

BNA Topics



One of the rarest BNA covers—the strip of 3 of the 2d scarlet Newfoundland

Official Journal
Of The
British North America
Philatelic Society

Volume 20 Number 7 Whole Number 214 July-Aug. 1963

FOR SALE INTACT CANADA

1852-57 3d. "BEAVERS"

An unusual collection of this popular issue attractively mounted and written up and with various shapes and papers.

Printings on the thin wove paper show shades ranging through pale red, deep red and orange-red to the distinctive scarlet-vermilion which includes a handsome horizontal pair. Other multiples comprise a strip of four just touched at top and six pairs, one with stitch watermark but the highlight is the block of four. Although touched at right and just cut at the top this rarity is very lightly cancelled.

The medium to thick wove papers again include shades of red and deep red and various depths of brown-red. One is on a very stout paper. There are no less than nine pairs of which six are vertical, one having the sheet margin at foot. An unusual item is the "block" of three in deep red used at London. The vertical cut is continued between the pair and has just touched one stamp but there are good margins all round.

The cancellations include a manuscript "Paid", three date-stamps and some numerals including the "block" of three. The majority have concentric circle obliterations of which five are in blue and many quite lightly struck.

In the whole assembly of 100 stamps less than a dozen are touched and most of these barely so. Some, including pairs, have large to enormous margins. **\$4765**

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 20 / NUMBER 7 / WHOLE NUMBER 214 / JULY-AUGUST 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
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Edward J. Whiting
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Malvern, Pa., U.S.A.

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& Perfin Study Group—
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Nominations—
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Official Section



Monthly Report from the Secretary . . .

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

NEW MEMBERS

- 1988 Barna, Eugene, R.R. #2, Leamington, Ontario
1989 Corson, W. Bradley, 18 Willey Street, Rochester, New Hampshire
1990 Dew, Jack C., 234-25th Avenue North, St. Petersburg 4, Florida
1991 Norman, Wm. E., 6157 Westwood Terrace, Norfolk 8, Virginia
1992 Williams, Richard S., 144 East 84th Street, Apt. 5F, New York 28, New York
1993 Woodall, Robert G., Forest Cottage, Holtwood, Wimborne, Dorset, England

LIFE MEMBERSHIP

- L1465 Ludlow, Lewis M. Jr., No. 34—Chome, Nishi-Shibaura, Minato-Ku, Tokyo, Japan

REINSTATED TO ROLLS

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

APPLICATIONS PENDING

- Edwards, Clarence S. Jr., 1509 Deborah Drive, Falls Church, Virginia
Gareau, John M., 22 Bell Street, Regina, Saskatchewan
Keim, Peter M. 2304 Vistazo, East, Tiburon, California
Kinslow, William B., 102 Gerald Drive, Syracuse 9, New York
Knight, James Frederick, OI Div., USS Francis Marion (APA-249), F.P.O., N.Y.
Marshall, F. A., R.R. 2, Regina, Saskatchewan
Mitchell, Wallace B., 126 Mt. Auburn Street, Cambridge 38, Massachusetts
Richman, Alfred, 677 Oak Street, Winnipeg 9, Manitoba
Taylor, Clarence L., Box 526, Regina, Saskatchewan
Weinberg Edward Alan, P.O. Box 3023, Modesto, California

APPLICATIONS FOR MEMBERSHIP

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

- Brigden, R. Ronald, 406 Mortlake St., Lambert, Que (C) CAN—Plate Blocks. Proposed by R. J. Woolley, No. 359.

CHANGES OF ADDRESS

- 1861 Downs, Ralph W., 99 Kendal Avenue, Toronto 4, Ontario
516 Law, James, Apt. 200 Ridout Towers, London, Ontario
914 Merrihew, M. J., 369 Colony Street, Winnipeg 2, Manitoba
271 Osborne, Roland H., M.D., 13336 Chalon Road, Los Angeles 49, California
1908 Peterson, Miss Jeanette M., 9505 S.W. Commercial Street, Tigard 23, Oregon
1693 Rezanowich, A., 6235-30th Avenue, Montreal 36, Quebec
1773 Stonier, Peter F., M.D., 3213 East 36th Street, Indianapolis 18, Indiana
648 vanOudenol, Dirk, Ste. 68-2017 Ulster Road, Calgary, Alberta
1685 Wingham, Alan C., 660 Pine Street, Apt. 10, Pacific Grove, California

DECEASED

- 1698 Park, Halsey Alexander, 727 Renfrew Street, Winnipeg 9, Manitoba
1380 Walker, Harold W., 484 Brunswick Avenue, Toronto, Ontario

RESIGNATIONS RECEIVED

- 1913 Blake, John J., 121 North Franklin, Pittsfield, Illinois
1302 McTaggart-Cowan, Dr. Ian, 2088 Acadia Road, Vancouver 8, British Columbia

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, May 1, 1963	1016
NEW MEMBERS, June 1, 1963	6
RE-INSTATED, June 1, 1963	1
	<hr/>
DECEASED, June 1, 1963	2
	<hr/>
TOTAL MEMBERSHIP, June 1, 1963	1021

OFFICIAL NOTICE

FINAL NOMINATIONS

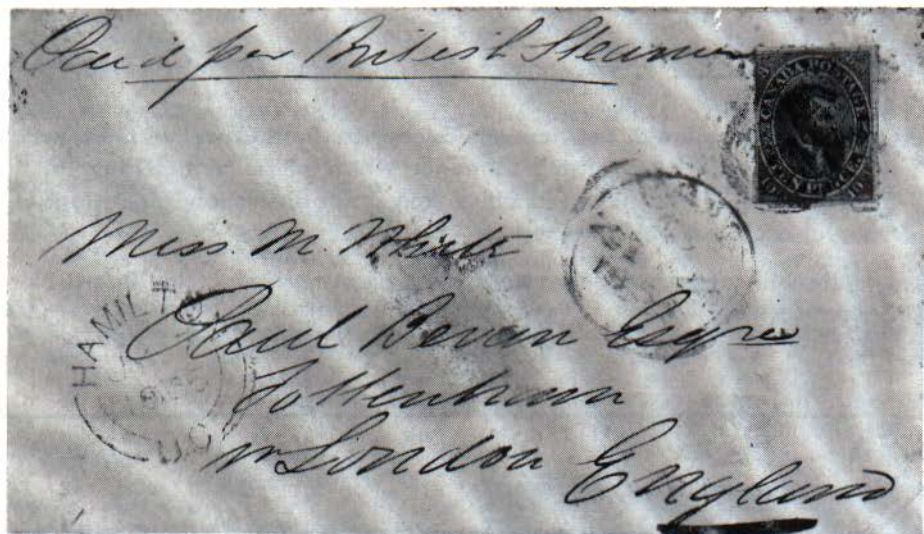
- BOARD OF GOVERNORS: From Eastern Canada—Robert J. Woolley, Leslie A. Davenport
From Western Canada—Willard Rorke, Sam C. Nickle
From United States—Kenneth M. Day, Alfred H. Kessler

CALL FOR CONVENTION

The 15th Annual Convention and Exhibition of the British North America Philatelic Society (BNAPEX) will be held from September 19th-22nd, 1963, at the Williamsburg Lodge, Williamsburg, Virginia, for the consideration of such business as may come before it.

The President's Page

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



A 10d Cartier paying the packet postage on a letter dated July 7, 1855 sent via the United States and **British Steamer**.



A 10d Cartier and a 6d Albert paying the $\frac{1}{4}$ packet postage on a letter dated October 29, 1855 sent via the United States and **American Steamer**.

The President is pleased to announce the following appointment:

Advertising Manager

EDWARD J. WHITING,

25 Kings Circle,

Malvern, Pa., U.S.A.

Due to pressure of business Mr. George B. (Bert) Llewellyn tendered his resignation as Advertising Manager which office he had held for ten years. As he had filled this office with great distinction, his resignation was accepted with deep regret.

He will continue to serve the society as a member of the Board of Governors.

C. M. JEPHCOTT, President

THE *Editor's* MAILBAG

Dear Mr. Editor:

In BNA Topics, April 1963, in my article Early Post Offices of the Oakville-Burlington Area, I stated that Toronto post office, (referring to the area in Toronto Township, Peel County, not the present city, which was then York), opened in 1829, not 1826 as James Catterick had written in his article on Peel County Post Offices. Frank Campbell has written me. "Toronto was established in 1826, and in 1827 and 1828 Quebec Almanac Joseph Carter is noted as postmaster. Not listed in 1829 issue. Abijah Lewis is postmaster for Toronto in 1830 issue."

On checking at the Ontario Archives in the Perkins Bull papers, Mr. Campbell proved to be right. Carter was a native of Armagh, Ireland, who came to New York in 1811. Since his position in that city became difficult because of his pro British attitude, he decided to come to Canada early in 1819 with a large party led by the Grahams. He settled with them in Toronto Township, west of the Centre Road (now Highway 10), on lot 11, concession one. This location is 2½ miles west of Highway

10, or the Middle Road, which is now better known as the Queen Elizabeth Way, on the north side. Probably Carter not only lived there, but had the post office there, as well.

Carter was a school teacher and unordained preacher. The latter fact got him into controversy with church authorities, and he decided to go back to the United States. On September 20, 1827 William Lyon MacKenzie's Colonial Advocate had the heading "Sale of Mr. Carter's Goods and Property". It continued. "We are always sorry to see respectable and useful settlers upon the point of emigrating to the United States, and as Mr. Carter's advertisement in another part of this day's paper includes his furniture, we have little doubt but that he means to return to New York. Mr. Carter is postmaster of Toronto".

This means that Toronto post office first opened in 1826, probably on the Middle Road, with Joseph Carter as postmaster, and closed in 1827. It then reopened in 1829 at the present location of Cooksville, with A. Lewis as postmaster. Then, in October 1836 Savigny took over as postmaster. It

was then, or not too long after, that its name was changed to Cooksville.

Yours sincerely,
Max Rosenthal

Dear Mr. Editor:

In March TOPICS you published an Editorial regarding complaints about the time that TOPICS is received, which ended on a promising note: — "We can send BNA Topics in the week before the new month."

Alas for unfulfilled expectations! Today, **May 15th**, my copy has arrived at last. I note it was posted on April 15th—not "in the week before the month", and took exactly **thirty days** in transit! Sea-mails 100 years ago were about twice as fast as this. You mention in your Editorial that "members in the U.S. are receiving their copies very close to the following month." Mine was received **half way through the following month**. Is this a record?

Sincerely,
E. A. Smythies

POST OFFICE BUREAU DE POSTE
Toronto 1, 31st May, 1963

Dear Mr. Young:

This will refer to our telephone conversation in connection with delay experienced in delivery of the BNA Topics Publication by the B.N.A. Philatelic Society.

I have made all possible enquiry with the delivering employee, the Sortation Branches, and at Postal Station "U", to determine the reason for the delay occasioned to the item which you submitted as an exhibit. I am sorry to state that despite my enquiry, I have not been able to determine the reason for the extensive delay.

This particular problem, however, has been brought to the attention of our operating personnel, and I think even this should ensure that further delays do not occur.

I would like to extend my sincere apologies for any inconvenience caused by these delays, and ask that any future delays are brought to my attention for further enquiry.

Many thanks for bringing this to my attention.

Yours truly
J. D. O'Connell
Postmaster

Dear Mr. Editor:

Yukon Airways in February 1928
I was interested in Mr. Banner's remarks

on page 119 about the cover cancelled at Keno Hill 24 Jan. 1928 & backstamped White Horse, 7 Feb. As he points out, Yukon Airways could not have flown this cover, but I can see no grounds for thinking it was flown by a plane of the Yukon Treadwell Mining Company.

Since the W.P. & Y. R. had given up their Royal Mail Stage service contract in 1921, mail contracts had been arranged locally every 6 months with any suitable haulage firm. Grenfell & Pickering were one, and T. C. Richards with W. Phelps under the name of "Klondike Airways" were another (but they never owned a plane). Probably contracts were made for different routes with various firms at the same period. For instance mails delivered at Mayo Landing were sent on to Keno Hill & Wernecke by local carriers. Personally I doubt if Yukon Airways ever landed at either Keno Hill or Wernecke, but carried their mail only to and from Mayo, as the road contractors did.

The letter from Keno Hill dated 24 Jan. was probably prepared in anticipation of the "Queen of the Yukon's" arrival at Mayo that day, and a return flight. As she became grounded the letter would be sent out in the normal way through the regular mails, and there was ample time for it to reach White Horse on 7th February by road. That, I am sure, is the answer. It came out with the ordinary mails by truck or "car".

Yours sincerely,
Rob. Woodall

Dear Mr. Editor:

Mr. Bert Baulch of Cooksville, Ontario, has supplied us with a number of references to the Canadian Easter Seals in various philatelic publications. We want to thank you personally for whatever space you have been able to give to the story of Easter Seals during the past several years and for whatever future favours you may see fit to extend.

You will be interested to know that many of your readers have indicated interest in the seals as well as in the work of the Council. We feel sure that you yourself will appreciate the great help to the disabled which the seal campaigns has made possible.

Sincerely,
C. N. Bennett,
Administrative Officer.
Canadian Rehabilitation Council
for the Disabled

ANNUAL REPORT

From the Treasurer . . .

JAMES T. CULHANE, 119 Montgomery Ave., Coleston, Norristown, Pennsylvania

BRITISH NORTH AMERICA PHILATELIC SOCIETY

Balance as of Dec. 31, 1961

Dues in advance for 1962	151.00	
Dues in advance beyond 1962	21.00	
Topics advertising in advance	35.30	
Library fund	48.59	
Life membership fund	660.00	
General funds on deposit	<u>909.04</u>	1824.93
Funds in custody of sales manager		607.11
Funds in custody of handbook agent		19.75
Funds in custody of editor		<u>98.49</u>
Total		<u>2548.28</u>

Receipts & Disbursements Account

Jan. 1st, 1962 thru Dec. 31st, 1962

Receipts

Dues

For 1963	137.25	
Beyond 1963	8.00	
For 1961 paid in 1962	23.00	
For 1962	<u>3753.75</u>	
Fees	77.00	3999.00

B.N.A. Topics

Advertising in 1961	247.74	
Advertising in 1962	684.62	
Advertising in 1963	30.80	
Subscriptions	<u>48.30</u>	1011.46

Yearbook

Advertising in 1961	253.00	
Advertising in 1962	<u>465.00</u>	718.00

Miscellaneous

Handbook Sales	1667.46	
Life Membership Fee	75.00	
Revenue Group Contribution	55.00	
Sales Dept. Income in excess of expenses	123.68	
Miscellaneous	<u>44.15</u>	1965.29
Total Receipts		<u>7693.75</u>

10242.03

Disbursements

B.N.A. Topics

Print 10 issues	3189.52	
Cuts	700.88	
Postage	292.54	
Mailing Service	175.44	
Mailing Envelopes	276.12	
Miscellaneous	148.79	4783.29

Year Books

Postage	39.60	
Mailing	19.20	
Prospectus	38.15	96.95
Print Fancy Cancellation Handbook		1822.96
Purchase Map Stamp Handbook		27.59
Library Expenses		89.61

General Expenses

Postage	175.58	
Printing	36.82	
Stationery & Supplies	26.24	
C.P.A. Audit of Books	100.00	
Grand Award BNAPEX	48.90	
Discount on Canadian Funds	60.19	
Canadian Bank Charges	14.02	
Miscellaneous	23.62	
1963 Prepaid Printing	122.50	
1963 Postage Expense Prepaid	50.00	657.87
		7478.27
Total		1978.23
Funds on Deposit		28.53
Funds in Custody of Handbook Agent		730.79
Funds in Custody of Sales Manager		4.44
Funds in Custody of Editor		21.77
Funds in Custody of Circulation Editor		10242.03

Statement of Assets & Liabilities as of 12-31-62

ASSETS		LIABILITIES	
Funds on Deposit	1978.23	Dues in Advance—1963	150.25
Fund in Custody of Handbook Agent	28.53	Dues in Advance beyond 1963	16.00
Funds in Custody of Sale Mgr.	730.79	Topics Advertising in advance	30.80
Other Assets in Custody of Sales Manager	70.28	Accounts Payable	1344.73
Funds in Custody of Editor	4.44	Library Fund	7.70
Funds in Custody of Circulation Editor	21.77	Life Membership Fund	627.00
Prepaid Expenses	307.50	Surplus 12/31/61	2738.60
Flag Cancellation Handbook Rights	40.41	Deficit for 1962	(405.15)
Perfin Handbook	57.36		
Small Queens Handbook	103.95		
Fancy Cancellation Handbook	782.07		
Postal Stationery Catalogue	90.00		
Accounts Receivable:—			
Topic Advertising 121.50			
Yearbook Advertising 173.10	294.60		
	4509.93		4509.93

Statement of Operations for the year 1962
Income

Dues		
For 1961 paid in 1962	23.00	
For 1962 paid in prior years	151.00	
For 1962	3753.75	
For 1962 from Life Membership Fund	108.00	
Fees	77.00	4112.75
B.N.A. Topics		
Advertising in 1962	715.42	
Subscriptions	48.30	
Advertising Receivable	121.50	885.22
Yearbook		
Advertising	465.00	
Advertising Receivable	165.60	630.60
Handbook Sales		1541.21
Blank Circuit Book Sales		20.50
Revenue Group Contributions		55.00
Sales Dept Income in Excess of Expenditures		123.68
Miscellaneous Income		44.15
Total Income Applicable to 1962		7413.11
Expenses in Excess of Income (deficit)		405.15
Total		<u>7818.26</u>

Statement of Operation for the year 1962

B.N.A. Topics	Expenses	
Print 9 issue	2880.17	
Cuts	700.88	
Postage	271.15	
Mailing	161.00	
Mailing Envelopes	141.12	
Miscellaneous	148.79	
Payable	316.99	4620.10
Yearbook		
Per Disbursement Account	92.95	
Payable	1027.74	1120.69
Library		
Expense		80.29
Cost of Handbooks Sold		1433.83
Cost of Blank Circuit Books Sold		20.50
Sales Department Depreciation on Office Equipment		19.98
Discount on Canadian Funds		60.19
Canadian Bank Charges		14.02
Postage		175.58
Printing		36.82
C.P.A. Audit		100.00
Stationery		26.24
Grand Award BNAPEX '62		48.90
Fidelity Bond		37.50
Miscellaneous		23.62
Total		<u>7818.26</u>

James T. Culhane, Treasurer

Our books were audited by James H. Degnan, C.P.A. who stated: "In my opinion, the accompanying Treasurer's Report presents fairly the financial position of the British North America Philatelic Society at December 31, 1962 and the results of its operations for the year then ended. In conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year".

BNAPEX '63

Williamsburg, Virginia

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

How to get there: by car—Williamsburg is on U.S. Route 60, fifty miles southeast out of Richmond, Va.

by air—United, National & Piedmont serve Patrick Henry Airport, only 20 minutes by direct limousine. There is no limousine service from Richmond or Norfolk, Va.

train—on main line of C. & O. with connections at Richmond for Penn., Seaboard, Atlantic Coast Line and R.F. & P.

What to see—our best recommendation is that you get a copy of "How to see Williamsburg this week" as soon as you check in at the Lodge. This informative booklet will tell you what to see, where to go and where to eat that spoonbread, peanut soup, Sally Lunn bread, pecan waffles.

What to do—perfect weather conditions at this time of the year allows you to enjoy bicycling, croquet, fishing, golf, horseback riding, swimming, tennis, etc.

Program of the show will be available when you check in at the Lodge or register at the exhibition hall. It will include an hourly schedule of planned events for each day of the show as well as the list of exhibitors and study group meetings and special seminars.

All that is left is to worry till Sunday morning, Sept. 22nd, that we had enough exhibits, enough bourse tables, enough accommodations, enough functions and activities, and, that y'all had a wonderful time. We loved every minute of it and the B.C.'s that went with it.

FANCY CANCELLATIONS

Day and Smythies

Addenda and Corrigenda:

No. 91—Similar star Durham, Ont., 1873

No. 127—Similar star Bass River, N.B. 1879

No. 134—Should read Gay's River, N.S.,
not Ont.

No. 189—Also Rochesterville, Ont., 1877

No. 384—Correct spelling of P.M. is
Bourdais

No. 633—Should be N.H. instead of N.B.

No. 700—Shallow Lake, Ont. 1898

No. 861—L'Original, Ont., 1874.

Serial No.	Description	P.O. of Origin	Date	Remarks
368a	Tall plain A, 20 mm.	Austin, Man.	1900	
359a	Tall thin intaglio A	?	?	
359b	Thin intaglio A in 6-bar horizontal grid	?	?	In purple
410a	Intaglio B in black oval	?	1891	Worn state
365a	Fancy A in circle, 25 mm.			
364a	Stout intaglio A in thin circle	Bradford, Ont.	1886	In black. Like 365 but with circle.
401a	B in circle, 21 mm.	Avonport Stn, N.S.	?	
432a	Large C in a circle of dots	?	?	
435a	Small C in a circle of wedges	?	?	
460a	Large intaglio D in irregular surround	?	?	
457a	Large D with dot on left and bar below	?	?	
457b	Large solid D	?	?	
463a	DS in part circle	?	?	
466a	Irregular E in part circle	?	?	
466b	Plain E	?	?	Disintegrating cork.
479a	Intaglio EB in irregular surround	?	?	Differs from 466.
474a	Plain ER (R incomplete)	?	?	
495a	Large plain G	?	?	
495b	Thick G half surrounded by thick dashes	?	?	
497a	Shaky intaglio, thin G in black circle	?	?	

A

A



A

A



B



D

D

D

E

E

E

E

ER

C



C

Rounding Up Squared Circles

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

NOTES ON HALIFAX, HAMMER ONE

Continued from TOPICS, March, 1963

Hammer I continued in use until De 20, 96. This was a Sunday date, and I have only 3/De 20, 96. '3' was the usual clearance time on Sundays at Halifax, other numbers have been seen but are rare.

The next day saw Hammer II brought into use for the first time. I have only 1 and 2 above for this day De 21, 96; both with Hammer II. The change lasted for four weeks or so, for Hammer I was brought back on Ja 23, 97. I have the following complete groups:

Ja 22, 97: 1, 2, 3, 4 above, all II

Ja 23, 97: 1, 2, 3 above all I and 4, Hammer II

The latter group is the earliest known to me of both Halifax hammers used on the same day. There will be other such groups in this list, indicating the studies made in Halifax research since the 2nd Ed. of the handbooks appeared, 1959.

This time Hammer I lasted for rather more than two months, until the end of March, 97. I have the following:

1/Mr 29, 97, Hammer I. Will collectors please report on 2, 3, 4 above.

Mr. 30, 97, 1, 2, 3, above, Hammer II; 4 above, Hammer I again, both hammers in use the same day!

By the way, observant students have noticed at least three distinctly different '3's on Halifax squared circles. — the normal top, the 'long top' and the well known 'broken 3', the last-named on most dates between Ju 13, 97 to No 30, 97, generally used as a time-mark; but 'that is another story'. On Mr 30, 97 the normal '3' was used in the date; on Mr 31, 97, the very clear long-topped '3', also in the date.

Resuming our chronology: we find Hammer II in constant use for over a year. At least I have found no exceptions until Sept 27, 98, when sporadic use of Hammer I commences. I have found or seen the following:

I, 3/Sp 27, 98. Will collectors please report on 1, 2, 4.

II, 1/Oc 17, 98; I, 2, 3/Oc 17, 98. Please report on 4. (Both hammers used same day).

I, 1, 2 /Oc 18, 98. Please report, 3, 4 above.

I, 2, 3, 4/Oc 19, 98. Please report, I above

I, 1, 2, 4/Oc 20, 98. II 3/Oc 20, 98 (Both hammers used same day).

I have found no later dates for Hammer I.

Both Halifax hammers I and II, then, may be found on *Ja 23, 97; *Mr 30, 97; Oc 17, 98; *Oc 20, 98. Those marked with an asterisk I have complete and they have honoured pages in my 'special' Halifax book No. 1.

ANOTHER FIND

When as a hardened writer on squared circles I receive a stamp claimed to be St. John, Que., I am once a doubting Thomas. The scepticism was at first sight justified, for only a few letters showed (with a faint final 'S' of 'Johns'), and very little of the surround of bars. I have been sent such things so often by eager hopefuls. But this time, careful scouting of the size, shape, position of the letters, and a most searching comparison with those of the three hammers of St. John, N.B., together with further comparison with Fig 10, page 15, of the second edition of the handbook, proved the claim to be correct. So St. Johns, Que., has been found at last and Mr. R. M. Doull, BNAPS 1899, a keen collector of squared circles, is the lucky finder. Our hearty congratulations to Mr. Doull!

The date? Not a vestige showing, but undoubtedly the year is 1897. Jubilee collectors, look at your copies of St. John, N.B. You may have better luck than I for it was the first thing I did (with no result!) after verifying the new treasure. Yes, my copies are all genuine — quite unmistakably St. John, N.B. I wonder if the hundreds of copies of this town I have given away in the past were all equally genuine! There may have been an interloper, a St. Johns, Que., which got away!

Montreal, type one, is the only listed squared circle which remains to be found — Coleman, Fonthill and Revelstoke are all known, and are still in their seat of glory. Now, who will be the lucky finder of Montreal, type one?

One word more. The extra hammers for Sydney, Sherbrooke and Acton, listed in the 2nd edition, are still unreported. Have you looked for them in your albums? I have; with complete failure.

PHILATELISTS IN CONVENTION

The convention of the Royal Philatelic Society of Canada, under the general chairmanship of Dr. G. M. Geldert, of Ottawa, at Niagara Falls, May 16 to 18, was a great success.

Registrations were the highest in the society's history and over a dozen specialist societies and study groups participated in the program.

A large group from the United States came from as far as Southern California, Texas and New England; with others from the New York and Chicago areas; as well as many of the leading personalities in Canadian philately from as distant as Vancouver and Edmonton.

Three new fellowships were awarded at the banquet at the Sheraton Brock Hotel; to J. Watson Yuile, Montreal; Prof R. T. Waines, Toronto; and L. M. Lamouroux, Toronto. There are only four other fellows of the society, Fred Jarrett, Toronto; Dr. Geldert; A. H. Christensen, Westmount; and V. G. Greene, Toronto.

Directors re-elected were: — president, Dr. Geldert; vice-presidents, Mr. Christensen; James Law (London, Ont.) and Dr. N. O. Boyd (Windsor, Ont.); treasurer, Alan G. McKanna (Toronto); editor of "The Canadian Philatelist," Mr. Lamouroux, secretary, Walter F. Anderson (Ottawa); directors at large, W. J. Banks (Toronto), E. J. Christensen (Edmonton), A. H. Hinrichs (Toronto) James E. Kraemer (Kitchener, Ont.), and J. M. F. Poelmann (Burlington, Ont.).

The exhibition by the Philatelic Specialist Society of Canada contained a great deal of lovely material. It consisted of some 130 frames of specialist material by members, selected by A. H. Hinrichs, president, to show the wide diversity of the collecting interests of the members, and also to provide the maximum interest for the viewer.

The Canada Post Office had on display three frames of material relating to the Trans-Canada Highway, Jean Talon and Seaway commemorative, the latter containing the famous block of 25 of the "Inverted Seaway."

An illustration of the design of the new

\$1 stamp was also shown. It depicts a case of goods labelled "Canada" suspended from a crane against a background of Mercators Projection of the World, emphasizing Canada's growing export trade.

An informal luncheon was held by the fellows and members of the Royal Philatelic Society, London, present at the convention. Some 30 were present and this was the first occasion that such a gathering has taken place in Canada.

The stamps and postal history of Canada and the provinces were featured at the convention.

The British North American Philatelic Society held a most successful meeting under the chairmanship of Dr. C. M. Jephcott, president, with excellent talks by Fred Jarrett, V. G. Greene and J. H. M. Young (all of Toronto) and E. A. Richardson (La-Marque, Texas).

The Canadian Philatelic Society of Great Britain held its third annual meeting in Canada under the chairmanship of A. H. Christensen, who welcomed the president of the society, Dr. C. W. Hollingsworth, who had flown from England to attend.

Dr. Hollingsworth addressed the members and the fellowship book was signed by three Canadians who had not had an opportunity of doing so at one of the Society's annual general meetings in the United Kingdom. These were R. J. Duncan who was made a fellow in 1954; A. H. Christensen (1957) and Hedley J. Hollands (1962). The other Canadian fellows of the C.P.S. of G.B. are Gerald Wellburn (1948), Fred Jarrett (1951) who was also made an honorary life member in 1954, Hon. George C. Marler (1954), H. Buckland (1957) and from the United States Frank Campbell (1953).

Interesting talks were also given by Dr. Robert Carr of Youngstown, Ohio, and Stanley F. Cohen of Birmingham, who had also come over from England for the convention. The program for the meetings was arranged by Hedley J. Hollands. The meeting was followed by an informal luncheon.

A study group meeting was also held on
(Continued on page 186)

THE TAX TICKETS OF CANADA

by ED. RICHARDSON

Part III

The Sales Tax Receipt Tickets

Note:—Parts I and II of this study, covering the **Amusement Tax Tickets**, appeared in the June and July 1961 issues of BNA Topics. This compilation of the Sales Tax Receipt Tickets completes the study. We wish to thank the members of the Canadian Revenue Study Group for their help in making this listing as complete as it is, and particularly we thank Bill Rockett and Charles Armstrong for their assistance.

—Ed Richardson

The Sales Tax Receipt tickets, are also another group of non-adhesive revenues. They are mostly of the 1c denomination although there are a few examples of values to the 5c. Unlike the Amusement Tax tickets, we find non "Federal" issues in the Sales Tax group.

In the checklist and descriptive catalogue that follows we list them by provinces in alphabetical order. The letters "ST" are used throughout the listing to designate "SALES TAX". The Amusement items bore the letters "AT". The "ST" is preceded with additional letters to indicate the issuing province. A list of these prefixes follows, together with a summary of the number of varieties presently known to exist.

	Varieties		No.
	No.	Varieties	No.
F—Federal	none	PEI—Prince Edward Island	1
AL—Alberta	none	QU—Quebec (Prov.)	9
BC—British Columbia	7	ON—Ontario	1
MA—Manitoba	none	SK—Saskatchewan	4
NB—New Brunswick	1	Y—Yukon	none
NF—Newfoundland	none	NWT—N. W. Territories	none
NS—Nova Scotia	2	Total Varieties	25

Note that in addition to there being no Federal issues, none have been reported as yet from Alberta, Manitoba, Newfoundland, Yukon and the North West Territories. Since we only list in detail 9 varieties of Quebec this is all we show in the summary. However see text, — there are probably at least three other varieties in existence.

British Columbia

All inscriptions are in **black**, the colors given are in reference to the background color.



Type BC-X

Type BC-X

1st Issue—Inscribed "Social Services Tax" on reverse

- BC-ST-1 1c pink on white
- BC-ST-2 3c green on pink
- BC-ST-3 5c pink on blue

2nd Issue—Inscribed "Social Security and Municipal Aid Tax" on reverse

- BC-ST-4 1c pink on white
- BC-ST-5 3c green on pink
- BC-ST-6 5c pink on blue



Type BC-Y

Type BC-Y

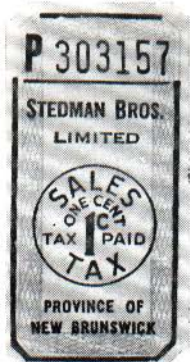
3rd Issue—Inscribed “Social Services Tax/Province of British Columbia” on reverse

BC-ST-7 1c yellow on white

There may be 3c and 5c values in this third issue, but so far they have not been reported to us.

New Brunswick

All inscriptions are in **black**, the colors given are in reference to the wide ornamental border around each ticket.



Type NB-X

Type NB-X

1st Issue—Inscribed “Social Service and Educational Tax—Province of New Brunswick” on reverse

NB-ST-1 1c green on white

Nova Scotia

All inscriptions are in **black**, the colors given are in reference to the background color.



Type NS-X

Type NS-X

1st Issue—Inscribed “Hospital Tax/Province of Nova Scotia on reverse

NS-ST-1 1c pale blue on white (both face and reverse bear company name)

NS-ST-1A 1c as above, but no company name on either face or reverse.

Ontario

All inscriptions are in **black**, the colors given are in reference to the background (network) color.



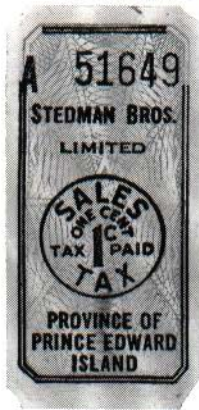
Type ON-X

1st Issue—Inscribed "Ontario/Retail Sales/Tax" on reverse
ON-ST-1 1c pink on white

Type ON-X

Prince Edward Island

All inscriptions are in black, the colors given are in reference to the background color.



Type PEI-X

1st Issue—Inscribed "Sales Tax/Province of Prince Edward Island" on reverse
PEI-ST-1 1c pink on white

Type PEI-X

Prov. of Quebec

With the exception of Prefix (letter or number) and Control numbers, all inscriptions are in **black**. The Prefix and Control colors are given in the description of each issue. The colors given in the listing are those of the background color.



Type QU-X—(Provinciale—Taxe de Vente)

1st Issue—Black prefix number, and Red Control numbers.
QU-ST-1 1s (1c) pink on white

Type QU-X



Type QU-Y

Type QU-Y—(Municipal—Taxe de Vente)

2nd Issue—Red Prefix letter and Control number

QU-ST-2 1s (1c) pink on white

3rd Issue—Black Prefix letter and Red Control number

QU-ST-3 1s (1c) pink on white



Type QU-Z

Type QU-Z—(Taxe de Vente)

4th Issue—Black prefix letter, Red Control Number

QU-ST-4 1s (1c) pink on white. Inscribed "Provinciale et Municipale" at base

QU-ST-5 1s (1c) pink on white. Inscribed as above, but with added three-line "Ce Billet, etc."

QU-ST-6 1s (1c) pink on white. Inscribed "Provinciale" and added three line "Ce Billet, etc." at base

5th Issue—Black Prefix letter and Control number on BLANK panel.

QU-ST-7 1s (1c) pink on white inscribed as #QU-ST-5

6th Issue—Black Prefix letter and Control Number, on colored background.

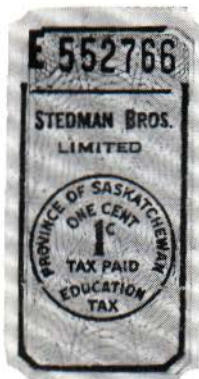
QU-ST-8 1s (1c) pink on white. Inscribed "Provinciale" at base.

QU-ST-9 1s (1c) pink on white. Inscribed "Provinciale et Municipale" at base.

Note:—We have heard of at least three other varieties but need examples for confirmation. All we know about them is 1.) one is inscribed in the center circle "Cite de Montreal" 2.) the second is inscribed in English on the face "Luxury Tax", and 3.) the third is also inscribed in English on the face "Provincial Sales Tax". Anyone having copies of these, we ask that you loan us copies for verification and listing.

Saskatchewan

With the exception of the Prefix (letter or number) and control numbers, all inscriptions are in **black**. The Prefix and Control colors are given in the description of each issue. The colors given in the listing are those of the background color.



Type SK-X

Type SK-X—(double-lined border)

1st Issue—Prefix letter and Control number both in red.

SK-ST-1 1c pink on white

2nd Issue—Prefix letter in black Control number in red

SK-ST-2 1c pink on white

3rd Issue—Prefix letter and Control number both in black

SK-ST-3 1c pink on white



Type SK-Y

Type SK-Y—(Single-lined border)

4th Issue—Prefix and Control number both in black

SK-ST-4 1c green on white

Note:—All Saskatchewan Tax tickets are inscribed "Education Tax".

Should new issues or new discoveries appear, we would appreciate their being reported. Additions and corrections will be made from time to time.

(Continued from page 181)

the Admiral issue under the co-chairmanship of G. Drew-Smith of Galt and Hans Reiche of Ottawa.

A most interesting talk was given by Samuel Ray of Chicago on writing-up stamp collections and there was a panel discussion on judging a philatelic exhibition.

The annual banquet was under the chairmanship of Dr. Geldert when the head table was led in by a Highland piper. Harrison D. S. Haverbeck, chairman of the

board of Trustees and past president of the Collectors Club, and a governor of the Philatelic Foundation of New York was the guest speaker and gave a most amusing and interesting address. He was warmly thanked by V. G. Greene on behalf of the society.

The awards of the fellowships concluded the 35th annual convention of the Royal Philatelic Society of Canada which is now the largest royal philatelic society in the world.

Trail of the Caribou

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

From Cyril Harmer, BNAPS #452, head of the London house of H. R. Harmer comes a ready explanation for our bit in the March issue of TRAIL relative to the reappearance of a cover that was sold not too long ago in the sale of the Mackie material. As Cyril puts it the lot was originally described incorrectly as the description advised that it was perfectly tied with large margins. On the basis of this description an overseas bidder bought in the lot at 140 Pounds without ever having seen the stamp. Upon its arrival he refused it and rightly so as the stamp in truth had only two large margins and had a ragged close margin on the third side just touching at one point. Cyril put the lot up again but this time with the proper description and it brought a mere 23 Pounds showing the wide discrepancy between superb material and ordinary ones. Thanks Cyril for the explanation. We who have sought the superb items have long known of the wide spread in prices.

Ray Peters, BNAPS #1202, Phoenix, Ariz., is with two new additions to some cancellations lists that we had put out some time ago. To the list of oval Postal Telegraph strikes used as cancellers he adds BOTWOOD, Nfld., and to the list of rectangular Post Office strikes published in the Oct. '62 issue of Trail he adds ST. GEORGES. Slowly and painfully the list grows.

The other evening we took our youngsters to the local stamp show conducted by Westchester County, N.Y., and was very surprised to find Herman Herst, BNAPS #165, Shrub Oak, N.Y., occupying a booth as we knew that Pat was on a trip to Europe and had not heard that he had returned. As usual, the expected question about Newfoundland stamps brought the usual reply and I was given a large book of proofs that had been prepared by a gentleman who had been employed by the American Bank Note Co., and had then struck out for himself. The first proof on India that I saw that was of any interest

was a copy of the 24c, Scott #31, in a hitherto unlisted shade, a very pale or dull lilac. I looked at it askance and only decided to take it when I found a copy of the 12c, Scott #28, in a similar color. Then one other proof, that of the 5c, Scott #25, in just about the issued color of Scott #40 caught my eye. I didn't know what these were as they were all in previously unrecorded colors but I decided to take them anyway. The next morning I sorted over them with a fine tooth comb and the first one I tackled was the 12c and I wasn't surprised when I noticed that it came from the die that had been used to print the sample sheet about 1870 as the outer ring on this proof was unbroken whereas the issued stamp had a break in the outer ring above the "L" of Newfoundland. However I was then surprised when I realized that the curled ornaments always present in the upper corners when one examines proofs from this particular die were missing. To add to the confusion I also had a copy of the 24c in the same color and the 24c stamp was not even included in the sample sheet. So into the collection they will go without a logical explanation. When I got to the 5c proof however I noted with surprise that the inscription at the top read "PROVINCE OF NEWFOUNDLAND", and items like this had been sold as Essays previously. However if these were prepared between 1866 and 1869 as the fly-leaf of the book seemed to indicate then they were no longer Essays but rather reprints of the Essay used in preparing the stamp. We wish we knew.

In the Apr. 12th issue of Stamp Collecting, W. Appleyard, the English dealer, advises that he has a block of the "L & S Post" overprint on the 15c Air with the overprint reading up, Scott #211 b, available for sale with price on application. At the same time Mr. Appleyard advises that only recently he bought a pair at an H. R. Harmer sale for \$518. In the May 9th sale held by Fred Rich the New York auctioneer

(Continued on page 193)

Early Post Offices of the Brockville-Gananoque Area

by MAX ROSENTHAL

In 1783 Adam Cole sail up the St. Lawrence River from Montreal via French-Canadian batteau, landing on a small bay on the north bank. As this spot was rocky, he decided to move further upstream, and located at a point since known as Cole's Ferry. The uninviting spot which repelled him is now the city of Brockville, in Leeds county. Cole was a United Empire Loyalist, one of those who left the United States after the American Revolution to resettle in British North America. In the spring of 1784 a group of Loyalists proceeded by boat from Montreal up the St. Lawrence. The first settler in Leeds County was Thomas Sherwood, at the southeastern corner of Elizabethtown Township, on the St. Lawrence, three miles below Brockville.

Leeds and Grenville Counties were among the first group of counties to be organized along the St. Lawrence in 1792. Going upstream in Leeds County are the four townships discussed in this article. Elizabethtown, Yonge, Escott, Lansdowne and Leeds.

In 1784 another Loyalist, William Buell, took up land in Elizabethtown Township, on the rocky site which Cole had rejected the previous year, and built the first log house the following year. He was followed by Charles Jones, who occupied a section east of Buell. David Jones built the first mill, and it was Buell who supplied the timber. In a short time the hamlet was made the center for the distribution of implements and provisions by the British government to settlers.

The village was at first called Buell's Bay, but, when a post office was established, it was called Elizabethtown, after the township. The earliest recorded date an Elizabethtown cover is from July 1810. With the first store opened about 1805 by Charles Jones, the opening of the post office would come somewhere between these two dates. In 1811 both William Buell and Charles Jones wished to change its name, to include their Christian names, Williamstown

or Charlestown. This dispute was resolved in 1812 by changing the name to Brockville, in honour of General Brock, hero of the war which broke out that year.

There is no record of Brock having actually been there — he would have been too busy that year — nor of any correspondence between him and anyone in the village, so it no doubt was decided without his knowledge. The first mention of the new name appears in a military report of July 1812 by Colonel Lethbridge to Brock. Documents from June still refer to it as Elizabethtown.

The water route of the St. Lawrence was at first the only road available. Then came the road along the bank of the river, connecting Montreal with Kingston, now partly Highway 2. Around 1810 Peter Cole walked from Cole's Ferry to Kingston, where he put the mail from Toronto on his back, and proceeded through the woods and clearings, including Leeds County, to Montreal. There he received the mail for Toronto, the accumulation for one month, weighing 60 pounds, and with this he trudged back to Kingston. He made the whole trip in 14 days, and received \$15.

The maintenance of this only line of communication between Montreal and Kingston during the 1812-1814 War was kept open by the establishment of relay postal intervals of 8 to 10 miles. Relay stations in Leeds were Brockville, Halleck's, Mallorytown, and Gananoque. These post stations made the forwarding of dispatches between Montreal and Kingston possible in about 24 hours. At the roadside taverns, where they were located, the dispatch riders and their horses were billeted.

The Gananoque station was known as "Dragoon's Stables". Colonel Joel Stone, another United Empire Loyalist, had been granted a tract in Leeds Township on the west side of the Gananoque River, at its entrance into the St. Lawrence, and Sir John Johnston on the east side. Stone built a mill in 1792 on one side of the dam at

the falls, and Johnston built one later on other side. Here Stone set up a trading shack. In 1812 he built a store.

In 1818 Johnston laid out a townsite on the east bank of the river, while Stone's first survey of the west side was in 1824. Letters from Colonel Stone in the Ontario Archiver up to 1812 are headed Leeds, showing that the village was originally named after its township, like Brockville. A letter from December 1814 is already headed Gananoque. None of the letters at this time show postal markings, and were carried either privately, or, during the 1812-14 War, by military post. An almanac of 1818, however, already lists a post office at Gananoque. In maps and books up to the 1850's the village is spelled Gananoqui, but the post office name was already spelled Gananoque. However, in the Percy Band collection is a cover from November 1831 on which the name in the postmark is misspelled Gananoque.

Yonge Township was called after the same British cabinet minister whose name was given to the road north from Toronto. Escott Township took its name from his residence at Escott, Devonshire, England. The first post office in Yonge Township, also called Yonge, was opened in 1833. It was on the St. Lawrence river road just east of the mouth of Jones Creek. By 1854 it was running without a regular postmaster, and it was closed that year.

The next important road began from the river road about two miles west of Brockville, and, after a few miles, curved northwest. From Spring Valley to Soperton this now Highway 42 through Seely's Bay it is Highway 15. On this road the building of Bates' Mill rapidly changed Farmersville, located at the corner of the present Highway 42 and the county road north from Mallorytown, from a country four corners to a thriving village. The first fair or exhibition in Upper Canada was held there in 1830. In 1836 a post office was established. In the 1890's, perhaps because of its being an educational center, with a famous high school and model school, it was renamed Athens.

The first iron smelter in Upper Canada was erected in 1801 at what was to become Lyndhurst, in Lansdowne Township. Because of this it was at first called Furnaceville. When in 1850 it got a post office, Okill Jones, who that time had the sawmill water rights, had the name changed by the postmaster-general, in honour of Baron

Lyndhurst. It is on a country road portion of the same road as Athens, almost four miles west of Highway 42.

About the same time Lyn post office was opened on the present county road in lot 30 concession 3 of Elizabethtown Township. Originally called Coleman's Corners after its founder by 1850 it had become an industrial center in a small way, and a suitable name was sought for the new post office. The clear stream of water driving the wheels of the mill suggested Lyn. It is derived from a Scottish or Welsh word meaning a pool, stream, or cataract.

In the early 1850's in the same township were also opened Addison, at the northeast corner of the present Highway 42 and the 9th concession road, and Green Bush, at the northeast corner of the 9th concession road and sideroad 25. In Yonge Township appeared Charleston, at the northeast corner of Charleston Lake in Driffield's Hotel.

Escott Township got Escott post office, on the south side of the present Highway 2, in lot 13. In 1853 Seeley's Bay was opened in Leeds Township near what is now Highway 15, a mile east of the west boundary, south of an inlet of Whitefish Lake. Peter Seeley was one of the first manufacturers in the county, having begun the manufacture of scythes at Tincap, four miles northwest of Brockville. Although the post office spelling of the name was not changed to Seely's Bay until this century, on the squared circle postmarks, beginning in 1893, the spelling is now more simplified, to Seelys Bay, without an apostrophe.

The same year Mallorytown opened in Yonge, on the north side of the present Highway 2, concession 1, lot 21. Daniel Mallory in 1784 had settled at Mallorytown Landing nearly on the St. Lawrence. At the same time around 1853 was established Lansdowne post office, in the township of the same name, at the southeast corner of the 3rd concession road and sideroad 16. The spelling of the post office and the township was not changed to Lansdowne until the 1890's.

When the old post office was torn down a few years ago, a few postcards from 1898 and 1902 were found, made of several layers of paper, to form a very thick card, sent by the Deputy Postmaster-General in Ottawa to Lansdowne postmaster Joseph A. Bradley. On the front, cancelled with the Ottawa FREE postmark, is printed "Acknowledgement of Remittance", and a space to fill in the amount. On the reverse, can-

celled as being received in Lansdowne, is printed: "The Bank of Montreal has received on Post Office Account from the Postmaster named on the other side of this card, the sum also named on the other side, which amount will appear at the Receiver General's credit with this bank." In the space for writing in the amount appear on August 19, 1898 \$30, October 7, 1898 \$60, and November 28, 1902 \$500.

Caintown post office was opened in 1855 in Yonge, on the south side of the road in concession 3, lot 15, opposite another road going north. In 1857 was established Rockport, in Escott, on the west side of the road in lot 8 near the St. Lawrence. During the 1860's only two post offices appeared in this area. They were Whitehurst, in Elizabethtown, on the south side of the 11th concession road, east of the railway crossing, and South Lake, in Lansdowne, at the northwest corner of the 3rd concession road and sideroad 6.

The following is a list, by townships, of post offices established in this area from 1870 to 1910, with their locations, where I have been able to ascertain them.

1870-1875. Elizabethtown: Fairfield East, north side 5th concession road east of railway crossing, Glen Buell, west side Highway 42, ¼ mile south of the 7th concession road, New Dublin, northeast corner 7th concession road and sideroad 20. Yonge: Dickens (changed to Elb Mills in 1887), south side Highway 42, ¾ mile west of eastern boundary. McIntosh Mills (changed to MacIntosh Mills in early 1880's), southeast corner 5th concession road and county road in lot 15, Sherwood Spring (closed in the 1890's), north side of Highway 2, just west of eastern boundary. Lansdowne: Soperton, northeast corner of 13th concession road and Highway 42, Warburton, northeast corner of 6th concession road and sideroad 14. Leeds: Ellisville, on the east side of the curving road in lot 19, opposite the 8th concession road; Marble Rock, north side 4th concession road, west of Gananoque River.

1876-1884. Elizabethtown: Lutherville, corner sideroad 5 and the slanted road in concession 8; Rock Springs, northwest corner 7th concession road and sideroad 21; Spring Valley, northwest corner Highway 42 and 4th concession road, Yonge: Union Spring, sideroad 2, less than a mile south of Graham Lake. Escott: Rockfield, northwest corner 4th concession road and sideroad 15. Lansdowne: Tilley, north side 5th con-

cession road, opposite lot 23 sideroad. Leeds: Berryton, northwest corner Highway 32 and 7th concession road.

1885-1889 Escott: Waterton, south side of Highway 2, in lot 12, Lansdowne: Ivy Lea, south side of road along St. Lawrence River, in lot 17, Oak Leaf, northwest corner 12th concession road and sideroad 18, Wilstead, northwest corner Highway 2 and sideroad 6.

1890-1899. Elizabethtown: Bellamy's, southeast corner of 8th concession road and sideroad in lot 17, Jellyby, south side of 10th concession road, at railway, in lot 13. Yonge: Union Valley (closed in the 1900's), location unknown; Trevelyan, north side 6th concession road, opposite sideroad 25; Escott: Junetown, 5th concession road, half mile east of western boundary; Poole's Resort, south side of road along St. Lawrence River, in lot 22.

Lansdowne: Bovell, west side of eastern boundary road, in middle of concession 4; Long Point, northwest corner of curving road in lot 1 and line of 8th concession road; Melcombe, southeast corner 4th concession road and sideroad 10; Mitchelville, northeast corner Highway 2 and eastern boundary road; Outlet, on west side of sideroad 13 in concession 6, south of Wiltse Creek's outlet into Charleston Lake; Sand Bay, northwest corner 6th concession road and sideroad 6. Leeds: Gananoque junction, on road in middle of concession 2, in lot 17; Taylor, north side of 5th concession road, a little west of Highway 32.

1900-1910. Elizabethtown: Linden Bank, southeast corner 8th concession road and sideroad 6; Manhard, north side 6th concession road, opposite sideroad 12; Row's Corner, northeast corner 3rd concession road and sideroad 6; Union Bank, location unknown; Yonge: Glen Elbe, southwest corner Highway 42 and sideroad 2; Graham, southwest corner of 5th concession road and road parallel to south shore of Graham Lake; Grenadier Island, in the St. Lawrence River; Lillies, northwest corner of eastern boundary road and curving road in concession 4; Yonge Mills, corner of slanted road in concession 2 and sideroad 6.

Also opened in the 1900's in Yonge Township was Eloida, a corruption of the first name of Eliada Parish, who settled along the lake near its northern boundary which has another version of his name, Loyola Lake. Eloida was located somewhere along its shores.

ADMIRAL COILS

by DANIEL ROSENBLAT

I recently had occasion to wonder about the date of issue of two relatively common twentieth century Canadian stamps, the one cent green vertical coil, perf. 12 of the Admiral issue (Scott No. 131) and the two cent carmine of the same series (Scott No. 132).

Accordingly I consulted the various standard references on Canadian stamps and found the following information:

Stanley Gibbons lists these as No.s 216-217 for the one cent and No. 218 for the two cent. Date of issue is indicated as November, 1912.

Holmes lists these as 83 F for the one cent and 84 D for the two cent. Date of issue is indicated as November, 1912 for both issues.

Marler groups the horizontal coils, the vertical coils perf. 8 and the vertical coils perf. 12 all together and indicates that the date of issue of all three in both the one cent green and the two cent carmine is November, 1912.

Scott lists the one cent as No. 131 and the two cent as No. 132 and indicates the date of issue of both to be 1915.

Boggs lists the one cent as No. 108 and the two cent as No. 109 and indicates the date of issue of both to be September, 1915.

All five of these sources are respected authorities and three of them (Holmes, Boggs and Marler) are considered to be the last word in Canadian philately. Yet between these five sources the student cannot narrow down the date of issue of these two stamps to anything closer than between sometime in 1912 (possibly November) and sometime in 1915 (possibly September).

In an effort to minimize this gap I have studied the references more fully and find the following:

Marler states on page 17, "Vertical coils. The coil (perf. 8) is unknown to the writer except in the type of the original die and the writer, therefore, believes that it is printed only from Plate 1. The coil (perf. 12) is known to the writer printed from Plate 2, but

the writer has never found one in the type of the original die."

This reference to the one cent green coil (perf. 12) certainly indicates that it was printed only from No. 2 of the two special vertical coil plates laid down for the production of these stamps. At the bottom of page 16 Marler lists these two special plates with their dates of approval and Plate 2 is indicated as having been approved on November 15, 1915. Allowing for a reasonable interval between the approval of a plate and the actual issue of a stamp therefrom, it would seem that printings from this plate could not possibly have been made prior to December of 1915 and quite possibly not until January of 1916.

Thus if Marler is correct in stating that the one cent green vertical coil (perf. 12) is known only as printed from the retouched die and therefore could only have been printed from Plate 2, it follows that this stamp was not issued concurrently with the issuance of the one cent green coil (perf. 8) in 1912 but only made its appearance in very late 1915 or early 1916. This in fact is much more logical than to assume that two vertical coils with different perforations would be issued simultaneously.

Actually the two types of coils, vertical and horizontal, were issued for two different purposes — the horizontal for use in stamp affixing machines and the vertical for use in stamp vending machines. It is reasonable to assume that both types were issued originally with the same perforation 8 but usage indicated that this rather coarse perforation, while satisfactory for the affixing machines, was not working well in the vending machines and the finer perforation 12 was substituted. Since the vertical coil perf. 8 is not known printed in the form of the retouched die (from Plate 2) and all copies seem to be in the earlier shades of blue green, it would seem likely that its production was abandoned simultaneously with the introduction of the perforation 12.

In the case of the two cent carmine the

situation is not so clear cut since both the perf. 8 and perf. 12 vertical coils were printed from Plate 1 of two special vertical plates laid down. However, since Plate 2 was not approved until December of 1916 it would follow that the perf. 12 coils would first be printed from Plate 1 even if they were not issued until late 1915 or early 1916.

It is interesting in this connection to note that in May of 1915 a shortage of vertical coil stamps in the two cent denomination resulted in the production of a limited number of what might be termed "provisional" coils. These were the regular two cent sheet form stamps, perforated 12 all around, cut into vertical strips and pasted
(Continued on page 193)

THE FORTUNES OF PHILATELY

It all started with a lot listed in a recent auction catalogue as "Canada, 6c no. 39, two blocks of 4, both fine though bit off centre, Cat. \$10.00". Since I'm in the market for used blocks of small queens, I decided to check Holmes and Bileski regarding values and current prices. To make a long story short, I bid \$17.00 and was successful at \$14.00. When the blocks arrived I was a little disappointed to find that one stamp in each was creased; although the centering was better than expected. On general principles I got out the perf gauge, just to check. By gosh, this looks like a perf $11\frac{1}{2} \times 12$. So I perfed the top, the bottom and in between — an regardless of my scepticism it DID perf $11\frac{1}{2}$ horizontally. Was I elated — a used block of #39b. You can be sure this piece was carefully washed, dried and proudly mounted. By this time the second block was all but forgotten, but following normal procedure it was checked for re-entries and perfed. Much to my amazement this second block also perfed $11\frac{1}{2} \times 12$.

So this is the way (by good luck rather than good management) one collector got two used block of #39b for a paltry \$14.00.

Ian Paterson



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(Continued from page 192)

up to form vertical coils. These can be dated precisely because of the hand stamp on the back of the paste ups which reads "Postage Stamp Branch — May 11, 1915 — P.O.D."

It would seem very possible that the use of these provisional coils, which would naturally be perforated 12 horizontally, proved to be so much more effective in the vending machines than those perforated 8 that they gave rise to the idea of changing the perforation in the regular vertical coils. The time interval between the issuance of the provisional coils in May of 1915 and the theoretical date of issue of the regular vertical coils perf. 12 in late 1915 or early 1916 seems just about right.

Accordingly I am reasonably satisfied that Scott and Boggs are more nearly correct in dating these two stamps than are the others, although it would seem that Boggs' September date is somewhat too early. Even Scott may be incorrect in calling the date 1915 since January of 1916 is a distinct possibility.

It is unfortunate to find such wide variance on such a relatively simple matter among the respected standards of reference in the field of Canadian philately and it raises the question of what might be done

to correct a situation which is by no means restricted to the date of issue of these two stamps. I know that in the field of Canadian Semi-Official Airmails I can point out more than a dozen important differences of fact between the standard references, and in some instances I suspect that all of them are incorrect. In another field that I have studied personally, the Small Queens, the same situation prevails and I imagine that it may well prevail in all fields.

Perhaps this is the time to suggest that a Society such as ours, with its many distinguished specialists in every field of Canadian philately, would be well equipped to institute a group of specialized committees charged with establishing certain basic data in their respective fields and making this information available in a Society Handbook that could be accepted as the standard reference for the material covered.

(Continued from page 187)

a single of the same stamp brought \$215. At this same sale we were successful in purchasing a set of the proofs of the 1931 Airmails in black complete with die numbers but without watermark to go with the proofs, in color that we have of C6-C8. If we cant buy stamps, we will buy proofs.

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