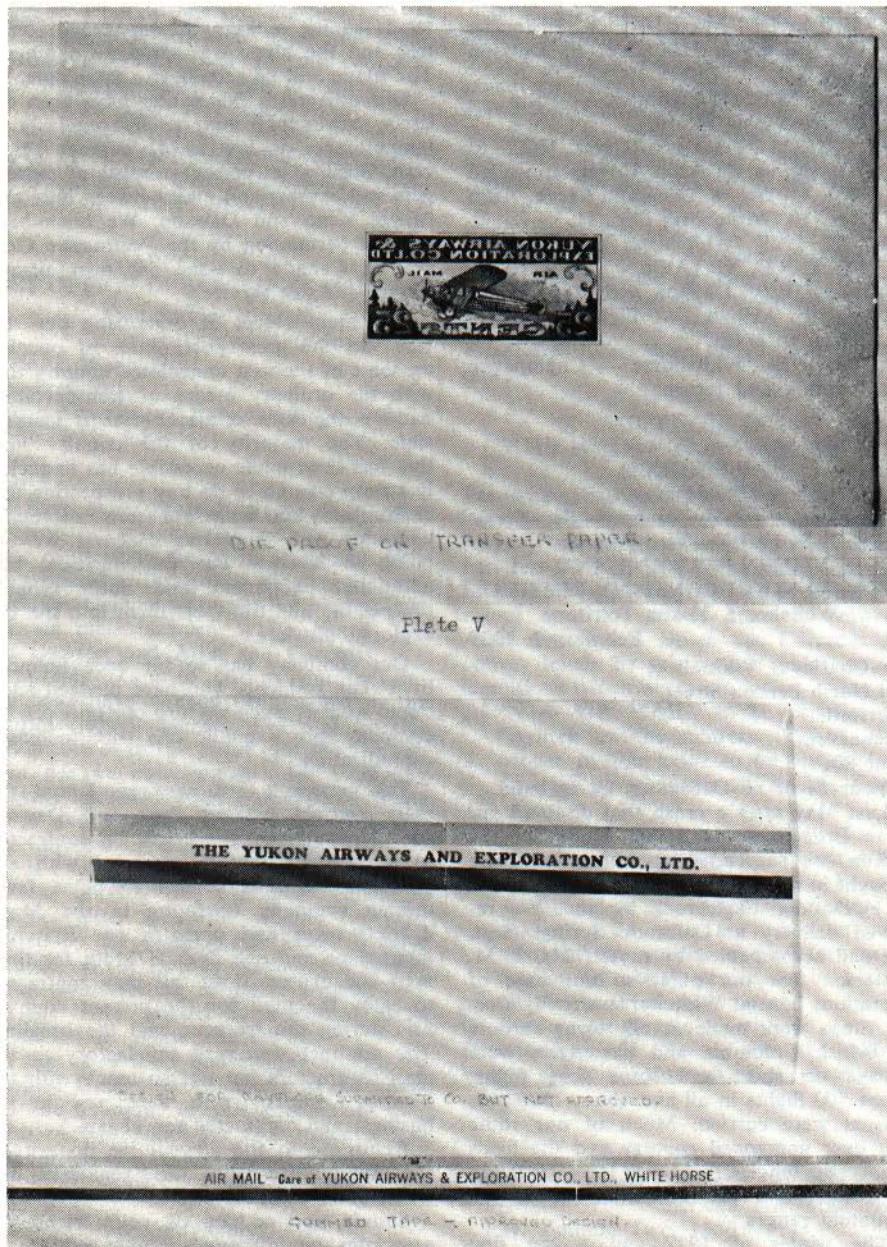


Plate VI

FIRST FLIGHT OF OFFICIAL MAIL

Nov. 11, 1927 Whitehorse — Dawson — Mayo.

Nov. 16, 1927 Dawson — Whitehorse.
Not known if mail was carried from

Mayo to Dawson or Mayo to Whitehorse.

Nov. 24, 1927 Whitehorse — Mayo — Wernecke — Keno Hill — Dawson.
Extreme weather conditions forced

plane down. Dog teams used to convey mail to various destinations. Mail arrived Mayo Dec. 4, Wernecke Dec. 5, Keno Hill Dec. 6, Dawson Dec. 8.

April 13, 1928 Whitehorse — Atlin — Carcross and return.

Dec. 8, 1928 Telegraph Creek, B.C. to Whitehorse via Atlin. Covers cancelled Dec. 4 - Dec. 8 Telegraph Creek, Atlin Dec. 10, Whitehorse Dec. 11.

Feb. 28, 1929 Whitehorse to Telegraph Creek B.C. via Atlin.

April 2-5, 1929 Dawson and Mayo Landing to Aklavik — flight postponed owing to crash.

June 23, 1929 Whitehorse — Champagne Landing and return.

APPENDIX A

W. A. Puckett—President

J. F. Finnegan—Sec.-Treas.

J. E. Ferrell—Vice President

YUKON AIRWAYS AND

EXPLORATION COMPANY LIMITED

Whitehorse, Yukon Territory

February 2, 1929

Mr. Charles B. Whittelsey,
164 North Beacon Street,
Hartford,
Connecticut.
Dear Sir,

Your favor of December 1st at hand.

Last May after a crash that disabled our Ryan Brougham monoplane Queen of the Yukon, we suspended operations until we brought in a new plane a Whirlwind motorized Alexander Eaglecock biplane. We received delivery at Colorado Springs Sept. 7th and accompanied by myself Mr. J. M. Patterson flew our plane to our base of operations here at Whitehorse arriving Dec. 11. Stops were made at all towns enroute in British Columbia and passengers were carried on short and some long flights about 700 flights in all and about 1200 passengers were carried. Much of our route was over unmapped country and the fields small. Our longest flight was from Hazelton to Telegraph Creek 325 miles of rugged mountain ranges.

The winter of 1927 and 8 our first winter of operations was not very satisfactory because we could not keep our motor warm enough in the extreme cold temperatures encountered here. The oil tank overflow froze up bursting the oil tank losing the oil and seizing our motor. After over-

hauling our motor and flying for one month last spring in attempting to make a cross-wind landing a wing-tip was caught on a tree and the plane was seriously damaged. The plane will be rebuilt at a later date.

Our operations this winter have been entirely satisfactory and we fly regularly in temperatures as low as 42 degrees below zero. Business at present consists of passengers and express and mail between here and Mayo, Keno and Dawson. We have been granted permission by the Postmaster General of Canada to issue our own airmail stamps for this service.

The main object of organizing our service was the great possibilities of opening up some of the vast unexplored country that with the ordinary means of transportation namely dogteams or packhorses is inaccessible. The majority of the country here that has been made accessible has financially strong enough to do any prospecting and exploration but with our now successful operation and increasing business we are going to increase our capitalization, buy additional equipment and outfit reliable prospectors and transport them into the unexplored districts.

Our company has so far been financed by Yukon residents who have pledged additional support when we turn our now private company into a public one with increased capitalization.

The prospects are very good that the mail contract between here and Dawson for the next four years will be contracted to a company that is equipped with airplanes as well as caterpillars. One large mining company operating in the Mayo districts owns and operates one Fairchild monoplane and one D & H Moth for their mail and express. Last fall they contracted to carry the mail for the present contractors during the freezeup and the breakup. The contract was very satisfactory to the mail contractors but not so much with the Mining Company who were new in the business and contracted too cheap.

Returning to the airmail we do not fly the Whitehorse-Atlin run regularly but when other business offers.

Should you or any of your friends or associates be interested in our venture in the nature of an investment will be glad to send you one of our prospectuses when we get reorganized and any additional information that you may want. Can refer you to the Manager of the local branch of the Canadian Bank of Commerce for ref-

erence as to our entegrety (sic) and ability to make a success of our business.

Thanking you for your letter and trusting that this letter will get the cancellations that you desire I beg to remain,

Your very truly,

Clyde G. Wann
OPERATIONS MANAGER
YUKON AIRWAYS AND
EXPLORATION CO. LTD.

APPENDIX B

POST OFFICE DEPARTMENT CANADA

Mail Service Branch

Ottawa, 11th June, 1927

Clyde G. Wann, Esq.,

Vice-President,

Yukon Airways and Exploration Co. Ltd.,

White Horse, (sic)

Yukon

Dear Sir:

I have been directed by the Postmaster General to acknowledge receipt of your letter of the 27th ultimo in connection with the proposal of the Yukon Airways and Exploration Company, Limited, to carry special air mail between White Horse (sic) and Dawson and Atlin and Carcross.

In reply I am to inform you that instructions have already been issued to the District Superintendent of Postal Service at Vancouver to the effect that the Department has no objection to your Company carrying letters between Dawson and White Horse (sic), Atlin and Carcross, Engineer and Carcross or other points, provided letters are fully prepaid by means of postage stamps, affixed, the Company collecting 25c per letter from the senders for such service by aeroplane, each letter to have stamped on the face by means of a rubber stamp words similar to the following, —

"This letter carried by aeroplane from Dawson to White Horse",

but that a written undertaking should be obtained from your Company to the effect that the granting of this permission will, in no way, prejudice the Department's case in the event of a regular Postal service being established along these lines at some future date.

Yours truly,

General Superintendent
of Postal Service

APPENDIX C

Letter from the Yukon Airways and Exploration Co. to the District Superintendent of Postal Service, Vancouver, dated

4th October, 1927:

In connection with previous correspondence regarding the operations of the Yukon Airways and Exploration Company's plane between Dawson and Whitehorse and other points in the Yukon Territory, I have to say that the special permission granted by the Post Office Department in respect to the conveyance of letters by air service for which a fee of 25c per letter is collected, this amount being prepaid by means of a special authorised stamp to be affixed to the back of each letter, will in no way prejudice the Department's case in the event of a regular postal service established along these lines at some future date.

APPENDIX D

Air Mail Service in Yukon and
Atlin Districts

Permission has been granted to the Yukon Airways and Exploration Co., White Horse, Yukon, operating an aerial service weekly between Dawson and White Horse (serving Mayo Landing, Keno Hill and Wernecke en route) and at various intervals between Atlin and White Horse via Carcross, to convey letters by this service under certain conditions which are as follows:

- (1) "VIA AIR MAIL" to be prominently written on the address side of each cover of the letter to be enclosed in special cover furnished by the Company.
- (2) The usual Canadian postage to be affixed on the address side of each letter.
- (3) A special aerial sticker sold by the Company or its agents representing a charge of 25 cents an ounce, in payment of the special charge for transmission by aerial service, to be placed on the back of each cover.
- (4) Senders to assume all risk.

Postmasters will please give the above every publicity through the press and otherwise.

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