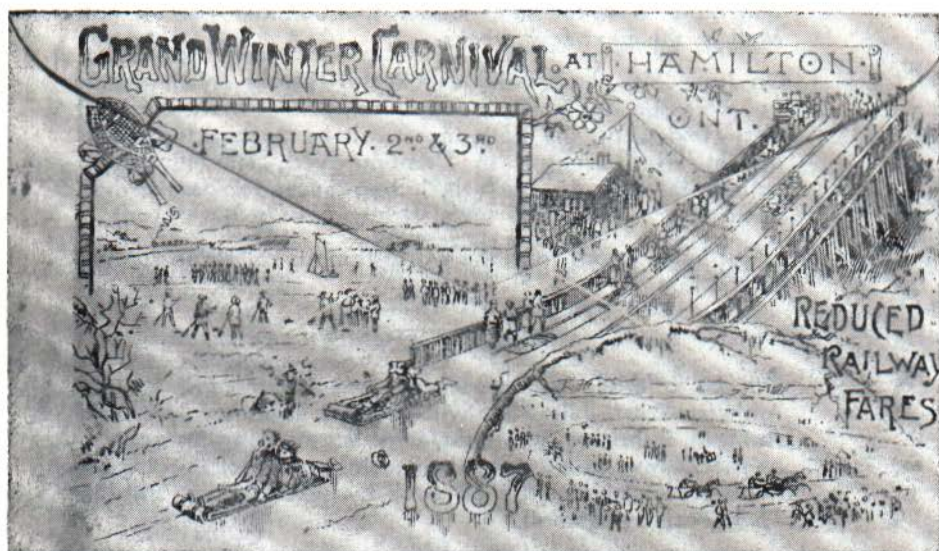


BNA Topics



The Postal History of Hamilton, Ontario (See page 154)

Official Journal
Of The
British North America
Philatelic Society

Volume 20 Number 6 Whole Number 213 June 1963

Sales Talk . . .

Here is a brief glimpse of the exciting properties which will be offered for sale "under the hammer" at 50 Pall Mall in the next few weeks.

On June 25th there will be a **Postal History Auction** with valuable sections of Canada, China, British Maritime Mail and Mexico; on the 26th there will be **Specialised Great Britain** with strength in Line-Engraved. The illustrated catalogues are \$1 each including second class airmail postage.

Further portions from the world-famous collection formed by the late

MAURICE BURRUS

will be offered for unreserved sale by auction by the Amhelca Trust. July 23rd will be **New Zealand**, July 24th **Antigua, Bahamas, Bermuda, Cyprus and Hong Kong**. Also on the 24th will be **China**. The special handbook catalogues (with colour plates) are \$3 each by second class airmail, \$1.50 each by seamail.

The "Burrus" **Mauritius** (including the wonderful cover bearing the Post Office 1d. and 2d.) will be offered on October 1st.

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 20 / NUMBER 6 / WHOLE NUMBER 213 / JUNE 1963

EDITOR

John H. M. Young
23 Donwoods Drive
Coach House
Toronto 12, Ontario

CIRCULATION EDITOR

H. J. Hollands, Apt. 6
245 Eglinton Ave. W.
Toronto 12, Ontario

ASSOCIATE EDITORS

M. L. Arons, A. P. Cook
V. G. Greene
D. C. Meyerson
D. van Oudenol
N. A. Pelletier
E. A. Richardson
Dr. A. Whitehead

ADVERTISING MANAGER

George B. Llewellyn
137 Clearview Ave.
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Official Section



Monthly Report from the Secretary . . .

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

NEW MEMBERS

- 1976 Bowen, Edward H. Jr., M.D., 207 Valley Brook Drive, Falls Church, Virginia
1977 Ellison, Kenneth V., Oyama, British Columbia
1978 Foster, Herbert A. 309 Overdale Street, Winnipeg 12, Manitoba
1979 Hanson, V. Victor Jr., 1555 Oakwood Place, Deerfield, Illinois
1980 Hilton, M. S., P.O. Box 73, Eikhorn, Wisconsin
1981 Paterson, Neil A., P.O. Box 54, Leamington, Ontario
1982 Pratt, Robert H., 7912 North Beach Road, Milwaukee 17, Wisconsin
1983 Shortreed, John W. K., 7309 Saskatchewan Drive, Edmonton, Alberta
1984 Taylor, Dr. Ian W., 769 South Milwaukee Avenue, Wheeling, Illinois
1985 Vaughn, Gordon D., RCAF Station, Chatham, New Brunswick
1986 Wilson, Roy S., 78 Richmond Street West, Toronto 1, Ontario
1987 Withsosky Robert, Box 134, Dresher, Pennsylvania

APPLICATIONS PENDING

Barna, Eugene, R.R. #2, Leamington, Ontario
Corson, W. Bradley, 18 Willey Street, Rochester, New Hampshire
Dew, Jack C., 234-25th Avenue North, St. Petersburg 4, Florida
Norman, Wm. E., 6157 Westwood Terrace, Norfolk 8, Virginia
Wilson Richard S., 144 East 84th Street, Apt. 5F, New York 28, New York
Woodall, Robert G., Forest Cottage, Holtwood, Wimborne, Dorset, England

APPLICATION FOR LIFE MEMBERSHIP

- 1465 Ludlow, Lewis M. Jr., No. 3, 4-Chome, Nishi-Shibaura, Minato-Ku, Tokyo, Japan

APPLICATION FOR RE-INSTATEMENT

- 1418 Williams, Harry F., 1525 Chestnut Street, Halifax, Nova Scotia

APPLICATIONS FOR MEMBERSHIP

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

- Edwards, Clarence S. Jr., 1509 Deborah Drive, Falls Church, Va. (C-CX) CAN, NFD, PROV—Mint postage. Mint airmails. Proposed by E. A. Richardson, No. 168.
Gareau, John M., 22 Bell St., Regina, Sask. (C-CX) CAN—Mint & used postage and blocks. Plate Blocks. Mint, used booklet panes and complete booklets. Postal stationery entires. Proposed by H. E. Canham, No. 77.
Keim, Peter M., 2304 Vistazo, East, Tiburon, Calif. (C-CX) CAN, NFD—Mint & used postage. 1st Day, 1st Flight and early covers. Plate Blocks. Mint booklet panes. Mint, used & semi-official airmails and on cover. Postal stationery entires. Literature. SPECIALTY—Plate Blocks. Proposed by R. J. Woolley, No. 359.
Kinslow, William B., 102 Gerald Drive, Syracuse 9, N.Y. (C) CAN, NFD—19th & 20th century mint & used postage and mint blocks. O.H.M.S.-G. Mint & used airmails. Proposed by J. A. L. Campbell, No. 1854. Seconded by A. P. Cook, No. 320.
Knight, James Frederick, OI Div., USS Francis Marion (APA-249), F.P.O., N.Y., N.Y. (C-CX) CAN—19th & 20th century mint & used postage and blocks. Stampless, 1st Day & 1st Flight covers. Plate Blocks. Mint booklet panes and complete booklets. Precancels. Federal & provincial revenues. Mint & semi-official airmails. Postal stationery entires. Slogan, 2 & 4-ring numeral cancellations. SPECIALTY—'98 Map Stamp. Proposed by R. J. Woolley, No. 359.
Marshall, F. A., R.R. 2, Regina, Sask. (C) CAN, NFD, N.B., N.S.—19th & 20th century used postage and used blocks. Coil. O.H.M.S.-G. Used airmails. Literature. R.P.O., N.W.T., flag, 2 & 4-ring, squared-circle, duplex, fancy, Sask. Town, perfin cancellations. SPECIALTY—Small Queens. Proposed by H. E. Canham, No. 77. Seconded by J. Levine, No. 11.
Mitchell, Wallace B., 126 Mt. Auburn St., Cambridge 38, Mass. (C-X) CAN, NFD—Federal & provincial and tax-paid revenues. Mint, used & semi-official airmails and on cover. Proposed by E. A. Richardson, No. 168.
Richman, Alfred, 677 Oak St., Winnipeg 9, Man. (C-CX) CAN, NFD, PROV—Mint & used postage. Federal & provincial revenues. 2 & 4-ring cancellations. Proposed by R. J. Woolley, No. 359.
Taylor, Clarence L., Box 526, Regina, Sask. (C) CAN, NFD, PROV—19th & 20th century mint & used postage and blocks. Pre-stamp, stampless, 1st Day & 1st flight covers. Plate blocks. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Precancels. Federal, provincial & tax-paid revenues. Mint, used, semi-official airmails and on cover. Postal stationery entires & cut-squares. Literature. Proofs & Essays. All types cancellations. Proposed by H. E. Chapman, No. 77. Seconded by J. Levine, No. 11.
Weinberg, Edward Alan, P.O. Box 3023, Modesto, Calif. (C) CAN—Mint & used postage. SPECIALTY—Small Queens. Proposed by D. G. Rosenblat, No. 1445. Seconded by C. F. Borton, No. 1645.

CHANGES OF ADDRESS

- 1074 Casper, William C., 66 Pinehurst Road, Breton Woods, New Jersey
 1711 Delange, Victor A., 1711-12th Street S.W., Calgary, Alberta
 1862 Grenier Major Guy, 1 Rosemount Ave., Apt. 2, Westmount, Quebec (from Ottawa)
 1923 Harrison Capt. R. T., 302 Laurel Drive, Dinters, Texas (from Arizona)
 795 McDonald, F. Beattie, 148 West 35th Street, Hamilton, Ontario
 1701 Obenauer, Ross A., 15 Lakeview Circle, Skaneateles, New York

DECEASED

- 53 Gallagher, C. D., M.D., River House, North Broadway, Upper Nyack, New York
 218 Johnson, G. S., Bracebridge, Ontario

RESIGNATIONS ACCEPTED

Dowsley, Douglas B.; Gutawessky, John; Lewis, Wallace; Park, M.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, April 1, 1963	1009	
NEW MEMBERS, May 1, 1963	12	
		1021
RESIGNATIONS, May 1, 1963	4	
DECEASED, May 1, 1963	2	6
TOTAL MEMBERSHIP, May 1, 1963		1015

OFFICIAL NOTICES

ANNUAL MEETING

ARTICLE VI, Section 1. The Annual Meeting of the Society shall be held at such time and at such place as the preceding Annual Meeting shall determine, but in any event, some time within the next calendar year. Notice thereof shall be published in BNA TOPICS no later than the issue preceding the date for such Annual Meeting, together with the Order of Business and Agenda for that Annual Meeting:

The Order of Business at each Annual Meeting shall proceed as follows:

1. Call to Order
2. Reading and approval of the Minutes of the preceding Annual Meeting
3. Communications
4. President's Address
5. Reports of Officers
6. Report of Appointed Officers and Permanent Committee
7. Unfinished Business
8. New Business
9. Report of Committee on Elections
10. Introduction of New Officers
11. Adjournment

The 15th Annual Meeting and Convention (BNAPEX '63) shall be held on September 19, 20 & 21st, 1963 at Williamsburg, Virginia, U.S.A.

NOMINATIONS

All candidates herein so offered in nomination have assented to such nomination and to serving in office, if so elected. The following SIX members names are placed in nomination for the THREE vacancies to be filled in the Board of Governors:

- From Canada (Eastern Section)
 Robert J. Woolley
 Leslie A. Davenport
- From Canada (Western Section)
 Willard Rorke
 Sam C. Nickle
- From the United States
 Kenneth M. Day, M.D.
 Alfred H. Kessler

Respectfully submitted for and on behalf of the Nominating Committee:

Messrs. Vincent G. Greene, Robert S. Traquair, Reimers A. Peters, Clarence A. Westhaver and Richard A. Compton.

(Signed) Edward A. Richardson, Chairman

BNAPS REGIONAL GROUPS

Philadelphia—Meets the first Thursday of each month at 7934 Pickering Street, Philadelphia, Pa. *Temagami*—Meet every summer. Alfred P. Cook, Coy Glen Road, Ithaca 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.

The President's Page

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



A British Columbia cover from New Westminster to Prince Edward Island dated Sept. 25, 1867. The British Columbia stamps paid the 25c rate to British North America and the United States stamps paid the 15c transit charge.



An interesting British Columbia cover to Italy via San Francisco dated 1862 franked with a British Columbia 2½ pence stamp and a strip of three 10 cent and a 5 cent United States stamps.

BNAPEX '63

Williamsburg, Virginia

Sept. 19 (Thurs.), 20, 21, 22

Last month we provided the entry form for the exhibition and introduced the NOVICE SECTION for and to all members who have not previously exhibited. We indicated the allowed special awards for this section and the medal possibilities. WHY??? So the timid and maybe 'a-feared' novice won't have to worry and feel that the competition is too tough for him — way, way beyond his untested efforts. Now and here you have the chance to try your material against the same untried efforts of your competition; an even chance. Fair enough? So please, dull the edge of your temerity and take the first step — enter your exhibit!! Please?

This month we include a reservation form. You will receive this form long after this is being written and we may be "sticking our necks out" but, we've been warning you almost every month to get your reservations in and not wait till the last minute and, many have heeded our advice. So — we may well be "all out" and be faced with trying to accommodate with what we don't have. We'd much rather try to do something about it NOW than the last minute! For the very good reason that we just won't be able to do anything about it the last minute! We explained that Williamsburg is "booked solid" almost every day of the year and, why not, with so much being offered. We mean it—we weren't fooling. Believe us and don't wait and prove it.

Next month may be our last chance to talk with you before convention time. We still have some items to cover, like advising how to get to Williamsburg; like preparing you and suggesting how and what to plan to see and do; like recommending some of the eating places you should visit and some of great, great, great grandma's favorite dishes you can enjoy. Won't tell you everything — leave some surprises for you to discover for yourselves.

Y'all come

Sketches of BNAPSers

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

NO. 99 — RICHARD A. COMPTON

Richard A. Compton was born in Ithaca, New York, on July 9, 1926 and graduated from Cornell University in 1948 as a Bachelor of Science in Mechanical Engineering. During World War II he served for two and a half years in the U.S.N.R. in the Officers Training Corps, Pacific.

A partner in the firm of Roy W. Compton & Son, general building contractors, Dick is also vice-president, Finger Lakes Flying Service Inc. and is a lecturer on the Cornell Faculty and assistant director of Research in the School of Hotel Administration. He was elected a Country Supervisor representing the 7th Ward of the City of Ithaca, and is now in his second term.

Dick started collecting stamps at the age of twelve, with general foreign. After World War II he specialized in the United States, especially the Private perf's and received several awards from various shows. Ed Richardson persuaded him to collect B.N.A. in 1953 and he is now a Dan Meyerson fan, specializing in Newfoundland.

The Boy Scout movement interests Dick immensely and he has been a Scout Master for twelve years and is the wearer of the "Silver Beaver". He says he "likes the great outdoors but is a lousy poker player"! He also likes to play the piano, as many members who attended our recent Conventions will recall.



At one time or another Dick has held all the offices in the Ithaca Philatelic Society and is a past-president of the Federation of Central New York Philatelic Societies. He and his charming wife Eunice Ann "Eunie" have four children, Carol, 15; Richard A. Jr., 13; William, 7 and James Alfred (Chippy), 3. The Compton's expect to be at Williamsburg in September and hope to bring their children with them.

AN APPRECIATION

On behalf of the members of our Society I wish to thank Mr. Robert J. Duncan who served for so many years as Librarian and only resigned the post for reason of health. Always a loyal supporter of BNAPS, Mr. Duncan for some years headed the list of members who recruited new collectors to join our Society.

I also wish to thank Mr. Frank W. Campbell for his service to the British North America Philatelic Society as Chairman of the Library Committee. Failing eyesight necessitated Mr. Campbell resigning this position.

Both these resignations were accepted with deep regret.

C. M. JEPHCOTT
PRESIDENT

Early Post Offices of the

Orangeville District

by MAX ROSENTHAL

By the Mississauga Purchase of 1818, through which the Indians relinquished an area covering the Peel county townships of Albion, Caledon, Chinguacousy, and Toronto Gore, these townships came into being and were opened for settlement. As payment for surveying Albion, Surveyor-General James H. Chewett was given 2635 acres in that township. In 1821 George Bolton bought 200 acres from Chewett, and, in 1823, built a mill in what is now the northeast quarter of Bolton, the first mill on the Humber River north of Weston.

To send a letter from this area in those days meant a two day tramp over 30 miles of rough trails to the nearest post office, located in a small log building in York (Toronto). By 1825 there were 26 post offices in Upper Canada, strung out along Lake Ontario and the St. Lawrence River. There were none north of York. Around 1832 William Lyon Mackenzie continuously needled the government in his newspaper because there were no post offices in Albion, Caledon, Mono, and nearby townships, although their combined population was close to 7000.

However, that year of 1832 a post office was opened in Albion, with the township's name. George Bolton was the first postmaster. He relinquished the postmastership two years later to Samuel Boyce Sterne, captain of the County of Wexford Militia. Sterne bought from Bolton the small log store which housed the post office. It was not until 1892 that the postal authorities dropped the designation Albion, and the official name became Bolton.

Confusingly, when the village of Centreville, on the concession 4 road in lot 22 got a post office in 1907 it was called Albion. It was closed in 1958.

George Taylor was Albion's pioneer mail carrier, from 1832 to 1878, first on his back, then on horseback. When roads were improved enough, Taylor drove a stage-coach regularly from Weston to Bolton, picking up passengers and mail along the way. It was the custom for the rural post-

master who also kept a store to tuck letters into the lining of his tall hat. This made for convenient mail delivery when the proprietor served the groceries.

When Governor Simcoe established the capital of Upper Canada at York, among his military roads he projected Hurontario Street (Centre Road) to connect Port Credit with Collingwood via Mono. North to Orangeville it is now Highway 10. It was in 1819 and 1820 that the first settlers ventured into Caledon Township, down whose centre it runs. The first house at Charleston, in the centre of the township, where the 15th sideroad crosses Hurontario Street, was built in 1826. In 1839 the village received a post office, called Caledon, and George Bell was appointed postmaster. The name Charleston has long since been forgotten.

Two years before Albion Township was surveyed, William Frann, a Pennsylvania Dutch loyalist, built the first log house on Market Hill, in the northwest corner of the township. In 1819 Michael and John McLaughlin, from County Tyrone, Ireland, built a small grist mill, the only one for miles around, on the Humber River in bordering Mono Township, which changed the name from Market Hill to Mono Mills.

When Mono Mills post office was established in 1839, the first postmaster was the Reverend Alexander Lewis, one of the earliest settlers. He was apparently also the Crown Lands agent for the district, because the Ontario Archives has a number of letters from him to the Crown Lands Commissioners about the settlement of lots in the area, from January 25, 1843, to 1848. In the postmark on their fronts MONO MILLS, U.C. breaks the usual double circle of the period, and the dates are written in by hand.

Sand Hill, at the corner of the 6th line east and the 10th sideroad of Albion, was first called New Town Hewitt, after its earliest settler, John Hewitt. The first store was opened by Francis Logan in 1839. When the post office came in 1841, the

name was changed to Sand Hill, although there is neither sand nor hill around there. In the 1860's the post office was moved west across the road into Chinguacousy Township.

In 1844 Orange Lawrence purchased from Robert Hughson the land on which now stands Orangeville, named after him. Five acres had already been cleared, and a primitive sawmill formed the nucleus of the future town. The site happened to be on the border between the townships of Mono and Garafraxa, the latter township narrowing to the point where the present Highways 9 and 10 join. Immediately to the south, Caledon Township also comes in at this apex. The small stream that joins the Credit River at this point in a short distance has fallen 130 feet, sawing mills.

Begun at the hillside which is now East Broadway, the hamlet soon grew into a village. The Ontario Archives has a letter of June 19, 1850, from Orange Lawrence to Andrew Geddes, crown agent at Elora. Since it had to be carried privately, in the absence of official connections, there are no postal markings. Lawrence had the lower half of the south side of the present town surveyed in 1851. He built a tavern and a store. The Orangeville post office was opened in 1851, on the south, or Garafraxa side, with Lawrence as postmaster.

The same year, on the 2nd line east in lot 19, Mono Centre post office was opened. At this time Mono Township was part of Simcoe County, and Garafraxa Township belonged to Wellington County. Mono, and the eastern portion of Garafraxa, Garafraxa East Township, became part of the new county of Dufferin in 1879. Garafraxa means sassafras, a small herb then plentiful in the woods. The first post office in Garafraxa East, Reading, at the corner of the 15th concession road and the 5th sideroad, appeared in 1852. It had been settled in 1846.

Situated on the West Branch of the Credit River, in Caledon Township, Belfountain was first called Tubtown, after the octagonal cooperage and the barrels made in it by Archibald McNaughton. When it opened a post office in 1853, postmaster Bush had it given the more dignified designation. The same year was established on the road to Belfountain from Hurontario Street Sligo, at the first line west. It appears to owe its origin to the bad hills on the centre line in the old days, so that traffic came on the 1st line west from northern Caledon as

far as Sligo, then east to the main road. The name is Irish. There is no record of a church or school nearby. It was simply a "halfway house", as James Caldwell called his inn in 1866.

Caledon East post office appeared in 1853 also, on the 6th line east at the 20th sideroad of Albion.

Alton, on the 3rd line east of Caledon now Highway 24, at the Credit River, was first settled by Thomas Russell in 1834. In 1851 a grist mill was built, and Robert Meek opened a store. The inhabitants soon thought of applying for a post office. A public meeting was called for this purpose, and for giving a name to the village. After considerable discussion it was decided to call it Alton. The post office was established in 1854, and John Meek appointed postmaster.

In Albion, at the corner of the 4th concession road and the 10th sideroad, Macville post office, or McDougall's Corners, as it was first known, was opened in 1855. Lockton was granted a post office in 1857, at the northeast corner of the 4th concession road and the 25th sideroad, and Archie Locke, one of its founders, was chosen postmaster. Where Cold Creek crosses the 10th sideroad in the 8th concession Coventry post office, previously the village of Columbia, was established in 1858. Caldwell was opened in Caledon in 1858 on the 1st line east, in lot 7.

Cammilla, at the 15th sideroad and what is now Highway 10, and Primrose, at the corner of the present Highways 10 and 89, appeared in 1860 in Mono Township.

Castleberg, at the southeast corner of the 8th concession road and the 15th sideroad, Albion Township, had only one postmaster, John Wallace, who served from its establishment in 1861 until it was closed in 1918. Its name was at first Mount Hurst. This was changed in 1875 to Castleberg, his British birthplace. Hunsdon, in the same township, opened in 1863 and closed in 1876. It was just south of the present Highway 9, where the Canadian National Railway crosses the 9th concession road. Hunsdon was located at the corner of the 10th concession road and the 25th sideroad. Albion Township.

Rockside, at the northeast corner of the south boundary road of Caledon and the 5th line west, appeared in 1863 also. So was Sleswick, at the southeast corner of the 6th line east and the 30th sideroad, Albion. It closed in 1875, but reopened

three years later. In 1825 James Killeen had settled there. He opened a tavern, a general store, and a smithy, and a hamlet sprang up. Later it faded away. The hotel was moved along the 3rd sideroad to the west half of lot 31, concession 3, where it is now a private house.

In Mono Township Lorraine at the east boundary road and the 20th sideroad, and Elder, on the 25th sideroad east of the 4th line east, were opened in 1854. Cataract, in Caledon Township, on the 3rd line west just north of the Credit River, got a post office in 1865. R. Church had moved there in 1858 and built a brewery. Later it was the site of a junction on the Credit Valley Railway. Sheldon was opened at the eastern boundary road of Mono, in lot 24, and Hereward in East Garafraxa at the corner of the 15th concession road and the 10th sideroad, in 1867.

On the present Highway 50, at the 26th sideroad of Albion, Palgrave was established in 1869. Barney Dolan was so good at hunting the big buck deer around Gilson Lake he was soon nicknamed Buck, and the little hamlet growing around became Buckstown. In 1846 a log tavern was built, where hunters came. The name Palgrave was bestowed on the new post office in 1869, to honour the publisher of the Golden Treasury of English Songs. Mount Wolfe, on the east side of the 9th concession road, in lot 23, was opened the same year. Its first postmaster was John Wolfe, Jr.

In Mono Township was opened Relessey in 1868, at the 7th concession road and the 20th sideroad, while East Garafraxa got Vanatter in 1870. In the 1890's the name of the latter was changed to the Maples. Elba appeared in lot 24 on the present Highway 10 in 1871 in Mono. Mono Road Station, at the boundaries of Albion, Caledon, and Chinguacousy Townships, got a post office in 1872, after the Toronto, Grey, and Bruce Railway had come through. Marsville opened in 1873 in Garafraxa East, at the 14th concession road and the 5th sideroad.

Two years earlier, on November 21, 1871, John Coyne of Brampton, Member of Parliament for the district, had written to Postmaster General Alexander Campbell. "I received some time ago and I believe forwarded to you a petition signed by a very large number of the inhabitants of Marville praying for a post office to be established in their village. It is quite a respectable village containing two stores, two taverns, two shoe

shops, a carriage factory, etc., yet all have to go to Reading a mile away for their mail—the latter place only consisting of a tavern and two horses. They desire therefore that the office be changed to Marville, or else that another be appointed." The second alternative was chosen, and Reading continued to have a post office after Marsville got one. Note Coyne's spelling Marville, without the "S".

1876 saw The Grange post office opened in Caledon Township. The Grange, founded by a group of Scottish farmers in the upper reaches of Peel County, was a secret society, which encouraged cooperative buying and selling. The first meetings were held about 1867 in the miniature Scottish castle called The Grange, which stood on a hill west of the 3rd line west, a little south of the 5th sideroad. Built shortly before of stone from nearby quarries in the rock-strewn Caledon Hills, here was the post office.

Violet Hill post office came into being in Mono in 1878, at the 3rd line east and the present Highway 89. At the 26th sideroad and Highway 50, a popular fishing spot on the Humber River today, was opened Cedar Mills, in Albion Township in 1880. Melville Cross, at the 1st line west and the 25th sideroad, Caledon, and Granger, on the 1st line east, in lot 27, Mono, also opened that year. Orton opened in 1881 in East Garafraxa, where the railway crosses the south boundary road in concession 11.

In the late 1850's a Mr. Corbett built a dam on the Credit River, near the 1st line west, just north of the southern boundary of Caledon Township. For a short time it was known as Corbett's Mill. In 1860 the mill was acquired by David Graham. Graham opened a store in 1871, and there began to grow a hamlet. Mrs. Graham decided to call the place Riverdale. The Hamilton and Northwestern Railway reached it in 1877, and two years later, the Credit Valley Railway.

In 1882 Graham laid out a village. Up to this time the residents received their mail at Claude, on the Centre Road, but that year he became postmaster, and the post office was known as Riverdale Junction. However, the railway called its station Sligo, a confusing situation. The matter was referred to Member of Parliament Thomas White, and he bestowed on the village the name Inglewood in 1885.

Hockley, on the eastern boundary road
(Continued on page 151)

Postal Stationery Panorama

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

Through the courtesy of Alf Holness (BNAPS 596), we have procured a few copies of the new Forces Air Letter illustrated in our column in the March, 1963 issue of TOPICS. Canadians should be able to get these at their local post offices, but for those of you living outside of Canada, we would be glad to send a free copy as long as the supply lasts. These will be unused. However, if you prefer to collect these FALS used, F/L Robert Furneau, RCAF Station, St. Sylvestre, P.Q. informs us that he is still willing to help anyone interested to get these with CAPO cancels. Just self-address the form, add a 5 cent Canadian stamp and send it under separate cover to Bob; he will do the rest.

Specimens

For many years we had suspected the existence of Canadian postal stationery with U.P.U. specimen overprint, as we had seen these overprints on the stationery of almost every other member of the British Commonwealth of Nations. The only reports we had received until recently were on the specimen in oval handstamps on 'Commercial' envelopes (Fig. 1.). These, we felt sure, were printers' proofs and as the handstamps were applied by private individuals, had no philatelic significance.

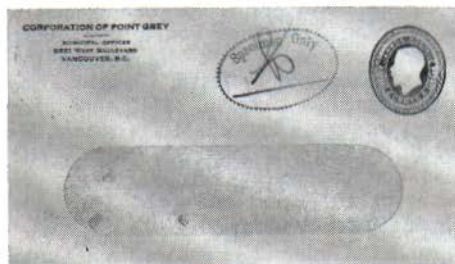


Fig. 1

At the BNAPS Convention last September, we had the good luck to purchase Fred Jarrett's collection of Canadian Postal Cards which contained the first three U.P.U. Specimen overprints we had ever seen or heard about. The cards were Holmes #1427d, 1430f, and 1432a. The last is illustrated in Figure 2. In Figure 3, for comparison, we show the Newfoundland envelope #1600a



Fig. 2

with similar overprint. The Newfoundland envelopes and postal bands so overprinted were reported many years ago in TOPICS by Dan Myerson (BNAPS L3). Stationery with this overprint is a true specimen of the P.O. Department's making. Theoretically at least, a copy of each postal emission of a country is supposed to be sent to the U.P.U. and one to the postal department of each member nation, to familiarize them with all new issues. These were usually invalidated by overprinting them with the word 'Specimen'. Some countries must have sold stationery to collectors with this same overprint, which would account for the fact that from many countries, specimens are relatively common. Obviously, this is not true of Canada and Newfoundland.

We feel sure that there must be other items of Canadian stationery with this overprint, and would like very much to hear from anyone who can report even one new item.



Fig. 3

Modern Padposts

Have you ever thought about what would happen if suddenly all the countries of the world ceased producing stamps? We feel certain that it would be the end of stamp collecting as the world's most popular hobby. Certainly, some would be willing to continue collecting stamps, but the multitudes would not stick to a dead hobby any more than they do to a philatelically dead country. The spice for the average collector is the new issue. Padpost collecting is a live sideline of postal stationery collecting. Although the heyday of padpost production was from the Victorian period to the early George V period, there are still firms today who consider this a cheap and effective means of advertising. One of these is Eastern Paper Products Ltd. of St. John, N.B. In Figure 4, we show Holmes #1490 with a picture of a salesman over the company's name. The inscription is "I will be calling on you — on", and the date written in on the lines provided. We were especially happy to get this card as it is a photo-padpost, and we have very few of these in our collection. The well-struck slogan cancel also helped to make this a very attractive piece of postal stationery.



Fig. 4

A Ballot Box Tag

Previously, we discussed the Election Return envelopes which came with stamped impressions in Form 65, 95, 98 and 105. In the December, 1962 issue of TOPICS we illustrated an unstamped official envelope Form 95 which was used for shipping the key to the ballot box. In Figure 5, we show

(Continued from page 149)

of Mono Township south of the Nottawasaga River was established in 1883, and Credit Forks post office in 1884, on the 8th sideroad, in the 3rd concession of Caledon. The Credit Valley Railway had come through in the late 1870's, and quarries established. The West Branch joins the



Fig. 5

a tag used for mailing the ballot box itself. The printed inscription states that this is Form 84-8-38-30M and is to be used by the Returning Officer for the Electoral District to ship the ballot box to the Deputy Returning Officer. The postage required for shipping was 35 cents and stamps in this amount are affixed to the reverse of the tag. Part of the inscription includes a note that full postage and registration must be prepaid at parcel post rates. Perhaps someday, we shall find the reasons why some election material could be sent postage free and others required full postage be paid.

Cut Squares

One of our correspondents wrote and asked why we didn't give space in our column to our thoughts on collecting cut squares, and added his own opinion of this form of collecting. He thought that it was impossible to collect Canadian postal stationery in this form. Our own feelings are not quite this strong on the subject. There are large numbers of stamp collectors who are interested only in face different stamps and completely disregard perforations, watermarks, papers, etc. The fact that they are not considered "philatelists" by their more serious confreres does not seem to detract from their enjoyment of the hobby. We see no reason why a collector couldn't have a good time for himself trying to assemble a complete collection of Canadian cut squares—yes, even including postal card cut squares, which have been frowned upon ever since postal stationery was first collected. Although it would not present the challenge of a complete entire collection, it would be, by no means, a simple task.

Credit River here, forming a fork, in a deep cleft in the Niagara Escarpment. In 1886 was opened Glen Cross, in Mono, on the 3rd line east, south of the Nottawasaga River. The post office is still kept in a private house, at the southeast corner of the county roads running through the Hockley

(Continued on page 163)

Rounding Up Squared Circles

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

THE SQUARED CIRCLE ROSTER

At long last it is possible to give the final report on the Roster. It is in two sections:

- (1) The names of collectors who have reached the several plateaux: 300; 290; 275 and 250; these are arranged in order of achievement.

Also 200A (200 of Type 2, plus some of Type 1) and 200B (whose total is of both types); these are arranged alphabetically.

- (2) A Summary of the lists of missing towns

The Roster project had as its chief object the determining of relative rarity of squared circle markings. So far as it proved possible. The R.F.s (rarity factors) to be presented in the forthcoming 3rd edition of the Handbook have been arrived at after a study of the information sent in. I am very grateful to all participating, not least to Mr. Lloyd Stonehouse (B.N.A.P.S. 1836) accountant, of Amherst, N.S., who has cheerfully given much time to the preparation of these reports.

A list of collectors who have contributed to the Roster, with their standing:

	300		Missing
	Total		
C. A. Kemp	304		7
Dr. A. Whitehead	302		9
L. Ludlow	301		10
	290		
W. F. B. Martin	297		14
V. G. Greene	291		20
C. A. Westhaver	291		20
H. M. Dilworth	290		21
	275		
H. C. Canham	288		23
J. S. Siverts	282		29
E. Brakefield-Moore	280		31
J. Millar Allen	279		32
W. L. Gutzman	279		32
Dr. E. C. Banno	278		33
H. W. S. Wilding	276		35
Mrs. J. A. C. Kirk	275		36
E. Richardson	275		36
	250		
D. A. Crawford	269		42
C. F. Southey	268		43
Alan Wolfe	263		48
G. B. Wright	263		48

W. W. Chadbourne	261	50
R. T. Thompson	258	53
R. Theeuwissen	255	56
W. O. Buchanan	252	59
B. Jacobson	252	59
Stan Cohen	250	61
Brian Milne	250	61

200 (A) and (B), arranged alphabetically:

C. H. Bayley; B. Binks (deceased); G. C. Carr; A. E. Coffin; R. M. Doull; P. M. G. Dunnhaupt, E. A. Harris; A. E. Hetherington; Dr. C. W. Hollingsworth; Dr. E. S. James; S. S. Kenyon; Alex McMillan; H. T. Spicer; A. W. Stewart; H. G. Walburn; Dr. Edna Walck.

Summarizing the above lists we find that three have reached the total of 300.

4 have reached 290; 9 have reached 275

11 have reached 250; 9 have reached 200A

7 have reached 200B.

L. E. STONEHOUSE (BNAPS 1836)

Report on Incidence of Squared Circle Cancellations, based upon 41 verified lists of missing towns received. The following are the numbers out of 41 who are missing these towns:

Montreal, Canada	41
Coleman	41
St. Johns	41
Fonthill	40
Revelstoke	40
Palmerston	40
Mission City	39
Waterdown	38
Maitland	37
St. Gabriel de Montreal	37
Kingsville	37
Lambton Mills	37
Springhill Mines	36
Clifton	36
Byng Inlet North	35
Matane	35
Blythe	35
Pontypool	35
Simcoe	35
Point A Pic	34
Aldergrove	33
St. Hilarion	33
Noel	33
Forest	33
Stanstead	32
Fort William West	32

Nassagaweya	32	Berlin	9
Beeton	31	Formosa	9
Bluevale	30	Rockton	9
Ashcroft Station	30	Mansonville	8
Freeport	28	Canso	8
Newcastle Creek	28	Baie-Verte	8
Port Dover	28	Rothesay	8
Parliament Street	28	Clarenceville	8
Lennoxville	27	Cheltenham	8
Sutton	27	Oxford Mills	8
Great Village	24	Wooler	8
Cache Bay	24	Cumberland	7
Estevan	24	Cobden	7
St. Ann's	23	Grafton	7
Mill Brook	23	Paris Station	7
New Germany	22	Wolseley	7
Richmond	21	Indiantown	6
Golden	20	Vienna	6
Butternut Ridge	19	Weston	6
Notre Dame St. West	19	Wialliamstown	6
Toronto-Bleeker St.	19	Danville	5
Watford	19	Melbourne	5
Rossland	19	St. Gregoire	5
Wolfville	18	Bobcaygeon	5
Thornhill	18	Seelys Bay	5
Pipestone	18	Grenfell	5
Martintown	17	Innisfail	5
Warton	17	Shannonville	4
Northport	16	Iberville	4
Petticodiac	16	Bowmanville	4
Angus	16	Mount Brydges	4
Rosseau	16	Niagara Falls South	4
Sandon	16	Teeswater	4
Montreal-Belle-Rive	15	Tara	4
Alma	15	Thornbury	4
Glammis	15	Souris	4
Ripley	15	St. Boniface	4
River Louison	14	Prince Albert	4
International Bridge	14	Vernon	4
Newport Landing	13	Westville	3
Hochelaga	13	Arichat	3
Cóمبر	13	Beddeck	3
Roseneath	13	Port William	3
Maccan	12	Whycocomagh	3
Newport	12	North Sydney	3
Port Maitland	12	Milltown	3
Orangeville	12	Sackville	3
Gretna	12	Levis	3
Donald	12	Acton Vale	3
Union	12	Humberstone	3
St. Polycarpe	11	Kincardine	3
Windsor Mills	11	Manitowaning	3
Lotbiniere	11	Newmarket	3
Durham	11	Oshawa	3
Woodville	11	Shakespeare	3
Point St. Charles	10	Sterling	3
Schreiber	10	Wellington	3
Kamloops	10	Tavistock	3
Eastman	9		

(Continued on page 163)

HAMILTON, ONTARIO, CANADA Its Postal History and Some Events in its History

PART II—by LLOYD W. SHARPE, E.D., Q.C.

Figs. 4 and 5 are really not Hamilton covers but I show one from each of these towns because in the earlier days they were more important places than Hamilton and to some extent associated with Hamilton. Hamilton has of course far surpassed them in importance. Ancaster certainly in the early and middle 1800's was the center of the social life of Hamilton. It is still a small village just beginning to feel the effects of suburban growth. The Ancaster cancellation 28th Feb. 1854 is in red. On the back are cancellations of Brantford in blue and Simcoe and Vittoria in black all these cancellations are dated March 1st. The 3d is in black.

The other cover of Dundas, where I now live, dated 24th Oct. 41 has all the markings in black. At this period it was a thriving lake port, a much more important place than Hamilton, with lake boats reaching it via the Desjardins Canal, through a beautiful inlet called COOTES PARADISE (named after Capt. Cootes a British Officer). It is still one of the prettiest spots in Canada. The letter is of interest dealing with a grant for an Agricultural Society. Dundas is now a Town of some thirteen thousand. As a mark of its importance it had a post office in 1814 while Hamilton did not get one till 1825.

Having deviated somewhat I shall do so

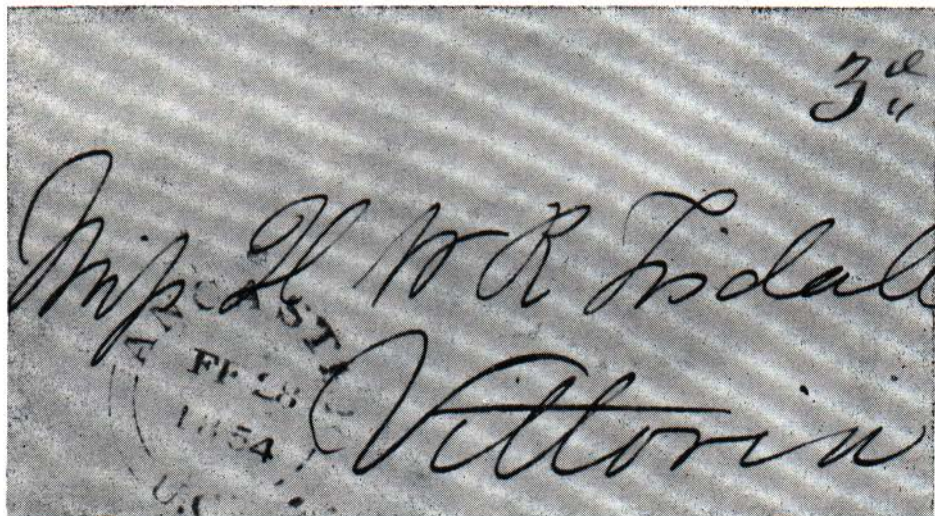


Fig. 4. A cover from Ancaster then the centre of social life of the district.

a bit further. The excuse, if one is needed, is the present trend in collecting of Canadian material to collect covers addressed to Canada.

Illustration fig. 6 is a letter addressed to Sir Allan Macnab then commanding the 1st Incorporated Battalion of Militia stationed at Hamilton. No doubt carried by military personnel. Dated 2nd April 1839, this you will recall is shortly after the so-called "Patriotic War" or McKenzie Rebellion. Macnab with all his faults, and they were many, was always a staunch patriot. He was given credit for the "Caroline Affair", though a Captain Drew R. N.

under his command actually carried out the operation that sent the rebels headquarters the ship Caroline over the Falls at Niagara, near Navy Island. For this feat and I suppose his staunch patriotic spirit a grateful Queen gave Macnab a Knighthood.

Fig. 7 dated 8th Feb. 1840, written with a quill pen, is another interesting letter more for its contents than otherwise. The cancellation is red and the mss. center in black. It is a military order and reads "In preparing the lodging returns for the present month, Officers will be pleased to bear in mind that as allowance is lieu of

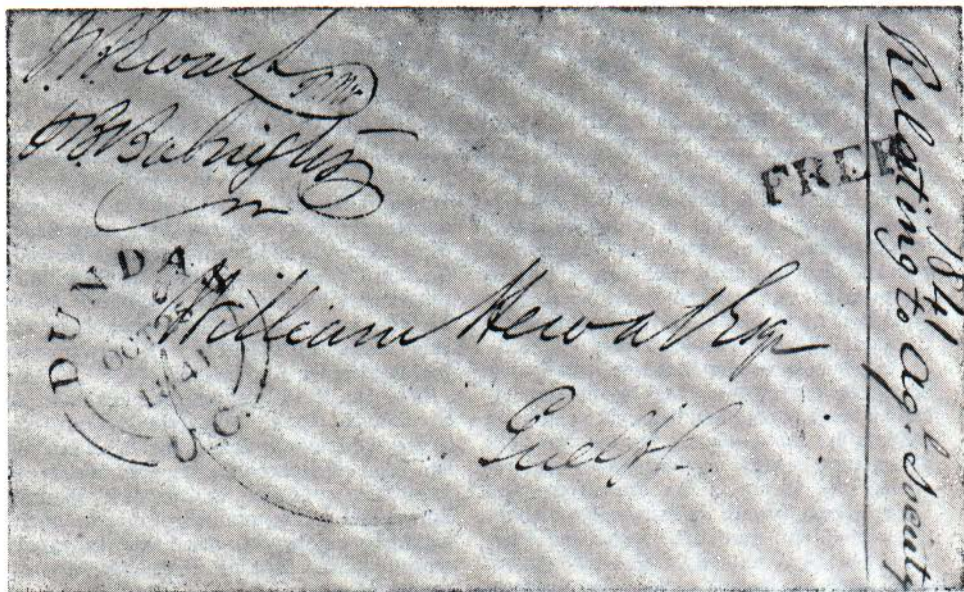


Fig. 5. A cover from Dundas then far more important place than Hamilton.

quarters is annual for 365 days, no extra charges can be admitted for the 366th day in leap year." The army way of things has not changed much in the over 100 year.

Figs. 8 and 9 are two very interesting covers both addressed to the same man. Fig. 8 dated 11th Sept. 1847 bears out to some extent the statement I made previously that in those days Dundas was a more important place than Hamilton, (note the address Hamilton NEAR DUNDAS). "BARKING HOUSE" is an error for Barton Lodge, the splendid home White (sometimes spelled Whyte) had built for himself on a promintory at the west end of the escarpment overlooking Burlington Bay (formerly about 1777 called Lake Geneva and Lake Macassa. The house was sometimes confused with the Masonic Lodge called BARTON formed in 1795. One of the great finds of philatelic material was made in this house. The successors of White, both by marriage, the Gourlays and Calhouns occupied the house for many years. Even when the grand old house was destroyed by fire there was still material there lost to philately. The letter took 8 days to get from New York, two of which was taken in the journey from Queenston to Hamilton. The markings in red New York, paid and Queenston shows the U.S. postage to the Canadian border was paid but the Canadian postage 4½d. currency

was collected at the destination. At this time 1847 it was only possible to pay the postage in the U.S. to the Canadian border. The Canadian postage had to be collected from the addressee from the border to the destination. The U.S. rate is for a single sheet over 300 miles as laid down by the revised rates of 1st July 1845. The Canadian rate is for a letter going up to 60 miles as laid down in the British Postal Act of 1795. The letter written in a bright blue ink is an enquiry from a West Chester county farmer as to the prospects of starting a florist business in Hamilton.

Fig. 9 is both interesting as to contents and philatelicly. The ship markings, both in red, of London and New York show it took a month to cross the Atlantic. The Queenston cancellation in green shows it arrived there on June 3rd. Most of the mail at this time came via New York, the speediest route, for this part of Canada. The rate markings are also worth a study. White was a contemporary of Macnab who had started his dream castle, Dundurn Castle, (Fort on the water) after his ancestral home, in 1832 and completed it in 1835. It appears at first they were friends and to some extent associated in business but later they seem to have disagreed and became business enemies. White would refer to Macnab and his gang. They both being

(Continued on page 158)

Trail of the Caribou

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

TRAIL OF THE CARIBOU

Well, we've now seen it so that we know it exists and it must be another addition to our list of plate numbers, even if it is a revenue. In our collection we have plate blocks of 6 of the last Newfoundland Caribou Inland Revenue, perf 11.9 x 11.9. These stamps were printed in two panes of 25, each pane was (5 x 5) and the left hand pane is plate 2 and the right hand pane is Plate 2a. We've always known that both plates existed in the values up to and including the \$5 but in the case of the \$20 the only one that we definitely knew about was plate 2 and we didn't know if the other pane had been printed in this high value. Well, now we know, because just recently we saw Plate 2a in the \$20 value. Now can anyone tell us about the \$50 and the \$100 value in the perf 11.9 as not only are we concerned about their plates but we wonder if they were ever issued in this perforation. We do know that \$50 exists in the perf 13.7 but that is the limit of our knowledge . . . Help please.

Thursday, April 4th, was a banner day for us because on that evening we addressed the Louisville Philatelic Club of Kentucky on the subject closest to our hearts, Newfoundland stamps. However just about my finest memory is the fact that I met three BNAPSers that were only names to me previously and are now well known friends. As members of the Club I met Bart Bartlett, BNAPS #1391, Jim Smith, BNAPS, #1810, and after many years of correspondence I met Narl Scales, BNAPS #1058, Evansville, Ind., who drove down to say hello the night of the meeting. I knew that Narl was coming down so rather nonchalantly I asked him to bring a few albums along so that we too could spend the better part of an afternoon looking at one another's treasures. Well Narl did and we did, so we both had a wonderful time. In the course of the afternoon we did some trading and by the time I got back to Harrison the next day I discovered that I was the proud owner of a cover I had written up in the Sept. '56 issue of TOPICS, the one that had the handstuck "MISSENT-

TO-NEWFOUNDLAND". It is the only one I have ever seen though I have heard of another. In addition I managed to trade Narl out of a copy of the 2c, Scott #24 cancelled by the greatest part of the FORTUNE fancy cancel first described in the July '59 issue of TOPICS. Yessir, a wonderful evening.

Well, at least that collection is back in circulation, though what good it will do us I don't know at this point. On Apr. 2nd, the firm of Robson Lowe sold the Newfoundland collection of the late Maurice Burrus and this report will give some of the highlights but keep in mind that I am only reporting after looking at the photos as I never did get to see the stamps. As an example a copy of the 2d. scarlet in unused condition and estimated at \$1680 because it was described as very fine with large to enormous margins only brought \$910, sure sign that there was something wrong with the stamp that did not show in the description. Similarly a brilliant mint copy of the 4d. scarlet, Scott #4, only brought \$1330 against an assessed valuation of \$1680. We say only because had this stamp lived up to its description it would have brought far more. A brilliant mint copy of the 6½d. with margin at the left sold for \$1232 and a complete mint sheet of 20 of the 8d., Scott #8, changed hands at \$1064. Finally a mint copy of the 1/. scarlet, Scott #9, found a new home at \$3640 and another copy not as desirable at \$1400. In the used scarlets a superb 4d., Scott #4, realized the handsome figure of \$1400 and a very nice used 6d., Scott #6, lies in a new collection now at a cost of \$588. Then, a copy of the 6½d., Scott #7, used on piece brought the magnificent price of \$1610 and a brilliant example of a unused 1/. sold for \$1890. A brilliant unused copy of the 4d. orange, Scott #12, brought \$560 and a copy of the 6d., Scott #13, in like state changed hands for \$644. Then a copy of the 1/. orange, Scott #15, in brilliant mint condition but with the letters "SPECI" surcharged across the face now belongs to another owner at the price of \$1120. Amongst the used oranges the outstanding copy was

(Continued on page 162)

Canada's Semi-Official Airmails

by DANIEL G. ROSENBLAT (BNAPS 1445) 660 W. Hillsdale Blvd., San Mateo, Calif.

Sufficient time has now elapsed to permit receipt of a number of replies to the first installment of this column which appeared in the February issue. Several letters were from friends inquiring as to when and why I had changed my name from Rosenblat to Rosenthal — to them I can only say that I write this column, I don't proof-read it—but additionally I have received replies supplying answers to several of our questions, as follows:

Question 2 pertaining to additional copies of the 1918 Aero Club stamp with the numerals but without red flames — Dr. Adamson of Edmonton writes, "I have a single copy, but have always suspected it as my *tete-beche* pairs with color are a grayer type of paper." It is to be hoped that some convenient medical convention will shortly bring Dr. Adamson and Dr. Shradly together to compare their rarities and we can get a definite answer on this.

Question 5 asking for the names of the pilots of the various flights has been answered by both Dr. Adamson and E. Lorensen of Victoria who are in agreement on the following:

August 15th-17th flights made by Lt. Temper Longman.

August 26th-27th flights made by Lt. Arthur M. Dunston

September 4th flights made by Lt. Edward Burton

These names are further confirmed by N. A. Pelletier's article in the October 4th, 1958 issue of *Weekly Philatelic Gossip*, recently brought to my attention, which also states that the flights were made in a Curtiss biplane named "Winnipeg".

Question 7 asking for confirmation of the August 15th-17th flights may be considered answered by the above, but still leaves what I will label Question 7A — did the August 15th-17th flights carry mail and are any covers known?

Incidentally, an Ottawa-Toronto cover of September 4th, 1918 franked with the stamp without numerals of value recently realized \$105.00 at a Robson-Lowe auction — over Holmes' catalogue value of \$100.00 but probably well worth it for I suspect that the September flight covers are a good deal scarcer than the August 26th-27th ones.

Although I am grateful indeed for the response to the first column I must admit some regret that I have yet to hear from several collectors who surely could supply valued information from their vast store of expertness. How about it Mr. Richardson, Dr. Shradly, Mr. Pelletier, Mr. Amos and especially Mr. Cornelius?

Laurentide Air Service

The first of the Semi-Officials issued by a commercial airline operating under a government contract as opposed to the Pioneer Air Stamps issued by private sponsoring organizations.

A difference exists among major references regarding the number of issues made by this company. Sanabria and Jarrett list four, Holmes and Morgan indicate five issues. The crux of the difference is in the booklets of green stamps rouletted at the top — Sanabria lists one type only while Holmes indicates two types, a light green shade from a booklet with a blank back cover and a dark green shade from a later booklet showing the printer's name on the reverse of the back cover.

I have examples of each type of booklet but would be hard put to find a pronounced difference in the shades of green and I rather doubt that the types can be told apart once removed from the booklets.

All authorities agree that Laurentide's first issue appeared on August 30th, 1924 and consisted of booklets of 8 stamps (4 panes of 2) tabbed at the left and rouletted between. Considerable disagreement exists however in regard to the number issued — Sanabria says 400, Holmes says 200 and Morgan is quite explicit in stating 144 stamps.

Those sources (Holmes and Morgan) considering the second issue to be of two types also agree that the first of these consisted of 1320 stamps in booklets of 8 (4 panes of 2) tabbed at the top and rouletted between, the back of the booklet cover being blank. Date of issue was September 5th, 1924. They indicate that the second type — or third issue — consisted of 2400 stamps in the same booklet format but with the back cover carrying the printer's name (Dodd-Simpson Press Ltd.). Date of issue is given as September 9th, 1924.

There seems to be little difference of opinion regarding the printings in red, 3000 issued on October 1st, 1924 in sheets of 20 (4 x 5) perforated 11 $\frac{3}{4}$ and 2160 issued on October 2nd in booklets of 8 (4 panes of 2) tabbed at the top and rouletted between.

Offerings of these issues appear at auction very infrequently and my records do not include any recent realizations. However, a single copy of the first issue sold for \$21.00 in 1960 and a complete pane (one stamp marginal defect) for \$62.50 in 1961. A complete book of this scarce item went for \$140.00 at Robson-Lowe in 1959 — probably a great bargain event at that time.

A complete booklet of the second issue, without the printer's name, realized \$77.50 at Sissons in early 1960 while a complete booklet of the same type with the printer's name brought only \$15.00 at Sissons three months later — the difference seems much too pronounced.

Complete sheets of the sheet form issue in red have brought from \$14.00 to \$31.00 in the period 1957-60 — I purchased the

\$31.00 item myself and thought it a very good buy but later sold it to a dealer because it was simply too big to mount on my pages and I have since contented myself with a corner block of four.

I would hazard a guess that any of these items would bring quite a bit more today — they are all extremely scarce and especially so in the case of the complete booklets whose survival factor must be very limited indeed.

Questions pertaining to this issue are as follows:

23. Can the quantity of the first issue be definitely established?

24. Assuming that the green stamp tabbed at the top represents two separate issues (with and without the printer's name in the back of the cover) can these be definitely differentiated one from another once removed from the booklet?

The many questions pertaining to the flights of this issue will be raised in next month's column.

(Continued from page 155)

wealthy and prominent in the district they no doubt vied socially as well.

As I said the contents of the letter are also of considerable interest. It deals with the acceptance of business agency of the somewhat newly organized Gore Bank by Reid, Irving & Co. on the same terms that Thos. Wilson & Co. transact the business of the Bank of Upper Canada, which terms

they consider as low. Reading the letter in full the picture is a very interesting one of the start of the great county banks in England. Even the Bank of England it seems was worried. The private banker saw the dawning of a new banking world.

To tell you how Hamilton got its name I must go back to 1813. In that year George Hamilton bought some property on the site or near the site of what is now James

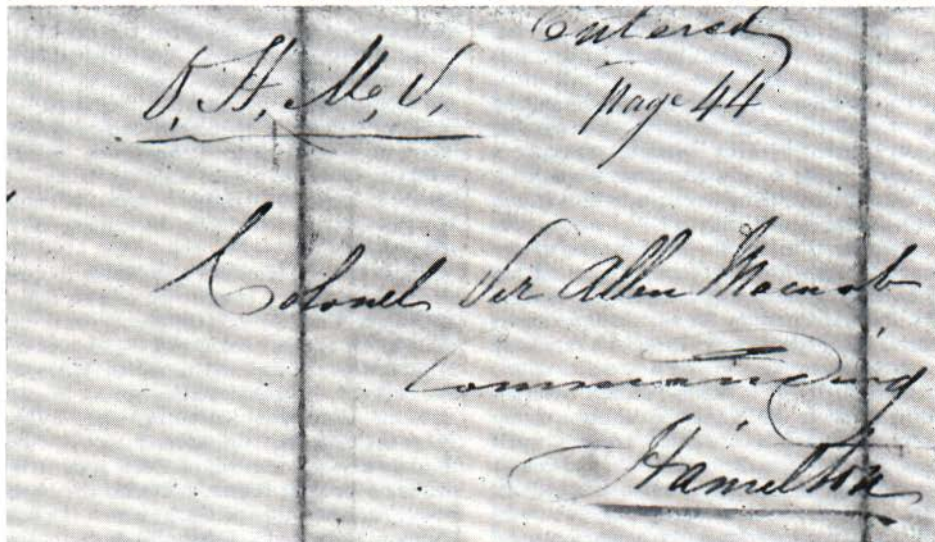


Fig. 6. Letter of time of the "Patriotic War" or McKenzie rebellion.



Fig. 7. A letter addressed with quill pen saying army will not pay for extra day in Leap Year.

Street in Hamilton and had it surveyed into town lots and the new village took his name with a population of 150.

After the war of 1812-14 a lethargy seems to have settled on the struggling village. It seemed content to see the bustling communities of Ancaster and Dundas go ahead. Dundas had better stores, better roads and was of greater economic importance. Several times between 1800 and 1847 when it was incorporated into a town it was considered second only in importance to Toronto (then known as muddy York) in Ontario. Not until the act of Parliament in 1823 authorized the construction of a canal to replace the existing

shallow outlet to the lake did Hamilton show any signs of real growth. This was before the days of steam shovels and earth moving equipment now used. A small army of workmen came to build the canal and many stayed to become permanent residents. Hamilton began to grow and the City was on its way to its present prominence. But some difficult days lay ahead for the now City of Hamilton.

An event of this year (1962) vividly recalls events that happened in the two years of the covers shown in figures 10 and 11. Building the new 403 Highway through the City of Hamilton the old burial ground of the soldiers who died in the War of 1812-14

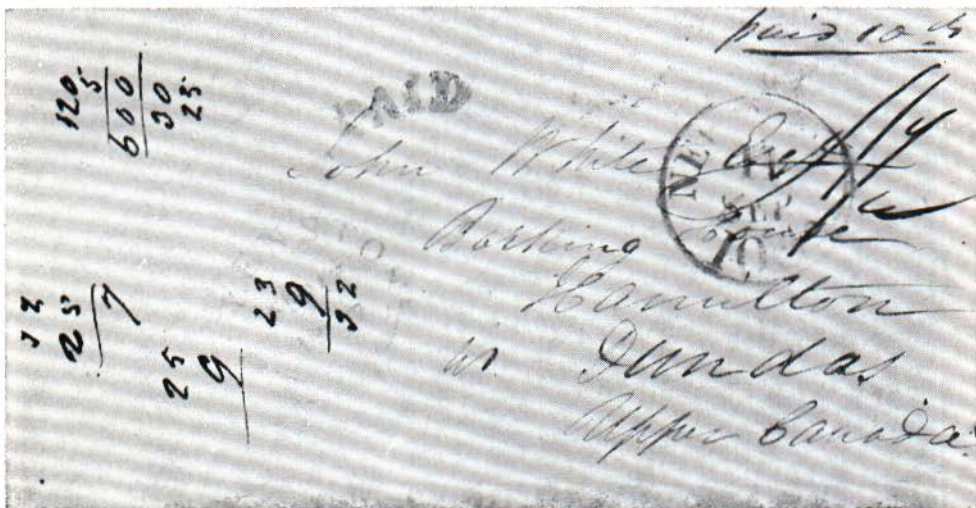


Fig. 8. A letter addressed to Whyte at Hamilton "NEAR DUNDAS"



Fig. 9. A cover with interesting markings dealing with banking arrangements for the Gore Bank

and the victims of two of Hamilton's three epidemics had to be moved and a public re-burial service was held.

In the Spring of 1832 a ship docked at Quebec carrying immigrants infected with cholera. So quickly did it spread that by July 12th the same year it reached Hamilton, a Village of some 800 souls. The

crumbling barracks of the war 1812-14 at Burlington Heights were used as a hospital. A pit was dug in the military burying ground to receive the dead. The cholera flickered out but twice again it was to reap its grim harvest in Hamilton.

Fig. 10 dated 3rd Feb. 1847 shows a new type of cancellation in red. The letter ar-

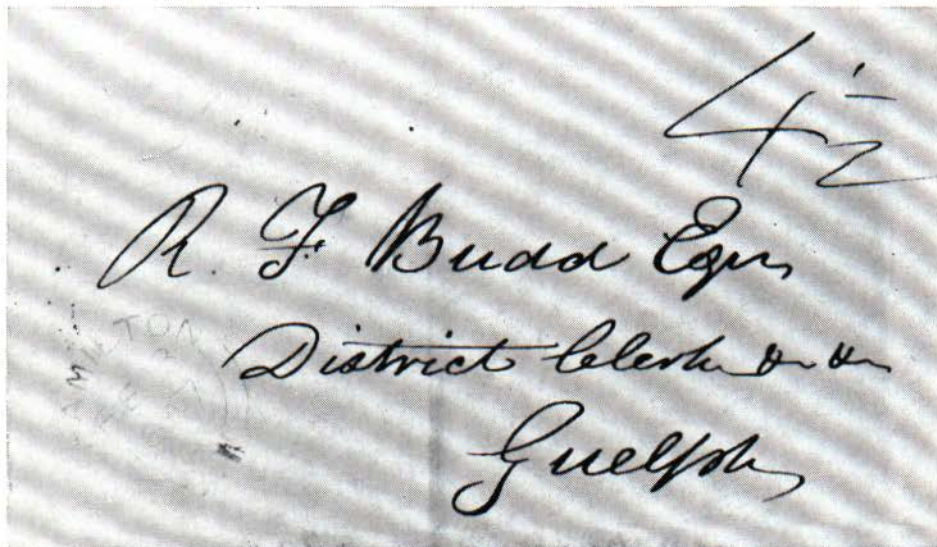


Fig. 10. Showing a new type of cancellation dated 1847.

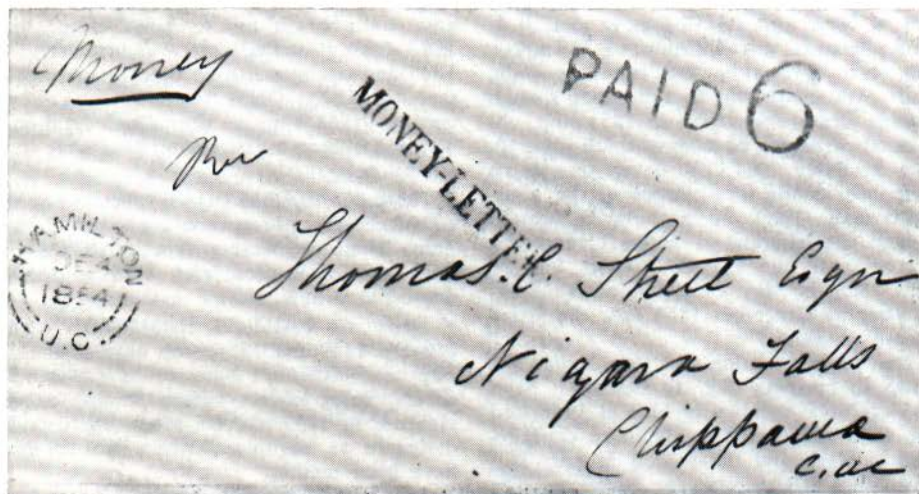


Fig. 11. Dated 1854 the year the Great Western Railway came to Hamilton.

rived in Guelph the same day as shown by a cancellation in black on the back. The 4½d. currency is also in black. This is the year the second of Hamilton's epidemics started. On the plaque over the graves this epidemic is referred to as ship fever but it was really typhus and by 1848 cholera had again appeared.

Hamilton was yet to have another bout with cholera, the worst of the three. The

cover dated 1854, Fig. 11, marks one of Hamilton's worst years, even though in that year on the 19th of January the railroad came to the City in the opening of the Great Western Railway line to the City. In spite of this it is known as the "CHOLERA YEAR".

But let me describe the cover a little to you as it is really an interesting one. The cancellations and MONEY LETTER

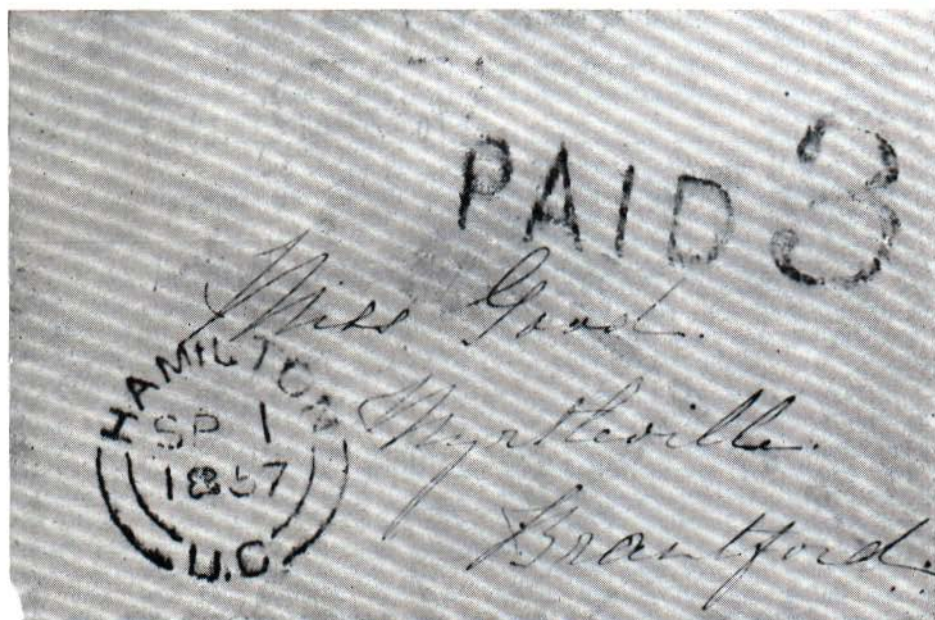


Fig. 14. Dated 1857 the year of the Desjardins disaster.

are in black and PAID 6 is in red. It is back stamped in red Chippawa December 6th, two days after the Hamilton date. It is also interesting to note that though stamps came into use in 1851 the old method of paying postage was still allowed. The MONEY LETTER covers are often described as the fore-runners of the registered mail. They did not always contain money. Registration of letters commenced according to the P.M.G.'s report for the year 1856, in May 1855, but covers dated as early as December 1854 bear the "Registered" marking.

One more deviation and then I shall get down to business. Fig. 14 dated 1st Sept. 1857 is back stamped in blue at Brantford the following day. The Hamilton cancellation is black and the paid 3 in red. This is another fateful year for Hamilton. The railroad had come to Hamilton and held great promise for the City, then on the 12th of March 1857 the passenger train from Toronto went through the bridge over the Desjardins Canal with great loss of life, breaking through the ice on the canal making rescue almost impossible.

The same year the bubble broke with the financial crash in the United States. It was soon felt in Canada and the City heavily in debt and many out of work was unable to collect its taxes. By 1861 the City was issuing script. The railways were losing money and things were in a bad way. However the City struggled through and by the middle sixties it was getting back to somewhat normal.

It is just a little hard to know where to start and how to break the subject down. Perhaps it would be best to start with early cancellations. I do not intend to deal with them in detail or by illustrations as Mr. Frank W. Campbell, in his monumental work, on cancellations of Canada, has covered the phase very fully. In Holmes (1960) you will find them illustrated very well.

EARLY CANCELLATIONS

In 1791 by the Canada Act, Canada was divided into Upper Canada (roughly what is now Ontario) and Lower Canada (now Quebec). As I said previously the first known postmark of Hamilton is 1829, (By Campbell). The postmark is black or red with the center in manuscript. Please remember unless specifically stated otherwise I am now writing of Hamilton postmarks only. U.C. was first used in 1831

and continued in use to some extent till 1867. C.W. (Canada West) was first used in 1846 and continued to be used to some extent till 1875. ONT. (Ontario) was first used in 1868 shortly after Confederation. There has been no straight line found for Hamilton.

There is a STEAM BOAT cancellation in 1839 believed to have been applied in Hamilton. There is another type of STEAM-BOAT-LETTER used from 1846 to 1856, numbered 1 to 6.

There is a PAID AT HAMILTON used between 1849 and 1851, seen only in black. The next division I have called pre-stamp covers, being covers before stamps came into use in 1851. Covers after that date I designate as stampless, where no stamps have been used.

PRE-STAMP COVERS

This section would of course include all covers such as figures 1 to 3 and 6 to 10 inclusive. The prepayment of postage by adhesive stamps did not become mandatory until 1875.

I think I should say a further word about the postmark on fig. 3. I have it in black, red and blue. Blue seems to have been used only in 1843 while black and red carried on as late as 1845.

Another cancellation that comes in this period is shown on fig. 10 in red but I have also seen it in black and in the year 1851 in blue. The earliest use of the designation C.W. I have seen is 20th May 1846. During this period the rates are in manuscript with occasionally the word paid stamped on the cover.

(To be continued)

(Continued from page 156)

an example of the 1/. orange, Scott #15, in superb condition that never stopped going until it reached \$2800 against an assessed valuation of \$1680. A complete sheet of 20 of the 6½d., rose, Scott #21, with papermakers watermark changed hands at \$294 while a sheet of the 8d., Scott #22, without the watermark went at \$224. Then a cover from the "Tucker" find franked with a copy of the 4d. scarlet and the 3d green, Scott #3, to show the 6½d. penny rate to Baltimore didn't stop until it reached \$1330. Whilst another cover from the same correspondence with only the 4d. scarlet brought \$1260.

(Continued from page 151)

Gorge.

Gribbin post office, which had begun in 1873 in Toronto Gore Township at the corner of the 10th concession road and its northern boundary road, moved north across this road into Albion Township in 1891, changing its name to Wildfield. In the 1890's was opened Lucille post office in Mono, on the 8th concession road in lot 7.

In the 1900's, Palgrave Station post office was opened in Albion where the new line of the Canadian Pacific Railway crossed the 9th concession road, Star in Caledon, and Blount in Mono, at the corner of the 4th line east and the 5th sideroad. Star post office was kept in a house there being no village, on the west side of the 4th concession road in lot 7.

(Continued from page 153)

Lunenburg	2
Woodstock	2
Montreal	2
St. Anne De Beaupre	2
Bracebridge	2
Beamsville	2
Chesterville	2
Cobourg	2
Hawkesbury	2
Markdale	2
Port Perry	2
Powassan	2
Thamesford	2
Waterford	2

Strathroy	2
McGregor Station	2
Birtle	2
Red Deer	2
Que. & Camp. M.C.	2
Springhill	1
Georgetown, P.E.I.	1
Summerside	1
Aylmer East	1
Waterloo	1
Athens	1
Acton	1
Aurora	1
Chesley	1
Burford	1
Flesherton	1
Glencoe	1
Little Current	1
Lakeville	1
Milton West	1
Marmora	1
Mattawa	1
Niagara	1
Pembroke	1
Warkworth	1
Elkhorn	1
Portage La Prairie	1
Deloraine	1
Hartney	1
Minnedosa	1
Moose Jaw	1
Maple Creek	1
Medicine Hat	1
Napinka & Winnipeg M.C.	1
Souris & Winnipeg M.C.	1

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