

BNA Topics



(Clarence Westhaver collection)

Major Henry Hechler by Fred Jarrett, R.D.P. (see page 202)

Official Journal
Of The
British North America
Philatelic Society

Volume 20 Number 8 Whole Number 215 September 1963

Printed September 3rd

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 20 / NUMBER 8 / WHOLE NUMBER 215 / SEPTEMBER 1963

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Official Section



Monthly Report from the Secretary . . .

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

NEW MEMBERS

- 1994 Edwards, Clarence S., Jr., 1509 Deborah Drive, Falls Church, Virginia
1995 Careau, John M., 22 Bell Street, Regina, Saskatchewan
1996 Keim, Peter M., 2304 Vistazo East, Tiburon, California
1997 Kinslow, William B., 102 Gerald Drive, Syracuse 9, New York
1998 Knight, James Frederick, Ol Div., USS Francis Marion (APA-249), F.P.O., N.Y.
1999 Marshall, F. A., R.R. 2, Regina, Saskatchewan
2000 Mitchell, Wallace B., 126 Mt. Auburn Street, Cambridge 38, Massachusetts
2001 Richman, Alfred, 677 Oak Street, Winnipeg 9, Manitoba
2002 Taylor, Clarence L., Box 526, Regina, Saskatchewan
2003 Weinberg, Edward Alan, P.O. Box 3023, Modesto, California
2004 Bridgen, R. Ronald, 406 Mortlake, St. Lambert 23, Quebec

APPLICATIONS FOR MEMBERSHIP

- Menken, Harry, Jr., 76 Rhoda Ave., Nutley 10, N.J. (C) CAN—Plate Blocks. Proposed by L. Scarlet, No. 1439. Seconded by H. W. Lussey, No. 167.
Montgomery, Joseph A., 2432 Balmoral Ave., Niagara Falls, Ont. (DC-CX) CAN, NFD, PROV—Mint & used postage. Pre-stamp, stampless covers. Coils. O.H.M.S.-G. Mint & used Airmails. SPECIALTY—Canada Coils. Proposed by E. A. Richardson, No. 168. Seconded by J. Law, No. 516.
Pond, George E., 411 Queensway Ave. W., Simcoe, Ont. (C-CX) CAN—Pre-stamp, stampless & 1st Day covers. Plate Blocks. Cancellations 1870-96. Plate varieties of Small Queens. SPECIALTY—Canada Small Queens. Proposed by E. Rushton, No. 964. Seconded by G. Hicks, No. 1033.
Richardson, Mrs. Mary J., Avonton Hill, Windsor, N.S. (C-CX) CAN, NFD, N.S., P.E.I.—19th & 20th century mint postage and blocks. Pre-stamp, stampless, 1st Day & 1st Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes and complete booklets. Precancels. Mint Airmails and on cover. Literature. R.P.O., Flag, Slogan, 2-ring, squared-circle cancellations. SPECIALTY—Nova Scotia covers. Proposed by J. Levine, No. 11.
Roberts, Anthony F., R.R. #2, Wellandport, Ont. (C) CAN, NFD, N.S., PROV—Mint & used postage. 1st Day & 1st Flight covers. Coils. O.H.M.S.-G. Mint & used booklet panes. Mint, used & semi-official Airmails and on cover. Postal Stationery entires. Proposed by R. J. Woolley, No. 359.
Steinhart, Allan L., 3886 Bathurst St., Apt. 203, Downsview, Ont. (C-CX) CAN—19th & 20th century used postage. Precancels. Postal stationery entires. Literature. R.P.O., Territorial and Squared-circle cancellations. Proposed by H. J. Hollands, No. 1402.

REPLACED ON ROLLS

- 1221 Johnson, B. Connor, 306 West High Street, Urbana, Illinois

CHANGES OF ADDRESS

- 520 Allison, Russell, 940 Kenyon Ave., Plainfield, New Jersey
1958 Alton, Thomas R., Apt. 214, Harewood Court, 384 Upper Richmond Road, Putney, London S.W. 15, England (from Toronto, Ont.)
685 Apfelbaum, Earl P. L., 1503-05 Walnut St., Philadelphia 2, Penna.
1540 Balassa, Frank, 20 Carthage Drive, Rochester 21, N.Y. (from Montreal, Que.)
1524 Beck, Allen C., Rogue Valley Manor, Medford, Oregon (from Redlands, Calif.)
1609 Breton, Marie Blanche, 408 rue St. Olivier, Quebec 4, Quebec
1920 Christian, Ralph W., 763 Gatewood Road N.E., Atlanta 29, Georgia
1899 Doull, R. M., 95 Charnwood Road, Beaconsfield, Quebec
L37 Duncan, Robert J., P.O. Box 25, Flesherton, Ont. (From Ladner, B.C.)
1731 Duncan, John J., P.O. Box 25, Flesherton, Ont. (from Ladner, B.C.)
1827 Gibson, David, M.D., University of Alberta, Calgary, Alta. (from Smiths Falls, Ontario)
1900 Hayne, Andrew, 18 Adelaide St. South, Lindsay, Ontario
1159 Hill, James R., M.D., 9420-67 Avenue, Edmonton, Alta. (from Saskatoon, Sask.)
666 Hodder, Rev. Morley F., 22 Walmer Road, Apt. 403, Toronto 4, Ont. (from Boston Mass.)
1806 Holmök, Eugene H., 5423 Earncliffe Ave., Montreal 29, Que.
1256 Lum, Cpl. Stanley, RCAF Sta. Vancouver, Richmond, B.C. (from Moose Jaw, Sask.)
1892 Merman, Joseph, 801 West End Ave., New York 25, N.Y.
1951 Moffatt, Dr. William G., Vines Rd. (Charlton) R.D. #1, Ballston Lake, N.Y. (from Braintree, Mass.)
1894 Sefton, Daniel, 8309 Fenton St., Silver Spring, Maryland
1270 Thomson, Robert T., 52 Summitcrest Ave., Weston, Ont. (from Toronto, Ont.)
1412 Smith, Joseph R., 140 Tulketh Rd., Ashton, Preston, Lancs. England
521 Waldie, Gordon, 65 Crescent Road, Toronto 5, Ontario

RESIGNATIONS RECEIVED

- 1847 Kenneday, Edward R., Orange Grove Road, La Feria, Texas
1657 Mitchell, John H., 11 Adelaide St. West, Toronto 1, Ontario

MEMBERSHIP SUMMARY	
TOTAL MEMBERSHIP, June 1, 1963	1021
NEW MEMBERS, August 1, 1963	11
REPLACED ON ROLLS, August 1, 1963	1
	1033
RESIGNATIONS, August 1, 1963	2
	2
TOTAL MEMBERSHIP, August 1, 1963	1031

OFFICIAL NOTICE
 CALL FOR CONVENTION

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

THE *Editor's* MAILBAG

Dear Mr. Editor:

This letter is being written to you commenting upon what I call a rather sad state of affairs in the "Sales Department". I am not meaning to criticize the efforts of Mr. Cook personally in the matter, as there are undoubtedly some valid reasons for the lack of circulation of my books.

The facts in the matter are: On September 10, 1962 I sent in two books of stamps; One was titled "CANADA, 1851-1908, MINT and USED"; The second was "CANADA—MINT BLOCKS 1927-1949".

I have just received these books in the mail through yearend liquidation, enclosing a check for exactly forty cents!

The value (net-price) of the first book was \$159.36 and contained excellently priced copies of used 4d, 14, 15, 17b, 18a, 19, and 20a, as well as many large and small queens, many with cork and date cancellations. Also exceptionally centered mint copies of 101, 102 and 103 (very rare in well centered positions). This book had exactly four numbers on the back along with notations of being shown to the Calgary and Edmonton clubs. Total sales: \$5.00. And yet we are told that the 19th Century stamps are what sell! How can they be sold, if no

collectors see them? This was in a nine month period, mind you! I could show them to four local collectors in my area and sell more than that in a week.

The second book had a net value of \$13.14. It was seen by exactly TWO collectors and the Calgary club in nine months and did not sell a single book. SO—I lost \$.26 by even letting BNAPS have the stamps for the period, plus another \$.75 to get the books back to me with the forty cent check. The insurance on the first book with five dollars of sales was \$3.19 plus forty cent commission.

The net of the above is that I sold \$5.00 of good stamps for \$.40 net to myself.

I am not blaming the BNAPS members for this sad picture. I feel that some of my stamps would have been sold to them, IF the books had been circulated to them. It can't be possible that with more than a thousand members on the roster only four or five members are interested in looking at and possibly buying "Mint and Used" 19th Century Canadian stamps!

Isn't there something amiss here?

Best Regards
 LELAND I. NEFF
 BNAPS #903

BNAPSers Honored

Three members of BNAPS, who are also members of the Canadian Philatelic Society of Great Britain, were honored during the recent meeting of that society held during the Niagara Falls convention. Having been made Fellows of CPSGB, signed the book under direction of its president, Dr. C. W.

Hollingsworth, who had flown to Canada to attend the third gathering in Canada.

The trio were: R. J. Duncan, made a Fellow in 1954, A. H. Christensen in '57, and Hedley J. Hollands in '62. None of them had the opportunity to sign at the annual meeting in Britain.

The President's Page

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



A fully prepaid letter dated November 10, 1847 from Toronto to Boston. The Canadian postage of 4½d. was paid in cash and the American postage by a pair of 5c 1847 United States stamps.



A "paid to the lines" letter dated July 10, 1850 from Lockport, New York to St. Catharines, Canada West. The American postage was paid by a 5c 1847 United States stamp and the Canadian postage of 4½d. was collected from the recipient.

Report from the Library

EDGAR C. BLACK, 1726 WESTERN PKWY., VANCOUVER 8, BRITISH COLUMBIA

The library needs donations of books, magazines, including back numbers of TOPICS; MAPLE LEAVES; ESSAY-PROOF JOURNALS and CASH (Sent to Treasurer).
Donations will be acknowledged from time to time in this column.

V. G. GREENE,
Chairman, Library Board

From Edgar C. Black

150 Issues *American Philatelist*
14 Volumes *BNA Topics*
50 Issues *Stamp Lover*

Frank W. Campbell—12 Volumes *Popular Stamps*

Harry M. Daggett—40 Volumes *Canadian Post Office Guides and Reports*

A. W. Parker—8 Volumes *Popular Stamps*

Hans Reiche—20 Volumes *Postmark*

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Dean Grove
503 John St.,
Thornhill, Ontario

Effective Immediately

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., Murray Devlin, 1030-12th Ave. S.W., Calgary, Alberta. *Pacific*—Meets twice a year at the call of the Secretary, Brian F. Milne, 14500 San Jose Street, San Fernando, California.

MAJOR HENRY HECHLER

By FRED JARRETT, R.D.P.

The day of large accumulations of stamps and covers and fabulous finds has passed. In my experience I have been exposed to some of those early thrills and I am moved to record the story of one of the greatest—the Hechler accumulation.

Hechler's tobacco shop was located on the waterfront in Halifax, I believe on Water Street, a location that was suitable for transacting business with sailors from incoming and outgoing ships. Hechler encouraged his customers to bring in stamps and he soon developed a lucrative business in this sideline. In due course he branched out to include art treasures, but from all the evidence at hand it would seem that his heart was really in stamps.

My first knowledge of Hechler, Fig. 1 came about through meeting a collector recently returned from Halifax with a sheet

of the 2c Admiral hairlines. I was told that Hechler had quite a stock of mint sheets of this item. Later George Lowe, dean of Canadian stamp dealers, was offering sheets of the hairlines and at the same time had acquired a mint sheet of the ½c 1868. Putting two and two together, I wrote to Hechler to ask if he could sell me a sheet of the ½c, which he obligingly did for the small sum of \$25.00. I learned afterwards that he had possibly as many as a dozen sheets. It is interesting to surmise what he probably had in mint sheets of the 1897 Jubilees, the small Queens, and the 20c and 50c widowed Queen.

When Hechler's estate was probated and the stamps cleared for sale, I happened to be in Halifax, spending the evening with Donald A. King, foremost among our early Canadian philatelists, who had valued the stamps. King said "Jarrett, the stuff is beyond belief, if I were not so near superannuation and a good pension (he had been Halifax Postmaster for many years) I would resign, acquire this stock and go into business." Actually King had been doing a nice business in stamps for some years, advertising as Emily King. Several New York dealers came to Halifax and looked the accumulation over, but were more interested in 20th century mint stuff. The lot was accordingly sent to London for sale at auction. The auction firm insisted that they could not make the reserve put on the stamps, and it was later sold without reserve.

One lot was bought in by an old gentleman named Wicks, who made a living of sorts selling stamps from his boarding house in Brantford. Wicks informed me that he had bought the Hechler stamps, and when I questioned this, he told me the lot came in two packing cases, which he thought must have comprised a major part of the accumulation. What he had, however, was only the stationery part of the stock. This included



Fig. 1

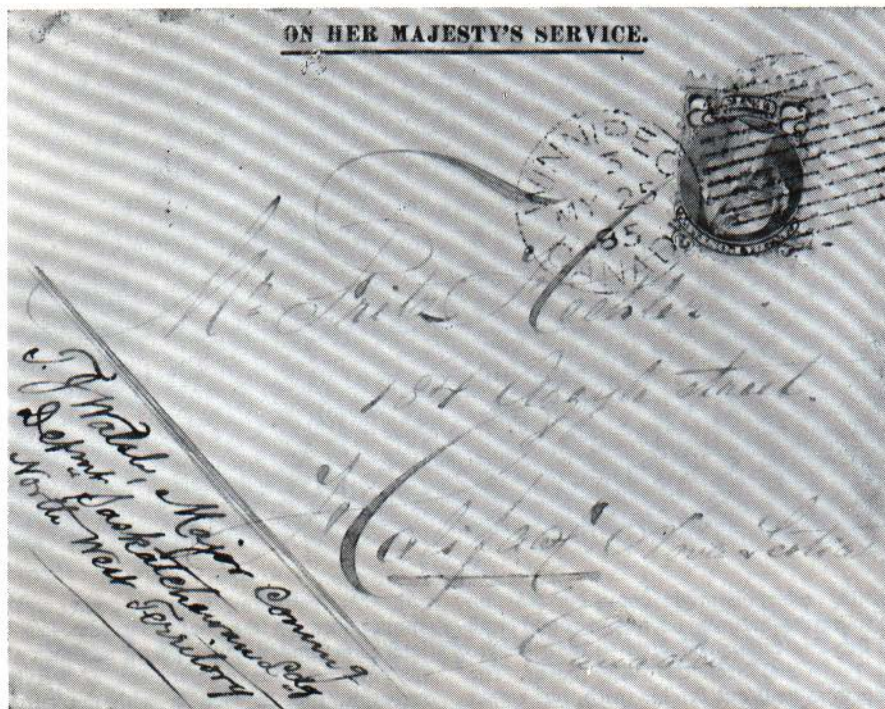


Fig. 2 (Clarence Westhaver collection)

just about everything in Canadian stationery in quantity, and a nice assortment of the Hechler Northwest Rebellion covers.

Another lot was purchased by Dr. Day, of Pittsburgh. He had bid on a large quantity of small Queens, and when the shipment arrived he was amazed to find it consisted of packing cases full of different denominations of the small Queen, hundreds of thousands of the 3c from early to late printings, the 6c in all printings and shades including the chocolate brown, and all values in singles, pairs, strips and blocks. It took Dr. Day years to sort his holdings, and at this late date he still has many thousands of these stamps in storage.

Donald King was called upon some time after the sale, to look at a pile of old albums in the cellar of the Hechler home, that had been too bulky and of too little value to warrant shipping to London for the sale. These were stripped collections, about twenty in all, and King had them removed to his cellar more as a favor to the family than for any hope of profit. Years later, in looking into the albums, King found that a large envelope had been pasted to the inside back cover of most of the albums

and these were full of covers of different countries, with interesting combinations and rare rates. One of these covers was prepaid with two halves of the 10c Nova Scotia, and another with two halves of the 3d.

When the stamps were being valued for probate King and Stewart, a local lawyer with much philatelic experience, concluded that examining the contents of many thousands of envelopes of all sizes and shapes would be a lifetime job, so they simply went by any memo of contents written on the face of the envelope. This system was discarded when an envelope said to contain about 500 "Newfoundland 5c Seal" burst open and disclosed more than that number of the roulette stamp, with a goodly sprinkling of the 1c, 2c and 3c roulettes.

One of the albums that did not go to the London sale contained a collection of British West Indies. This was brought to Toronto and offered to several dealers, none of whom would meet the price asked. At the time I had an office on Victoria Street at Adelaide and Bert Lowe, a well-known dealer, was located a block up the street. Neither of us had been offered the collection during the week, and we reasoned



Fig. 3

(V. G. Greene collection)

that the collection might come our way on the following Saturday. I hung around until and five and then strolled up to the street to find Lowe had been the lucky buyer. The owner had held out for his price, but rather than take the collection back to Halifax he threw in an envelope of loose stamps. These were enough to swing any deal, for they were U.S. 5c and 10c 1847's.

When the North-West Rebellion of 1885 broke out, Hechler, a Major in the 67th Battalion of Halifax, availed himself of an opportunity to exploit collectors, Fig. 2. Whether or not he accompanied the troops to the prairies I do not know, but covers

with his battalion imprint soon started coming through the mails. Hechler lost no time in getting his mint postal stationery of the period to the printers for a "Service" overprint. Fig. 3. Tied in with the current rebellion these were accepted without question at the time and Hechler was encouraged to apply the "Service" imprint to some of his considerable supply of 12½c and 15c 1868's. Most of this overprinted stationery never left Halifax, but legitimately used covers have brought fancy prices at auction.

Not only the printers knew Hechler. He was on good terms with the boys at the Post Office, who obliged him by cancelling bisected 2c Small Queens on piece. These turn up frequently with the Halifax town and date cancellation. Such bisects on piece with other town cancellations have been noted, all Hechler's if they are of the same vintage as the Halifax fakes. Fig. 4.

Hechler was a master penman. He prepared covers addressed to himself in care of relatives and others, and these were usually in beautiful script, an ornament to any collector. Fig. 5.

Perhaps we should forgive Hechler for his philatelic lapses and remember him as having been one of the organizers of the Canadian Philatelic Association, now the Royal Philatelic Society of Canada, and one of its first presidents and as having amassed for our pleasure the greatest accumulation of 19th century B.N.A. stamps ever to come on the market.



Fig. 4

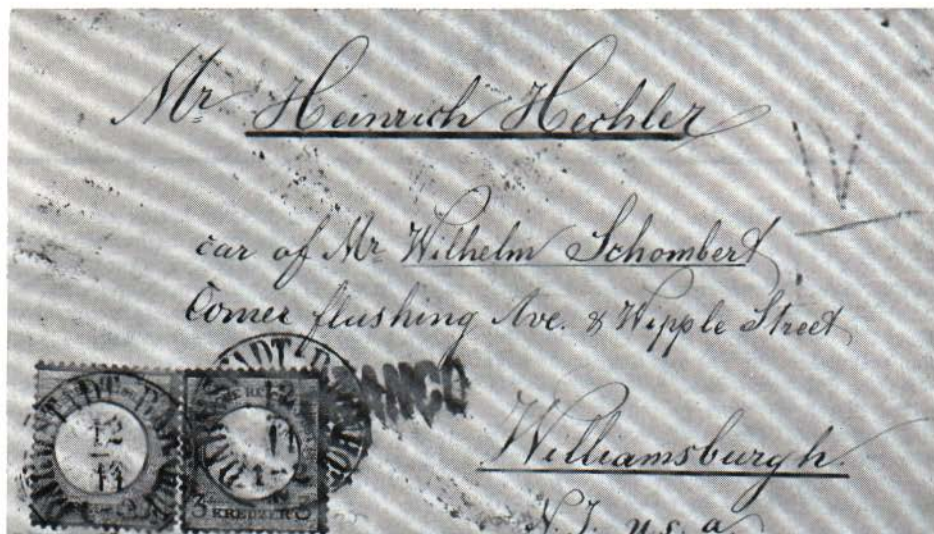


Fig. 5

SALE OF NEWFOUNDLAND REMAINDERS

By HERMAN HERST, JR.

A lovely hobby within a hobby is the reading of old stamp magazines. A tremendous amount of information, much of which has long since been forgotten, can be unearthed through reference to our philatelic periodicals of years gone by.

Of course, a certain amount of misinformation is turned up, since stamp magazines then, as now, were not too careful to sift the wheat from the chaff. The situation then was even worse than now, for many statements are given as fact, which if one reads later issues of the same magazine, can be seen to have been illusion. Even if one is fortunate to find a correction in a latter issue, there are many statements to be found in old magazines which were not then challenged, but which we may today know to be untrue.

An element of credibility can however be attributed to official Post Office announcements. Such an announcement carried in the December 1899 issue of the "Virginia Philatelist" is likely to be of interest to B.N.A.

collectors. It follows, under the heading given this article: (words in italics are given in the notice).

POST OFFICE NOTICE

The remainders of *all obsolete postage stamps* issued before 1897 and comprising ½, 1, 2, 3, 4, 5, 6, 10, 12 and 24 cent, are now offered for sale, without restriction, until 2nd day of January 1900, when any balance remaining unsold will be destroyed.

The 1 cent, 2 cent, 3 cent and 5 cent of the "Cabot" series will be sold only with full sets of "Cabot Issues" until 20th day of December, 1899, on which day all restrictions will be removed.

The remainder, if any, of 1, 2, 3, and 5 cent "Cabot" will also be destroyed on 2nd January 1900.

J. O. FRASER,

Postmaster-General

General Post Office, St. John's, Nfld.

8th November 1899.

Trail of the Caribou

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

We have just added a 20th century bisect on cover to the collection that we believe has a hint of genuineness. Twentieth century bisects from Newfoundland are not uncommon but aside from those postmarked Dec. 24, 1937, which were authorized by the post office for use on Christmas mail we have just accumulated the others and never dignified them by putting them in the collection. This new one we believe belongs in the collection because it has a story to tell. The cover in question is franked with a bisected copy of the 6c Cabot, Scott #66, to pay the local 3c rate and it is cancelled at Hearts Content T.P.O. on Sept. 24, 1920, during the shortage of 3c stamps. It is that same period that witnessed the issuance of the 3 provisionals, Scott #'s 128-130. We still have never seen any hint that this bisect was authorized by the post office but at least we feel as though we can tell a story about it that makes sense—so into the collection it goes.

Fred Rich, the New York auctioneer, had a real nice sale back on May 9, 1963, that was particularly strong in airmails. However there was one non-airmail lot that bears reporting, a copy of the "L & S POSTAGE" overprint on the 15c airmail. Scott #211b with the overprint reading upward instead of downward that sold at \$215.00. Among the prominent Airmail emissions a mint Hawker, Scott #C1 realized \$2400 and a copy tied on cover went to \$2050 before changing hands. An entire sheet of 25 of the Halifax overprint was knocked down at \$360 and two copies of the Halifax inverted overprint with wide space between air and mail, the first with no period after 1921 and the second with period went under the hammer at \$460 and \$490 respectively. A De Pinedo on cover Scott #C4, is now in the hands of a new owner because he was willing to pay \$1275 for it. A mint Columbia, Scott #C5 sold for \$875 and two covers bearing the same stamp realized \$640 and \$650 each. Die proofs in color with die numbers but no die sinkage of the airmails Scott #'s C6-C8 went most reasonably at \$85 and we were

unable to resist the purchasing of the die proofs of the same issue in the same condition but in black at \$57.50, a most reasonable figure. Then we missed one that we would have liked to purchase for ourselves when a DO-X with inverted overprint, Scott #C12a reached \$810. For some unaccountable reason two strips of four of the 5c Labrador, Scott #C13, imperforate between stamp and right margin and with both strips creased brought \$175 and \$170 respectively. Finally mint vertical imperforate pairs of the Labrador Issue Scott #'s C13-C17 closed out the sale at \$650.

M. W. Muscote, the English dealer offered a stamp for sale in the May 3rd issue of Stamp Collecting that was a new one to us, it was a copy of the 24c, Scott #210 doubly printed. It is a variety unlisted in Scott and it is listed and not priced in my 1962 Gibbons. However the advertisement says that it is believed there are only 16 possible copies available and they have Gibbons pricing it at \$420. In any event the item was offered for sale at \$273 for those King Geo. VI specialists.

Have you ever been embarrassed by riches as that seems to be my predicament at the present time. In the collection of used Newfoundland I need an example of the 9c Gilbert, Scott #219 in the line perf. So what happens, I am offered a used block in this condition and I buy it so that I still need a used single as I don't have the nerve to break up the block. Secondly my plate block collection has always needed an example of the plate 2 on the 3c, Scott #165, in the comb perforation 13.6 x 13.8. When one was offered I leaped at the opportunity to purchase it except that when it came it was everything as described but in addition it was imperforate between the stamp and the bottom margin. So which collection does it go into, the plate block collection or the collection of blocks that show varieties imperforate between stamp and margin. Don't pity us because we enjoy troubles of this sort, each and everyone of them.

(Continued on page 219)

Early Post Offices of the Guelph District

by MAX ROSENTHAL

On April 23, 1827, St. George's Day, John Galt, Scottish novelist and projector of the Canada Company, wielded the axe which cut down the first tree on the site of the present city of Guelph, near the location of the present Canadian National Railways station. The stump of this historic tree became the point from which radiated the first streets of the future city, which was built on a block of land belonging to the Canada Company. Named Guelph after the royal house of England, Galt was ordered by the company to change its name to Goderich. After considerable correspondence, he made a determined stand on keeping the original name, and heard nothing more on the subject from them.

The first house erected of logs, was the Priory, as a receiving place for emigrants, since Guelph was to be the headquarters of the Canada Company for the district, and Galt made it his temporary residence. The south wing of the Priory was set apart as a tavern, and occupied by William Reid, who also acted as unofficial postmaster.

Guelph Township, surrounding the new village, was conveyed to the Canada Company by the Crown in 1829, and was rapidly settled. At the time of the beginning of Guelph village, Absalom Shade was clearing the first trail in the township, the Waterloo Road, then called the Broad Road, and now Highway 24 to Preston. The next year Shade was clearing the Dundas or Brock Road, now Highway 6, to Hamilton, through Guelph Township and along the line between the 7th and 8th concessions of the next township south, Puslinch, deviating where necessary to avoid swamps.

With these roads opened, a regular post office was established in Guelph in 1828. John Arkell and his cousin Thomas came from England in May 1831 to northeast Puslinch to take up farms. John had an idea of making a large settlement of Englishmen, and called the district Farnham Plains, from Farnham, Surrey, from where he came. A special survey was made in this district, at his request, with the lots running crosswise to the regular survey of the town-

ship, to give settlers access to the main road.

After the area had been resurveyed, Arkell wrote a letter to Peter Robinson, Commissioner of Crown Lands, York on January 21, 1832, which he mailed at Guelph. A double ring postmark encloses Guelph, U.C., in squat lettering, but it was so faintly inked that the postmaster not only wrote in by hand the date 24 Jany, 1832, standard practice then, but also Guelph, above the date. A letter sent Dec. 7, 1842 by William Howat, treasurer of the Wellington District, to Thomas Parke, Surveyor-General, Kingston, is already post-marked clearly with a double circle broken by Guelph U.C., and De 8, 1842 set in type. Both letters are at the Ontario Archives.

Eramosa Township, immediately east of Guelph Township, had been surveyed in 1819. Its first post office, Eramosa, was opened 20 years later, at the northeast corner of the 2nd concession road and the Erin-Eramosa Road. Completed in 1842, the latter road is now Highway 24. Erin Township, the next one east of Eramosa, and in Wellington County like the others, had its southern portion also surveyed in 1819. The two Irishmen who surveyed its northern part immediately after having done Albion and Caledon (the Roman "England" and "Scotland") Townships to the east, suggested the old name for Ireland.

The village of Erin, in the township of the same name, was founded by Daniel McMillan, who came to the township about 1824. Around 1826 Henry Trout built the first sawmill. McMillan bought the site and built new mills. The first store was begun in 1836 by William Cornock. Cornock secured in 1839 for Erin the first post office in the township.

First settled in 1826 by Nathaniel Rozell, Ballinafad, at the northeast corner of the southern boundary road of Erin Township and the 8th concession road, got a post office in the early 1840's. At that time the main road from Guelph to Toronto followed the boundary road, the old York Trail, through Crewson's Corners and Ballinafad.

In 1850 a passenger and mail coach service was established between Hamilton and Guelph on what is now Highway 6. William Wade Leslie had come before 1832 and settled in the Gore of Puslinch. His son William kept the first post office between Hamilton and Guelph, also called Puslinch, opened in 1850, a half mile after this highway enters the township from the south. George Shatz settled on a farm in 1843 at the corner of the same highway and the 20th sideroad, a part of which afterwards formed Aberfoyle, and put up a sawmill. In 1851, Samuel Falconbridge, who had kept a post office and store near Niagara Falls, opened a general store in Aberfoyle, and a post office was established. For many years it was in the store south of the township hall, now converted to a private dwelling. In the spring of 1847 R. B. Morrison opened a store on this highway at the 30th sideroad, in the blacksmith shop of John McEdwards, which had been put up in 1844. In 1849 Morrison built a frame store on the east side of the road. Shortly after the village took his name, but with a "t" in it when a post office appeared in 1854, although Morrison had Morrison as postmaster.

The first sawmill in Wellington County had been erected in the future village of Rockwood by John Gamble, where the Eramosa River crosses the present Highway 7. Rockwood was known as Strange's Mills in the early days, after the builder of other early mills. The first postmaster was Robert Pasmore, who ran a store and post office, opened in 1851, in a log building at the corner of Harris and Main Streets. Wanting a post office, Pasmore asked several of his friends to write him, and to address the envelopes "Rockwood", trusting that the Post Office Department would realize the need for a post office in the village, and authorize one to be established. He was successful.

Hillsburgh, first settled about 1827, also got a post office at the beginning of the 1850's. Until 1855 it was spelled Hillsburg. It is in Erin Township. In Eramosa Township, where the Eramosa River crosses the 8th concession road, Rufus Everts and Peter Stewart before 1858 laid out a town of many streets, the upper part called Stewarttown, the lower Everton. Everts erected mills, and became postmaster when Everton got a post office in the early 1850's, located in a log house still standing recently. For a number of years the mail to it was carried

on horseback over rough roads once a week. When the railroad came through the district its depot was in Rockwood and Everton declined.

Eden Mills, on the Eramosa River in the 2nd concession of the same township, was begun in 1847 by David Kribbs, who built a dam and sawmill. It was first known as Kribb's Mills. Eden Mills post office appeared in 1851. In 1854, at the very southwest corner of Erin Township, where it meets Guelph, Esquesing, and Nassagaweya Townships, at the village of Crewson's Corners, Morgantown post office was opened, with William Crewson as postmaster. Crewson's Corners had first been called Ryckman's Corners, after Samuel Ryckman, the surveyor of Eramosa. The Crewsons were early settlers.

Morgantown was closed around 1860. In 1880, 2½ miles northeast, Utoka was established. Never large, the amount of its revenue from the year ending June 30, 1881 was \$18! It closed about 1890, to be replaced by a new post office at Crewson's Corners, this time called by that name. Another post office which appeared in Erin Township in 1854 was Ospringle, on the south side of the present Highway 24, slightly east of the 3rd concession road.

Gourock appeared in Guelph Township in 1857 on the south side of the present Highway 24 to Preston, at the east edge of lot 5. Around 1860 saw opened Marden, at the northeast corner of the present Highway 6 and a road in lot 22, and Mimosa, in Erin, a little west of the northwest corner of the 2nd concession road and the 27th sideroad.

In 1862 a mail route was established from Puslinch post office to Galt, on the 1st concession road of Puslinch Township and opened on it were Crieff, at the corner with the present Highway 52, and Killean at the southeast corner of lot 9. In 1863 a post office was opened at Arkell, named after the pioneer mentioned earlier, at the southwest corner of the 10th concession road and the 6th sideroad. A carrier brought mail from Guelph to Arkell, along to Eden Mills, and south through Campbellville to Burlington. He usually reached Arkell at noon, and was back late in the day. In bad weather he rode horseback.

In the middle 1860's were opened in Eramosa Speedside, on the westside of the 2nd concession road of Eramosa slightly south of the 25th sideroad, and Oustic,

(Continued on page 219)

Rounding Up Squared Circles

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

From a letter, April 20, 1963, from Lewis Ludlow:

"... What is your feeling about the possibility of forgeries of squared circles? I have heard that there is somebody in Vancouver who can roll out any of these that is desired. Certainly squared circles have become popular enough and expensive enough. Counterfeits are not only possible but feasible. Have you run across any, particularly some of the later finds?"

My reply here is that I never dreamed of such a possibility, and trust that such a sinister element will not invade our fascinating sideline. The last important find was that by R. M. Doull, BNAPS 1899, of St. John's, Que. I am writing him today asking him to tell TOPICS the story of his find which I'm certain will convince our readers of the genuineness of the new town on our list of known squared circles. Those who have read the fine article on Ottawa Crown Cancellations and Forgeries by E. A. Smythies, which appeared in *Maple Leaves* (C.P.S., G.B.) for April, 1963, will have been struck by the statement that the great majority of these forgeries were immaculate, I have seen two of Mr. Doull's three copies of St. John's, Que., and they were very, very partial, so much so that they were far from being immaculate. I, a novice in such matters, I must confess, firmly believe them to be the genuine copies from the genuine hammer. I have seen most of the recently found copies of Noel, Maitland and Springhill Mines, and can assure collectors that almost without exception they were blurred, very partial strikes with almost indecipherable dates, the products of ill-paid, careless postmasters, so often found in tiny villages. In short, they are typical of many of the rare squared circles from the small country offices. I have watched this type of postmaster—it still exists—using a cancelling device, and, after many futile efforts to produce a legible strike, using a fair supply of saliva on his dry ink pad.

My Find of St. Johns, Que.

R. M. DOULL
BNAPS #1899

I have been collecting squared Circle cancellations for about three years and some time ago I obtained a large accumu-

lation of stamps from an Estate. This was a world wide assortment of all kinds of things, mostly of little commercial value in boxes, paper bags and envelopes. Some of the boxes weighed twenty pounds or more the contents would not even make good packet material!

In going through this miscellany a number of boxes turned up with 19th century Canada, almost all low values, and all off paper. The bulk of it was made up of the maple leaf and numeral issues but some of the boxes had a fair percentage of small queens. These I checked first and although I did sort out a number of interesting cancellations there were few squared circles and only a very few of the better towns.

The last box contained a majority of 2c numerals and the condition was generally poor. I am sure that this was a batch of "left overs" after some form of sorting not only because of condition but because I found practically no good town strikes with dates and many were part of flag cancels, grids or duplex.

However it was in this lot that I found the St. Johns cancels. Out of the two or more thousand stamps in the box there were four in all. Two were on the 3c Jubilee and two on small queens. All strikes are very partial and do not show the date. All four show part of the upper date line and three or more of the name letters. The impression of the bars and side piece are fairly clear and the letters can be identified without much trouble. Incidentally there were twenty or so partial strikes of Cornwall and Smiths Falls but once again very partial and undated.

My own collection was started from "junk" lots which I inherited from my grandfather (as a small boy I helped him in committing the sacrilege of soaking them off paper) and in this way I started my squared circles with over one hundred towns. If there is any moral to be drawn from this it must be "do not turn up your nose at junk. it can be very interesting."

A WINNIPEG HAMMER IV
DISCOVERY

The Winnipeg Hammer IV was proofed Au 28, 93, and up to the present was known
(Continued on page 219)

Modern Cork Cancellations of Coleville, Saskatchewan

by W. L. GUTZMAN, BNAPS 1300

The appearance of cork obliterators in Canada in the last half century is comparatively rare. However, there is one notable exception, and that is the prolific series of corks which came out of Coleville, Sask., a small town situated about 120 miles west of Saskatoon.

After several of these turned up in our collection, we decided to write the Coleville postmaster for information concern-

ing the corks. Mr. W. J. Tate kindly supplied the following interesting history.

Coleville was a small hamlet of under 100 people until 1951, when oil was discovered. This drove the population up to a maximum of about 650, but it declined again later to level out near 500. In 1907 the original post office was located on the Chas. E. Cole homestead, some 5 miles away from the townsite, which was estab-



Fig. 1

lished in 1912 and the post office moved there the following year. Cole remained postmaster until 1917, when Ino. Brent was appointed. Brent operated the office himself till 1928, then gave over the duties to H. L. Dumouchel, who also had the general store.

Dumouchel had studied medicine during his youth in eastern Canada, but had not finished his studies. He retained some of the medical instruments and amused himself by carving designs in cork and using them as killers on the outgoing mail.

Fig. 1—Four of the corks observed. Numbers are Scott Nos. and may provide

some guide as to the sequence in which corks were made.

Fig. 2—A tracing of the cancellations from a single cover, collection L. Waller. Two different corks were used on this cover, thus possibly making it unique.

Fig. 3—Another cork of Coleville, from the Author's collection, harkens back to the moon and star cancel of the small queens era. This is on more simple lines than the earlier type.

After Dumouchel retired, in 1950, Mr. W. J. Tate assumed office. Tate used the home-made corks very little, and they were soon lost in the post office remodelling which



On strip of four 297

Fig. 2

(Continued on page 219)

An Introduction to Canadian Machine Cancellations

by KEN BARLOW

First Issued April 1960

First Revision July 1960

Second Revision Oct. 1960

Third Revision April 1963

Preface to the Third Revision

The second revision of this publication was issued at a very unfortunate time, for the Post Office Department decided, shortly afterwards, to revise the wording on the dies of most of the machines then in use. These changes were made in March 1961. Since then, the author has been busy trying to track down all the hundreds of changes. Also, additional information has been coming in gradually regarding earlier dies, and their dates of use, all of which is incorporated in this edition.

The scope of the booklet has also been expanded slightly to include Wartime Black-outs, Ottawa 'Free' cancels and a few M.P.O. dies. Information regarding the latter would be gratefully received by the author.

In effect, this revision is a completely new book, as the text has been drastically re-written, the Plates revised and added to, and the Index expanded almost beyond recognition.

Introduction

To those not too familiar with the subject of cancellations, there appears to be some confusion between machine cancellations and meter cancellations.

Meters are an impression made on an envelope, or gummied slip, by a machine rented from the manufacturer and licensed by the Post Office Department. Their purpose is to record the date of use, place of use, identification number of user, and value of postage. They replace adhesive postage stamps, and are almost invariably used without the latter. Colours printed are generally red, though blue, green, brown or grey are used on occasion.

Machine cancellations are made by the Post Office Department over the stamps on

the envelope to cancel them, and also to record the time, date, and Post Office of mailing. They are practically always black, though the odd red cancel has occurred. The significance of the latter is not apparent. They bear no indication of value.

The first machines were introduced in early 1896 and were used in a few of the principal cities for five or six years. These early machines were replaced early in 1902 with the International design. The number in use spread through the country until practically every city or town of any size at that time was using one. They continued in use until they were gradually replaced between 1918 and 1920 with other designs. From this time on the designs started increasing in variety and number.

The machines that apply these cancels have had many designs, and several manufacturers. Their basic element is a rotating drum, into the face of which are set two curved dies. The envelope is fed between this drum and a bracking drum or cylinder, and the dies, which are inked by another system of rollers, apply an impression to the face of the envelope.

Some of the companies that have manufactured rapid cancelling machines used in Canada are:—

Montreal Machine Works—Model 'perfect' or 'Lefebvre'.

Columbia-Telfield, Inc.

Columbia Postal Supply Company.

Pitney-Bowes — Many models.

Universal Stamping Machine Company.
Several models.

Up to now it has not been possible to establish which manufacturers were responsible for the different dies, though it is obvious that Pitney-Bowes have practically a monopoly on machines in current usage.

Most of the machines are rented from the manufacturer, though a few are owned by either the Post Office Department or the Postmaster of the town concerned.

Over the years that the machines have been used, there have been many refinements of design concerning the methods of feed, the electric drive, spacing devices etc., but none of these have had the effect of changing the basic style of the finished product.

On most machines a block consisting of a slogan cancellation may be used in lieu of the bars. These are covered in an excellent series of articles in 'Maple-Leaves' and will not be duplicated here, though it is wise to remember that some machines appear to use only slogans, so a complete collection of machine cancellations cannot be made unless they are taken into account.

Dater

It is with the dater itself that I have concerned myself as being the part most subject to change, yet easy to identify once a system is established. It consists of an outer circle inside which the town of use is described circumferentially. These parts are fixed for each die and change only through wear, or if the complete die is replaced. The removable sections of the die consist of a series of horizontal slugs that can be adjusted by the postmaster to show the time, date and year of mailing in any arrangement that the user feels fit, inverted or reversed if need be.

The description of the town of use always has the town name in full, with the province either in full or abbreviated. Some types also include Canada, in full or abbreviated.

In early 1961 the Post Office Department issued an order to Pitney-Bowes to replace all those dies that included the word 'Canada' in full or part with ones using but the town and province. All of these dies were changed by April 7th, 1961, though it is still possible to find a few odd places using the old die.

A similar order on Roman Numeral Type reads as follows:—

'This is to confirm that Roman Numeral Type is to be used in new Cancelling machines to indicate the month.

Care should be taken to see that the 'day' figure precedes the 'month' figure in a Cancelling machine die'.

A few postmasters took this order literally, but not all.

The style of type used to form these words, plus the figures for dates etc. may vary with the die manufacturer or with the period of use. At one time all dies were

hand cut, which meant that each die was unique and could be identified readily, but lately I suspect that some mechanical device has been perfected to cut the dies, from the similarity of those from different towns.

Identification

If each town using a machine had used but one die perhaps this booklet would never have been written. But due to pressure of business, some of the larger cities have many machines in use. Vancouver has had up to 11 in use at one time during the Christmas rush period, and it was once possible to identify positively the 11 different dies in use.

But in addition to minute differences between similar dies, manufacturers have changed over the years, dies have worn out, styles have changed. At one time, to my mind, the styles and types in use were in a vast state of confusion.

To start out this confusion, and to assist me in the identification of each die, I set up a system whereby I could classify the various types, which proved quite effective for my own collection for a while. It started off in a simple fashion, but as my collection and knowledge have increased, it has become more complex.

On completing the first listing, it did not necessarily appear to be the most desirable system, but it evolved gradually, and the process of changing to any other system would be complex. It is, however, fairly easy to understand after a brief study.

The type numbering is purely arbitrary and bears no relation whatsoever to any previous articles which may exist or to any chronological sequence.

For machine cancellations in use prior to the International Machine Cancellation, see 'Canadian Flag Cancellations' by A. L. McCready, followed by the comprehensive revisions and additions by Ed Richardson in B.N.A. Topics. There is an overlap of information on the International, for which I make but one apology. I had evolved my system and had done considerable work on this type before I was even aware that there had been work done elsewhere.

Types

The description of the town of use forms the first breakdown into types, due to the common use of abbreviations. Hence I started on this basis.

Type 0. 'International' with all its varieties of format.

Type 1. Town, Province and Canada in full.

Type 2. Town and Canada in full, Province abbreviated.

Type 3. Town and Province in full, no Canada.

Type 4. Town in full, Province abbreviated, no Canada.

Type 5. Town and Canada in full, no Province.

Type 6. Postal Stations or Terminals that do not fall into any of the above categories.

Type B. O. Wartime Blackouts, no identification at all.

The breakdown into sub-divisions from then on is on the basis of the style of lettering, or 'type' to the printer.

Suffix 'a' has a wide and large style of lettering.

Suffix 'b' is similar through slightly smaller, but has the year in larger figures than suffix 'a'.

Suffix 'c' has similar letters for the town and province but smaller and narrower letters for Canada.

Suffix 'd' is reversed, with the smaller letters for the town, with province and Canada large.

Suffix 'e' has similar letters for the town and province but smaller and narrower letters for Canada.

Suffix 'd' is reversed, with the smaller letters for the town, with province and Canada large.

Suffix 'e' has all letters small and narrow.

Suffixes 'f, g and h' cover varieties that are not consistent with the above rules.

The illustrations on the Plates should show the differences better than an explanation.

These suffixes apply mostly to Types 1, 2, 3, and 4, producing theoretically 20 varieties, though I have only found 17, Types 3d, 4c and 4d being undiscovered to date. Type 4 is a tough one to classify, as on examination the letters vary all over the map, so I have settled for the varieties as illustrated. Again, the difference is in the style of lettering.

As variations on the main theme, some offices include a letter or number within the bars, the position varying with the town. These sub varieties are also listed, both on the Plates of types and in the Index.

Other types, not yet covered in this listing, are Flag Cancellations, mentioned before, some M.P.O. cancels and miscellaneous postal markings such as 'Customs

Duty Paid' etc. I would appreciate receiving any data on these odd types in the hope of adding it at some future date.

Index

The index is based primarily on my own collection. It attempts to list all the towns that have used machines, the various types that were used in approximate chronological order, with notes as to the major varieties. It is practically self explanatory, if used in conjunction with the plates. S indicated that a machine was used on occasion with a slogan cancellation. The letters 1c, D or numbers 1, 2, 3 etc. indicate the letters within the bars.

The Index is obviously not complete, as an examination of the dates will show, but as additional information is made available it will be incorporated into the Index with the ultimate object of recording every town, machine, major variety and complete data on dates of use. Any such information will be greatly appreciated by the Author.

Values

No attempt is made to place any value on any of these machine cancellations. Valuation is useless without demand, and to acknowledge the demand for these cancellations is extremely limited. At the moment it is still possible to obtain a cancellation on cover in excellent condition for 10 cents or less, though if a fancy corner card is included the price varies all over the map. The difficulty is in finding the material. From my own experience with the cancellations of B.C. which appear to be most complete, some machines were in use for very limited periods of time, and examples in circulation must be quite rare. The day appears to be coming when this whole situation will change, though.

Acknowledgements

This article and the Plates and Index are entirely my own effort, but they would not have been possible without the assistance of so many philatelic friends, impossible to name here, who have kept me supplied with examples, many of them rare, or valuable information on dates and types throughout the last few years. To one and all, my thanks.

To F. Bateman, manager of the Mechanical Division of Pitney-Bowes of Canada, Ltd., I owe an especial acknowledgement, for his unstinted, cheerful assistance on behalf of his company.

Canada's Semi-Official Airmails

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

Unfortunately, since columns must be written considerably in advance of publication, I cannot begin this instalment with the answers to questions previously posed. Most of you have only just received the April issue as this is being written and have not yet been able to make your replies available to me.

Accordingly I have a little extra space which might well be devoted to the Semi-official airmail material included in Sissons' February sale. It is not often that 34 lots of S.O.A. material are presented these days and the sale offered an unusual opportunity to bid on a number of very desirable items.

A surprising realization was \$62.50 for a tete-beche pair of the 1918 Aero Club issue with numerals of value, San. 501a, described as "no gum, fine". Holmes catalogues this at \$50.00 and Sanabria at \$75.00. A similar item, but with full gum and described as "very fine", brought only \$32.00 at Sissons just 14 months earlier—certainly a remarkable jump in price especially for an item that would not normally be considered very desirable in view of its condition.

Another instance of an unusually high price was \$22.00 for a "very fine" copy of the Patricia Airways and Exploration issue on green paper, Holmes S-015 badly under-catalogued at \$7.50, San. 522 somewhat more realistically priced at \$16.00.

Several complete sheets of the Patricia Airways issue (San. 537) brought between \$12.50 and \$15.50 against a catalogue value of \$16.00—it is only four years ago that Stanley Stamp Co. was advertising these in quantity at \$4.95 each, and a sheet sold at Sissons in January of 1962 for \$7.75.

The entire group of 34 lots, including a great many of the mixed lots which normally bring only a minor percent of catalogue, realized an average 75% of Sanabria valuation, which is certainly an indication of a strong interest in this field.

Laurentide Air Service, Ltd.

Last month I discussed the various issues of this company and now we come to the question of the flights. The company's first flight seems clearly to have been made on

Sept. 11th, 1924 from Haileybury, Ont. to Rouyn, Que. and return on the same day, piloted by C. B. Cardinet. I can find no record of the number of covers carried either way.

The AAMS Catalogue states in regard to this flight, "Covers bearing the green stamp, rouletted at left, are rare." This would seem to imply that covers on this flight might also have been franked with the second or third issues that had appeared on Sept. 5th and Sept. 9th. I have little information on the number of operational flights made later in September or the franking thereon, but the Marquis of Bute collection contained two covers flown Haileybury-Rouyn on Sept. 16th, one franked with the second issue and one with the third. The same collection also had a cover flown Rouyn-Haileybury on September 21st franked with the first issue and my own collection contains a cover from the same flight with a later issue.

There is some confusion as to the first usage of the fourth and fifth (red) issues of Oct. 1st and 2nd. Holmes indicates the first usage of S-03 on a flight Three Rivers-Rouyn and return on Oct. 3rd and of S-04 on a flight Haileybury-Rouyn and return the same date. The AAMS catalogue lists a Haileybury-Rouyn flight on the 3rd without indicating the stamps used but does not include the Three Rivers-Rouyn flight.

Jarrett's 1929 B.N.A. Book indicates that the red issues did not appear until Oct. 17th and were first used on that date, but this would seem to be an error. A flight certainly appears to have been made on Oct. 17th since it is listed in both Holmes and the AAMS catalogue but neither indicates the type of stamp used or the particular significance of the flight.

The so-called 'First Winter Flights' were undertaken in January of 1925 although the cachet used carries the date 1924 in error. The major references are very contradictory in regard to these flights.

Holmes, on page 197, lists a flight Larder Lake-Rouyn piloted by Wilshire and Three Rivers-Rouyn piloted by H. L. Le Pot, both in January of 1925, no specific date. In the

middle of page 198 he lists the same flights, again without specific date, but with Le Pot piloting both. On page 221 he lists both flights as having been made on January 12th without indicating the pilots.

Morgan lists the Three Rivers-Rouyn flight as having been made on January 12th piloted by Le Pot and the Larder Lake-Rouyn on Jan. 21st piloted by Wilshire.

Jarrett lists both flights as having been made on Jan. 21st, both piloted by Le Pot.

The AAMS catalogue lists the Larder Lake-Rouyn flight on Jan. 21st piloted by Wilshire and the Three Rivers-Rouyn flight on Jan. 22nd piloted by Le Pot. They also indicate a return flight of each, presumably on the same date.

Thus there is very little area of agreement other than that the covers of both flights are known with and without a special oval cachet in purple.

My own collection contains two covers, one with cachet and one without, both addressed to a Mrs. H. D. Wilshire (possibly pilot Wilshire's mother), both postmarked on the face Rouyn, Jan. 22nd and both backstamped Larder Lake, Jan. 22nd. Both are franked with S-03, neither are pilot signed. These are not in accordance with any of the authorities listed above.

Obviously this is a matter that badly needs clarification and that clarification can best come from reports by all of you of material in your own collections — I shall anxiously await a flood of replies.

Mention should be made in passing of Laurentide stamps or covers cancelled in green with a large (approx. 3" x 1½") rubber stamp reading "TRANS-CANADA FLIGHT — 1925 — VANCOUVER-MONTREAL". These were prepared for a proposed flight that was never made and have value as souvenirs only. I have occasionally seen the stamps so cancelled, off cover or on piece, offered as "used" which of course they were not.

Questions pertaining to this issue are as follows:

25. How many covers were carried each way on the first flight of Sept. 11th, 1924 and were either the second or the third issues used in addition to the first?
26. If the second and third issues were not used on September 11th what is the date of their first usage?
27. What operational flights were made during September and what issues were used on them?
28. What are the dates and routes of the first flights using the red issues?
29. What is the significance of the October 17th flight?
30. What information of any sort can be supplied with regard to the confused status of the "First Winter Flights"?
31. For how long did the Laurentide Company continue to operate and what eventually happened to it?

H. R. Harmer Houses Again Exceed Million Dollar Mark

The New York and London Houses of the H. R. Harmer Organization each once more passed the million-dollar mark at auction during the 1962-1963 Season, just concluded.

Mr. Bernard D. Harmer of H. R. Harmer, Inc. in New York, at the close of the final sale, a \$52,846 General Auction held on July 15, 16, 17, announced a total of \$1,163,610, very close to the previous Season's activities. Mr. Cyril Harmer of H. R. Harmer, Ltd. in London reported sales of \$1,235,360, exceeding their previous Season's turnover by more than \$50,000.

The grand total for the two Houses (results of their Sydney, Australia House are excluded due to a different Seasonal calendar) was therefore \$2,398,970.

New World Record Set

The highlight of the Season in New York was the May 27th auction of the Maurice Burrus "Hawaii" when an unused Hawaiian 2 cent stamp sold for \$41,000, establishing a new World record. The previous highest realization was \$32,900 for a British Guiana 1 cent stamp sold at auction in Paris in 1921. Total for the 169 lots which comprised the Burrus "Hawaii" collection was \$103,432.50, of which the 15 Missionary stamps (Lots 160-174) brought \$85,900.

The opening sale of the 1962/1963 Season was general in nature and comprised just short of 2,000 lots. It realized \$70,007.75 against the pre-auction expectation of \$59,662.00, and Mr. Harmer reported

at that time that in his opinion price levels were up 15% on an average on the normal stamps and were maintained at the previous Season's levels on the rarer material. He also reported that there were 16% more buyers and 20% more bid forms received than in the opening sale of the previous Season.

December 4th saw the sale of an attractive collection of Canada and Maritime Provinces offered on instructions from a Westchester County, N.Y. collector. Once again the auction, which realized \$30,165 for 438 lots, stressed the importance of quality, and collectors from Canada and many parts of the United States competed with active agents and a heavy "book" from mailbidders for the lots. A number of multiple pieces of quality brought excellent figures. It was interesting to note that many

20th Century errors and varieties included in the Canadian portion attracted more attention than in the past and price levels were in many cases close to or exceeding catalogue value.

General diversity of material again reported

Philatelic material still showed diversification in the sales held in New York. While United States collections and rarities continued to find their way in increasing quantity to the H. R. Harmer, Inc. sales, the whole World of stamps was to be found in many of the auctions held. As with the previous Season, the million mark was passed, not through the predominant value of any one collection offered but rather through a maintained flow of valuable (and less valuable) general and specialized collections.

A New Canadian Militia Camp

Having been interested for some years in Canadian Military Cancellations the 'find' of what I believe to be a hitherto unreported Canadian Militia Camp strike is most

unusual.

I am attaching a print of the post-card. Unfortunately the print is somewhat distorted due to focusing difficulties, but I am





also enclosing a close up of the cancellation which shows GODERICH CAMP ONT. The date is JUN 23, 1911 and you will see that the writing on the card also refers to 'Goderich Camp'. Any lists I have been able to check do not list Goderich Camp for the 1911 period. I have written to the Department of National Defence inquiring for particulars but as yet I have had no reply.

Believing this find will be of interest to many of your readers I have sent the two prints and the far from complete story of the Camp.

W. RORKE

WAR TAX PLATE IDENTIFICATION

by HANS REICHE

The recently issued book on the Canadian War Tax stamps by the War Tax Study Group and the Plate Block Catalogue by K. Bileski mention the various plates which have been used for printing the one cent green War Tax stamp. With the exception of the last two plates of this value plate inscriptions appear at the top and bottom of each pane. The left hand and the right hand positions show minor differences in the inscriptions, making it possible to distinguish the panes. Specialists are able to separate the upper left from the upper right pane in some instances by the length of the inscription, a dot or dash, and similarly for the lower panes.

A detailed description of the various differences of the plate inscriptions on the one cent green War Tax are stated which permit identification.

Plate No. 1

Upper: one strip shows the right end of the second line below the O of No. extending beyond the right side of the first line.

Lower Left: the right end of the second line does not extend as far to the right as the first line.

Lower Right: the right end of the second line is even with the right end of the first line.

Plate No. 2

Upper Left: inscription is 54mm long.

Upper Right: inscription is 57mm in length and indication of an early entry under number 2.

Lower Left: inscription is 55mm in length. Distance between A and 2 is 2mm.

Lower Right: inscription is 54mm in length and the distance between A and 2 is 1mm. A diagonal line runs downward from left end of the dash between OTTAWA and No.

Plate No. 3

Upper: one strip measures inscription 55.5mm. A diagonal hairline above No. intersect the O.

Lower Left: inscription measures a little over 55mm. Extending the vertical frame line along left side of subject 96 would just meet bottom of left leg of last A of OTTAWA.

Lower Right: inscription measures 55mm. The extension of the left and right leg of the letter A in No. A forms a faint triangle at the top of the letter.

Plate No. 4

Upper Left: inscription measures 51mm. The right leg of the letter A after No. is longer than the left leg.

Upper Right: inscription measures 55mm.

Both legs of the letter A are of the same length.

Lower Left: inscription measures 54.75 mm. A guide dot appears over the left leg of the letter W. Horizontal line in A projects through both legs of A.

Lower Right: inscription measures 55mm. A dash shows over left leg of the letter W and the horizontal line of the letter A in A4 projects through the left leg of A but not through the right leg.

Plate No. 5

The proper identification of the plate positions seems to present somewhat of a problem. The writer has in his collection two strips from the lower panes each showing slightly different setting of the inscriptions and both originating from the lower left pane. The Canadian Bank Note Co. has no record of a duplicate plate which this different inscription would indicate.

Upper Left: inscription measures 54.5mm. The A after No. is 3.5mm high. Extension of the vertical left frame line of subject 7 intersects the number 5.

Upper Right: inscription is 55mm in length. The A after No. is 2.5mm high. The vertical extension of the frame line of subject 7 will pass to the left of the number 5.

Lower Left: (type 1) inscription measures a little more than 54mm. A vertical line through the centre of the left numeral 1 will touch the right side of the number 5.

Lower Left (type 2) inscription measures 53.75mm. The extension of the vertical line through the centre of the numeral 1 will pass to the right of the number 5.

Lower Right: inscription measures 54.75 mm. The right leg of the letter A is longer than the left leg.

Plate No. 6

Upper Left: inscription measures 56mm. The distance from the left V line of N to the right side of the numeral 6 is 16mm. Extension of the left frame line of subject 7 would pass left of the numeral 6.

Upper Right: inscription is 53.5mm in length. The distance from the left V line of N to the right side of the numeral is 14mm. Extension of the left frame line of subject 7 just intersects the left side of numeral 6.

Lower Left: or Lower Right (not identified) One strip shows an inscription of 55mm in length. The distance between N and the numeral 6 is 16mm. A second strip shows an inscription of 56mm and a 16.5mm distance from the N to the 6.

Plate No. 7

Upper Left: inscription measures 42mm. Hairlines in margin.

Upper Right: inscription measures 43.5 mm. There is an additional line between the word OTTAWA and No. and a curved line below the letter W. Hairlines in margin.

Lower Left: no information available.

Lower Right: inscription measures 43.25 mm. The entire inscription slants upwards to the right. A short curved line appears above the O of OTTAWA. Hairlines in margin.

Plate No. 8

Upper Left or Upper Right: (not identified) inscription measures 42mm. The strip shows a long line below the right, curved leg of the letter A. The numeral 8 is a little over 0.5mm below the rest of the inscription.

Lower Left or Lower Right: no information available.

Plate No. 9

It is believed that this plate was never issued.

Plate No. 10

The same is probably true for this plate.

Plate No. 11

Upper Left: inscription measures 35mm. There is a short horizontal line just right of the first numeral 1 but does not intersect it.

Upper Right: inscription measures 33.5 mm. The horizontal line right of the numeral 1 extends through the numeral.

Lower Left: inscription is 29.4mm in length. The number 11 measures 2.2mm. Extending the vertical left frame line of subject 92 this line will pass to the left of OTTAWA.

Lower Right: inscription measures 29.6 mm. The number 11 measures 2.8mm and the vertical extension line of subject 92 will intersect the letter O of OTTAWA.

Plate No. 12

Upper Left: inscription measures 34mm. An additional line runs between the letter A and number 12.

Upper Right: inscription measures 32.2 mm. There is no line between the letter A and 12.

Lower Left: inscription measures 32mm. The number 2 is 7.5mm below the bottom frame of stamp subject 93.

Lower Right: inscription measures 31mm. The number 2 is 6.5mm below the bottom frame of stamp subject 93.

Plate No. 13

Upper Left: inscription measures 32.5

mm. A horizontal line appears below the word OTTAWA. Traces of an early entry appear under the number 13. The number 13 is 5.5mm long.

Upper Right: inscription measures 31mm. The number 13 is 4.2mm long.

Lower Left: no information available.

Lower Right: inscription measures 30.2 mm. There is a line above the word OTTAWA.

(To be continued)

SIR MARTIN FROBISHER STAMP

A special commemorative postage stamp honouring Sir Martin Frobisher was released for sale on August 21st. A stamp to mark the Postal Bicentennial will be released on September 25th. The new regular 15 cents air mail stamp will be issued on October 30th.

Mr. Denis explained that he had set back the release date of the stamp to August 21st in order that the Frobisher stamp could be placed on sale at the time of "Passage 7", a proposed motor vessel trip which was to enter many areas opened originally by Frobisher's explorations. The voyage has now been postponed until 1964.

The Postmaster General explained that cancellation of the voyage came too late to let the stamp schedule stand as previously announced.



(Continued from page 206)

So gather all ye revenue collectors as there are a few things that I would like to know. Does the \$20 King Geo V exist in the perf 11? Does the 25c, 50c, \$20, \$50 and \$100 Caribou exist in the perf 14.1? Does the \$5 and \$100 Caribou exist in the perf 13.7? Does the \$50 and \$100 Caribou exist in the perf 11.9? All help would be much appreciated.

(Continued from page 219)

resulted from the population explosion in 1951. The fancy cork carver, Dumouchel, died in early 1962, aged 90 years.

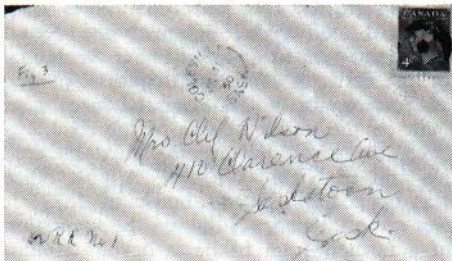


Fig. 3

Any information concerning additional types of Coleville corks will be appreciated by the author.

(Continued from page 209)

only on K. E. issues. At the time of the appearance of the 2nd edition of the handbook four copies were known, but a few more have been found since, all on K.E. issues with 1904 or 1905 dates. We complacently concluded that all future copies to come to light would be of that period. However, nothing is impossible, as all keen philatelists know, and collectors should look more carefully at their Winnipeg strikes from hammer one, the one most closely resembling hammer four, especially those dated 1895. They may be pleasantly surprised! For two copies have been found (on the 2c Sm. Qu.) unmistakably from hammer four, dated Ju 12, 95 and Ju 14, 95. The finder? Dr. W. G. Moffatt, a newcomer alike to BNAPS and squared circles. It is a great pleasure for me to draw your attention to the fact that both recent discoveries (both quite unexpected by me)—St. Johns, Que. (R. M. Doull) and this of Winnipeg Hammer IV, new period (Dr. Wm. Moffatt)—have been made by newcomers. This is most encouraging.

(Continued from page 208)

on the northeast corner of the same sideroad with the 8th concession road, as well as Brisbane, in Erin, at the northeast corner of the 8th concession road and what is now Highway 24. Brisbane was once a village with 50 inhabitants, but now has only a schoolhouse. Ned Mooney brought the mail from Fergus to Speedside, Oustic, and Mimosa twice a week. In Erin was also opened at this time Coningsby, on the south side of the 17th sideroad, a little east of the

6th concession road.

Mosborough was established in Guelph Township in 1874 on the south side of the 7th sideroad where the railway west from Guelph crosses it. About 1865 James Huxtable, a millwright, dammed the Speed River and erected a sawmill near the school on the east side of the 6th concession road of Eramosa in lot 29. Several houses were built on the northeast side of the road, between the school and the mill. Huxtable sold his mill to Nicholas Lynett. A post office was opened in Lynett's house in 1877. It was given the name Shiloh on the suggestion of a farmer, John Leslie, a devout Methodist. Up to now the people of this area had received their mail from Oustic. The mail was now brought from Guelph instead of

Fergus via Speedside and Oustic to Shiloh. In the 1900's a post office was opened at Barrie Hill, at the corner of the 2nd concession road of Eramosa and the 20th sideroad, and served by the same carrier.

In 1876 was opened Corwhin, in Puslinch, at the southwest corner of the 11th concession road and the 20th sideroad, in 1877 Armstrong's Mills, at the northeast corner of the Speed River crossing of the 11th concession road of Guelph Township.

In the early 1880's appeared in Erin Township Binkham, at the northwest corner of the 11th concession road and the 22nd sideroad. In the late 1900's appeared Ariss, where what is now Highway 86 crosses the boundary road at the northwestern corner of Guelph Township.

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