

BNA Topics



Early Post Offices of the Niagara Frontier

(See page 90)

Official Journal
Of The
British North America
Philatelic Society

Volume 21 Number 4 Whole Number 222 April 1964

Published April 1st

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
VOLUME 21 / NUMBER 4 / WHOLE NUMBER 222 / APRIL 1964

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Official Section



Monthly Report from the Secretary . . .

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

March 1, 1964

NEW MEMBERS

- 2036 Ross, Leroy L., 1550 Depew Street, Denver, Colorado 80214
2037 Tauber, S., 708 East Tremont Avenue, Bronx, New York 10457
2038 Thomason, Hugh M., 1353 State Street, Bowling Green, Kentucky 42101

APPLICATIONS PENDING

- Deacon, I. J. R., Box 774, Winnipeg 1, Manitoba
Doll, Denton T., 1217-45th Street, Los Alamos, New Mexico
Harris, Gordon R., 3857 Dubois Street, South Burnaby, British Columbia
Hughes, J. Paul, 11314-60 Street Edmonton, Alberta
Kinrade, W., 14 Ostrander Blvd., Georgetown, Ontario
Powers, Theodore R., P.O. Box 1861, Columbus, Georgia, 31902
Welsh, Dr. Donald R. J., 41 Sandringham Drive., Toronto 12, Ontario

REPLACED ON ROLLS

- 466 Sparrow, W. H., 125 Lytton Blvd., Toronto 12, Ontario

APPLICATIONS FOR MEMBERSHIP

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

- BANFIELD, Mrs. Rhea, 1126-6th Line N., Oakville, Ont. (C) Proposed by L. A. Davenport, No. 51.
Seconded by J. R. McMurrich, 780.
BEAVER, James E., 413 N. Rush St., Itasca, Ill. (C-X) CAN, NFD, PROV—19th & 20th century mint & used postage and blocks. O.H.M.S.-G. Precancels. Federal Revenues. Mint, used & semi-official Airmails. Postal stationery entires & cut-squares. Literature. "Locals". R.P.O., territorial, 2 & 4-ring and town cancellations. SPECIALTY—Large & Small Queens and Admirals. Proposed by P. C. Dinger, No. 1800.
LAGUEUX, Paul, 1381 des Gouverneurs St., Quebec, Que. (C) CAN, NFD—19th & 20th century mint & used postage. Pre-stamp & stampless covers. Mint booklet panes. Precancels. Literature. 2-ring numeral cancellations. Proposed by G. April, No. 1118. Seconded by G. des Rivières, No. 1077.
MARK, Ross V., #213-315 Agnes St., New Westminster, B.C. (C-CX) NFD, PROV—19th & 20th century mint postage and blocks. 1st Day & 1st Flight covers, Plate Blocks, Coils, Mint booklet panes. Precancels. Federal, provincial and tax-paid revenues. Mint & semi-official airmails and on cover. Proofs & Essays, R.R. cancellations. SPECIALTY—Revenues of all provinces especially Newfoundland Tobacco. Proposed by W. C. Rockett, No. 249.
McLellan, Charles W., Champlain, N.Y. 12919 (C) CAN—19th century used postage & blocks. Pre-stamp & stampless covers. Precancels. Federal, provincial & tax-paid revenues. General 19th century cancellations. Proposed by J. Levine, No. L1.

CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 1896 Bilangio, John J., P.O. Box 16222, Orlando, Florida 32811 (from Mass.)
326 Calder, Stanley C., "White Cottage", 188 Longhurst Lane, Mellor, Cheshire, England
1139 Crane, David B., 1367 Cherry Crescent West, Kelowna, B.C.
2023 Gygan, Joseph A., P.O. Box 501, Manchester, N.H.
1923 Harrison, Capt. R. T., 2818 So. Willis St., Abilene, Texas
869 Heiman, Irwin, 2 West 46th Street, New York 36, N.Y.
1346 Hunka, Daniel, 894 Ridley Blvd., Ottawa 13, Ont.
793 Johnson, John H., 4443 N. Winchester Ave., Chicago, Ill., 60640
958 Larkin, Richard H., 808 Security Bldg., Windsor, Ont.
313 Paine, Harold L., Ste. 304-Richmond Towers, Trayborn Dr., Richmond Hill, Ont.
1680 Slate, Rev. William, St. Ann's Church, 7047 So. Park Ave., Tacoma 4, Wash.
2021 Vooy, Daniel W., P.O. Box 187, Canajoharie, N.Y. 13317 (from Jamestown, N.Y.)
1706 Wannerton, John "Caertaff", Pearson Ave., Kenilworth, Cape Town, South Africa

CORRECTIONS

- 1369 LaFrance, Leo J., 27 Underhill Road, Ossining, N.Y. 10562
627 Pell, Samuel F. Jr., 1624 Woodard St., North Las Vegas, Nevada
59 Siverts, John S., Box 425, Wilmington, Delaware (delete street number)
399 Staff, F. W., Stonehaven, West Bay, Bridport, Dorset, England
1791 Walck, Edna, M.D., 4 Longmeadow Road, Dover, N.H.

RESIGNATIONS ACCEPTED

Adams, William T.
 Botterell, Henry J. L.
 Brown, Jack
 Chadbourne, A. L.
 Chambers, Joseph
 Falken, Stephen R.
 Fenell, A. E.
 Gourley, George
 Hill, Arthur C., M.D.

Hoffmann, Walter R.
 Krasner, Milton
 Lee, Walter S.
 Lorensen, Ernest
 Macaskie, James P.
 Munro, J. E. R.
 McCusker, John J. Jr.
 Needoba, Lesly
 Pascoe, Harry A.

Pickard, C. W.
 Pettingell, George
 Riehle, John A.
 Scott, Donald O.
 Shaw, Alan B.
 Simmonds, William E.
 Simpson, William L.
 Wilson, Charles B.

RESIGNATIONS RECEIVED

1905 Hingston, James, M.D., 4655 Bellevue Drive, Vancouver 8, B.C.
 943 Jockel, C. H., 61 Great S. W. Road, Hounslow, Middlesex, England
 873 Keffer Harry B., Box 6201, Hamden 17, Conn.
 1973 Mills, Ralph W., 21 Castor Crescent, Scarborough, Ont.
 1316 Nairne, Reginald, 642 Battery St., Victoria, B.C.

DECEASED

534 McLellan, Hugh, Champlain, N.Y.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, February 1, 1964	999	
NEW MEMBERS, March 1, 1964	3	
REPLACED ON ROLLS, March 1, 1964	1	
	1003	
RESIGNATIONS, March 1, 1964	26	
DECEASED, March 1, 1964	1	
	27	
TOTAL MEMBERSHIP, March 1, 1964	976	

OFFICIAL NOTICE ELECTIONS

CALL FOR NOMINATIONS

ARTICLE IV, SECTION 3. ELECTIONS: A President, Vice-President, Treasurer and Secretary shall be so elected by ballot biennially in the even-numbered years. Three (3) members to the Board of Governors shall be so elected each year for a term of three (3) years.

Nominations for the offices to be so elected may be filed with the Secretary by any Regional Group of the Society or by any five (5) members in good standing in time, at least, for publication in the issue of BNA TOPICS scheduled for release ninety (90) days before the opening of the Convention and Annual Meeting of such election year. At least one hundred fifty (150) days before the opening date of such election year Convention and Annual Meeting, the President shall appoint five (5) members of the Society to serve and function as a Nominating Committee whose prime purpose shall be to prepare and present a slate of candidates for the elective offices to be voted, which slate shall be published in the issue of BNA TOPICS scheduled for release one hundred twenty (120) days before the opening date of the Convention and Annual Meeting of such election year. No member shall be nominated unless he shall have first assented to his nomination to his proponent, and his proponent, in nominating him, shall state such assent has already been received. Each nomination made shall be published in BNA TOPICS at least ninety (90) days prior to the election date.

The Board of Governors and the elected officers was solicited by mail and voted that the Exhibit rules be changed so that the limit of exhibits be judged by pages rather than by frames and it was decreed that in the future the maximum number of pages allowed be 64. Secondly a plurality of those voting decided that at all future shows the judges are to be fixed and picked by the host group.

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 Trail 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.

THE *Editor's* MAILBAG

Yours, for a bulging Editor's Mailbag!
Ron Kitchen
BNAPS 1049

Dear Mr. Editor:

My attention has recently been drawn to #15 section P of Boggs Vol. II from which I quote. "Alexander Pirie & Sons were a Scottish mill located at Stonewood and from 1856 also at Culter, near Alexander. The firm is still in business under the title of the Culter Mills Paper Co. Ltd."

This is not quite accurate. Perhaps some of your readers might be interested in further details. Culter is about 8 miles up the river Dee & Stonewood the same distance up the Don, both these rivers flowing into the sea at Aberdeen. Paper was made at Culter in 1751. The Stonewood mill started in 1771. By 1811 Alexander Pirie was making paper at the Stonewood Mill.

In 1856 that Mill had become known as Messrs Alex. Pirie & Sons and in that year acquired the mill at Culter which they floated off as a separate company in 1865 and separate they are to this day. "Piries" as it is locally called is now part of a large combine — Wiggin Teape, while Culter Mills Paper Co. Ltd. is still a separate company with their shares quoted on the London Stock Exchange.

Yours truly,
Sir George Williamson

P.S. (I am a director of The Culter Mills Paper Co. Ltd.)

Dear Mr. Young:

The Editor's Mailbag of Feb. '64 with the query on the Newfoundland 3c "broken A" variety interested me very much.

I call it the "dimpled A" variety because the 'A' is not actually broken, but has a color dot or "dimple" at each end of the crossbar. My copies are on #255 and I suspect his are too (unless his in an entirely different variety).

Earliest date I have is Aug. 27 '42 from an unknown CAPO and the latest is Oct 3 '43 from CAPO #5 (Torbay). Worth noting on this variety is that a hairline, which could be a progressive plate crack, runs diagonally across the second 'N' of Newfoundland.

You will probably receive a number of letters from Newfoundland specialists regarding the "dimpled A". Would you give us a summary of them?

Dear Mr. Editor:

Fakes in the Canada Admiral Issue

Philatelists should be on the lookout for manufactured items of the general type described herein. Two such items were recently encountered during 1963 in material sold by prominent New York and Philadelphia dealers, who both were happy to make full and immediate refund.

The 2c green 12-horiz. coil (S133) can be fabricated from a wide-margined copy of the basic stamp #107 by trimming the vertical edges. The resulting fake (at a catalog value increase of 6500 per cent) does not possess the correct coil width of 21 millimeters.

The 2c green pane of 6 (S107c) can be fabricated from a sheet margin block of 6 with left-hand selvedge attached, by trimming the three perforated edges. The resulting fake (at an increase in value of over 10000 per cent) does not possess the standard booklet height of 50 millimeters. In addition the example I saw was a dead giveaway because of vestigial perforations in the LR corner, very close margins in the UR corner, and too wide a selvedge (10.3mm to subject frame line — 8mm is more typical). In addition most genuine panes have remnants of gum and tissue at the extreme left selvedge margin.

Moral of this story is use your millimeter gauge on every coil and booklet pane of more than nominal value before you pay.

John S. Gordon, 1030
1275 Bloomfield Ave.,
Fairfield, N.J.

Dear Sir:

I refer you to the January, 1964 issue and the article entitled "The Upper Columbia Company" by Dr. Robert V. C. Carr, No. 1427. The writer has invited comment.

I am interested in his reference and spelling of 'Spillimachine'. The correct present day spelling should read: "Spillimacheen" and I am wondering if his spelling is in error or if that is the way it was spelled originally and then, is in fact, correct.

I would appreciate yours, or the writer's views on this matter.

Yours truly,
B. M. Baker,
No. 1214.

Report from the Library

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

Money is needed to purchase the following new books:

L. Gerald Firth — **Canada, The 15 cents of 1868** W. E. Lea Ltd., 446, Strand, London, W.C. 2 — \$10.

Holmes — **Specialized Philatelic Catalogue of Canada and BNA**. 10th Ed. Ryerson Press, Toronto — \$9.00.

T. P. G. Shaw — **Canadian Transport Postmarks Handbook**. Royal Philatelic Society of Canada — \$5.00.

Sir John Wilson — **BNA section of The Catalogue of the Stamps in the Royal Collection**. Stamp Collecting, 42 Maiden Lane, London W.C. 2.—100/.
V. G. Greene,
Chairman, Library Board.

Following donation from J. Percy Clement acknowledged:

BNA Topics Vol. 13-19; **Canadian Philatelist** 60 issues;

Emco Journal 19 issues; **Popular Stamps** 26 issues;

Scott's Monthly Journal 88 issues; **Weekly Philatelic Gossip** 300 issues;

Sisson's catalogues 20 issues; Stanley Stamp Co. Newsletter—file;

Miscellaneous catalogues and papers — 30 items.

A GLOSSARY OF ABBREVIATED HANDSTUCK STAMPS

Published by: **ROBSON LOWE LTD.**,
5 Pall Mall, London, S.W.1, at 10/-
including postage.

A new edition of the monograph just compiled by the late Leslie Ray and now greatly enlarged and edited by Kay Horowitz. Nearly seven hundred abbreviations are given together with the country of origin, an explanation and dates, the earliest

of which is in the 17th century and the latest 1900.

Details of the Julian, Gregorian and French Revolutionary calendars are now included and the months of the year in Greek, Russian, Italian, Spanish, and Czecho-Slovakian.

This monograph has been published primarily for those interested in classic stamps on covers and letters of the pre-adhesive period.

AIR POST ESSAY EXCEEDS \$1,000

In January of 1931 the 5c Air Post stamp of Newfoundland was completely sold out; fresh supplies had been ordered from the British printers, John Dickinson & Co. but date of delivery was not known.

The Department of Posts and Telegraphs in Newfoundland therefore instructed the King's printer, D. R. Thistle, to prepare the type for a provisional 15c stamp in case the demand for this value rendered its issue necessary. The wording was "Provisional/Local/Air Mail/ 1931/15 cents" in 5 lines of which the last four lines were in a double-lined script type. Trials were run off on the 1929-31 re-engraved 1c Map.

An example of this essay was sold at auction by H. R. Harmer, Inc. on February 13 for \$1,050, the purchaser being a prominent English collector-professional. It came from the collection of the late Watson B.

Dickerman of Long Island, New York which was sold by order of his wife, Mrs. Mary McB. Gaynor. In "Newfoundland Air Mails" by Dalwick and Harmer, Mr. Thistle is quoted as stating that he believed between three and six proofs were printed. The copy sold is the one illustrated in the book.



The President's Page

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



A strip of three 3d. Nova Scotia prepaying the domestic postage of 3d. plus the 6d. registration fee for a total of 9d.



A pair of dark green 6d. Nova Scotia prepaying the double letter domestic postage of 6d. plus the 6d. registration fee for a total of 1 shilling.

Are Stamp Exhibitions of Benefit To Stamp Collectors?

by Charles J. Phillips

Reprinted from The North American Philatelic Year Book, 1927 Edition

I have been asked to write a short article for this special number upon the above subject matter, and so much could be said under this heading that I could fill the whole of this book.

Before we discuss the question we have to decide what we mean by "Benefit". Webster says, as the one of his definitions of this word most pertinent to our enquiry — "Benefit — Whatever promotes prosperity and personal happiness — advantage — profit."

Since about 1887 I have attended some twenty stamp exhibitions, at several of which I have acted as Judge — and I had exceptional opportunities of forming an opinion as to the good and bad points of Exhibitions.

In my opinion Stamp Exhibitions are an undoubted good to Stamp Collectors. There are very few things that I can think of that can be said against them.

Let us take Webster's definitions in order, starting with "Benefit — Whatever promotes prosperity."

I have not the slightest doubt but that the "prosperity" of Stamp Collecting today is largely — I might almost say — mainly — due to Stamp Exhibition.

Just consider for a moment the enormous publicity given to this hobby by the press of the world during each exhibition. These press notices serve various objects — they cause a large number of people to start collections and they generally unearth old corres-

pondences and thus bring into the market new material which is so desirable.

Exhibitions promote prosperity in another way. Most collectors who intend to exhibit have to buy largely to build up their collections to exhibition standard. This often necessitates the re-arrangement of the collection, the purchase of new albums, and new "writing up" of exhibits, this all tending to the prosperity of the dealer, publishers and scribes.

Webster's next point is "Personal happiness".

Here Exhibitions certainly are of benefit. Every winner of a medal must feel happy and there are many of these at every exhibition. But I think that all of us who exhibit or who attend exhibitions get more real happiness by meeting our friend and by making new ones. I know that I owe to Exhibitions in Europe and in Winnipeg, the formation of real friendships that I hope and think, will last all my life. In Montreal the same happened again. We shall meet men we only knew by correspondence, and many more we did not know at all, and if we are good "mixers" we must make many new friends and outside one's wife — a "friend" is one of the greatest desiderate for "personal happiness."

The next point noted by Webster is "advantage".

Here Exhibitions are certainly to one's "advantage", especially if we accept the usual definition of the word

to mean "gain or benefit." Everyone who visits an exhibition and takes the trouble to study the exhibits must benefit by the increase of his knowledge. He will learn much of the real relative rarity of stamps as shown in specialized collections, he will see and should note many minor varieties that he did not know existed, but above all, I think the general collector will learn from a visit to Exhibitions how to arrange his stamps, how to write them up, and how important fine condition is if he hopes to be a prize-winner in the future.

Another definition of "benefit" is what causes us to "profit" by the object in question.

This is practically answered by "advantage" because "advantage" means "gain or benefit." There is, however, one matter that I have always found caused me much indirect "profit" from exhibitions and which I have not dwelt on.

In all exhibitions one can devote several days studying the work of the greatest specialists in many countries. This is invaluable to the Editors of Catalogues. They can examine collections they would never see if they did not come to these Exhibitions, make their notes and use all this material to improve the next edition of their catalogues, and good and detailed cata-

logues adds to the advantage and the profit of all who use them.

Here are some of the many benefits that arise out of exhibitions, but with all this good they do our hobby, we always find some "knockers" to speak ill of them, to find fault with their organization and to run them down.

Some of these adverse critics say that exhibitions are usually organized, scare away from the fold many of the younger collectors, because they see superb and very valuable collections which they can never hope to approach.

What about the great International Exhibitions such as London, Paris, Chicago, Philadelphia, where almost all trades are represented, or great Exhibitions of Paintings, Porcelain, etc., etc.?

Do not all these endeavour to gather together the finest and the best in their line? Does the showing of paintings worth \$10,000 to \$200,000 each, prevent the vast general public buying prints, lithographs and cheap paintings? I have never heard that any of these very numerous exhibitions do the slightest harm to the various businesses concerned, and in the same way I feel sure that the infinitesimal number of stamp collectors who may be disgruntled with their own small collections will have no adverse effect on our hobby.

PLEASE SEND CHANGES OF ADDRESS

to the Secretary

JACK LEVINE

211 Pine Tree Road, Oxford, North Carolina

PLEASE SEND REQUESTS FOR BACK ISSUES OF THE MAGAZINE

to the Circulation Editor

HEDLEY J. HOLLANDS

245 Eglinton Ave. W., Toronto, Ontario

Trail of the Caribou

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

Again it is our indefatigable correspondent, W. D. Van Ness, BNAPS #1062, Chestnut Hill, Mass., who is in with still another correction to our specialized listing that appeared in the Sept. '59 issue of TOPICS. In checking his copies of the 7c, Scott #208, Van discovered that he had one with an inverted watermark and since it has been checked it goes into our new listing under the sub-heading "J" Watermark reversed. As I've said so often in the past "Thanks Van"

Mr. Van Ness was in with another point before this had time to go to press, he advises that when examining the 15c Gilbert Issue he finds that most of his copies have a reversed watermark. This is not unusual at all and is one of the facts that we have known for years and never put down on paper as most of our copies both mint and used have the reversed watermark and to go a step further, the die proof in black also has a reversed watermark. Thanks for reminding us of this variety.

We are now experts on covers to St. Pierre as from 2 different sources we have purchased 3 different covers, all used prior to 1880. Strangely enough all 3 are addressed to Horatio John Watts of Harbor Grace. The first is addressed to St. Pierre on June 21, 1871, and backstamped at St. John's the same date. I note that I have neglected to say that it is cancelled at the post office in Harbor Grace also June 21, 1871, and bears on the face the receiving stamp of St. Pierre dated Jun. 24, 1871. The cover is franked with the 13c, Scott #30. Evidently when all of the rates to Canada, the U.S., and England were reduced to 6c, the rate to St. Pierre was too because the second cover was posted at Harbor Grace on Au. 18, 1875 and backstamped at St. John's the next day and received at St. Pierre on Aug. 24, 1875. This cover however is franked with two copies of the 3c, Scott #34. The third cover which is franked with two copies of the 3c, Scott #39, was posted at St. John's on Oct. 22, 1877, Backstamped at St. John's the same day and cancelled at St. Pierre on Oct. 31, 1877.

Now that we have the covers all that we need are proof of the rates. Help anyone!

Of course it is a sneaky and rather expensive way to achieve the desired end but it worked in our case. We have known for years that Clarence Westhaver BNAPS, #1442, Milton, Mass. our esteemed vice president has some good Newfoundland lying about, and he collects Canada. So when we were put into the New England Baptist Hospital on Dec. 9th for a 22 day stay one of the first people that we contacted was Clarence and we poured out to him our misfortune at being cooped up in a hospital room with no stamps to look at. Like a trout rising for an artificial fly. Clarence took our bait and within a day or two of the period when we were again allowed visitors Clarence paid me a visit and he just happened to have a Newfoundland bit with him. We had never seen it before nor had an occasional visitor whose wife was also in the same hospital and happened to be from Newfoundland. The item may be common as dirt in some quarters but by the time we get through paying all of our bills it will most certainly be the most expensive item that we have ever bought. It is a receipt for the payment of a fee for the insuring of a parcel and it is marked for Foreign and Colonial Parcel Post. The receipt is 14.2mm x 9.3mm and is franked with the 10c Cabot cancelled with a violet ellipse from the Post Office Dept. of St. John's dated Sept. 14, 1912. What intrigues us most about this receipt is a footnote at the bottom "At offices not provided with a date stamp the name of the Office and the date of posting must be written across the postage stamps". So come fellars who has other examples. And while I'm at it I really want Clarence to know that I was kidding at the head of this article as I would have been just as happy to see him even if he didn't bring any Newfoundland material with him. Well anyway I would have been almost as happy.

Just about the time that we had decided that we knew all there was to know about Newfoundland Plate Blocks along came an-

(Continued on page 101)

EARLY POST OFFICES OF THE NIAGARA FRONTIER

by MAX ROSENTHAL

When Canada came under British rule in 1766, English garrisons took the place of French ones in the forts that had previously been built along the Niagara River. Houses sprang up around the stockades, yet for twenty years no attempt was made at permanent settlement. In 1778 British soldiers under Colonel John Butler built barracks on the west shore of the Niagara River in a strip of land that the government had acquired from the Indians near the mouth of the river. A year later, Governor General Haldimand suggested that this strip be divided into lots for settlers. At first called West Niagara, by 1782 the new colony was named Butlersburg. In 1783, when the independence of the United States was recognized, the government rewarded Butler's Rangers, who raided these forts during the American Revolution, with lands in the vicinity of the posts. A land board in 1789

got surveyor Augustus Jones to draw a map of the various townships, which were at first only numbered.

In 1791 the Province of Upper Canada was established, divided into countries and the name of Lincoln given to the territory now comprising the counties of Lincoln and Welland. The townships were given names of places in Lincolnshire, England. The main stream flowing into the Niagara River, Chippawa Creek, was renamed the Welland River. Welland County, however was not detached from Lincoln until 1856. Township number one, with the Niagara River on the east and Lake Ontario on the north, was the first to be surveyed. By 1793 this township was called Niagara, from the Indian Ony-a-Kar-ra, meaning "thunder of waters". In 1791 a townsite was surveyed at West Niagara, named Newark. There the first parliament of Upper Canada had its



A letter that passed through Niagara U.C. in 1829

first meeting, on September 17, 1792.

As early as 1785 a road had been blazed from Niagara to Ancaster. In the Quebec Gazette, June 4, 1789, appeared a proclamation that mails would be despatched every few weeks from Montreal for a number of places in Upper Canada, and, from Kingston, as opportunity would permit, for a number of places of which Niagara was one. The Quebec Almanac of 1791 lists Joseph Edwards as postmaster.

Fort Niagara, on the east bank of the river, across from West Niagara, was first established as a trading post by LaSalle in 1669. It was British until 1796 when it went into American possession. A year later a post route was established and a post office opened at Fort Niagara. The American postmaster arranged for American mail to be delivered to the Canadian postmaster, as this notice in the Upper Canada Gazette of October 21, 1797 suggests:

"The United States mail has commenced running between Canadarque (Canandaigua) and this place, it will arrive on the first of November, and every other Wednesday successively. Mr. McLallon has taken charge of the post office until a postmaster shall have been appointed to accommodate the gentlemen of Upper Canada. The letters, etc. for the province will be left with Mr. Edwards, West Niagara. J. J. Ulrich Rivardi, Major Artil. and Eng. Commanding Fort Niagara, Sept. 11"

The mail was carried by boats during the navigation season. There was also one "express" each winter, men on snowshoes, on the south side of Lake Ontario to Niagara, usually leaving Montreal in January. A notice in the Upper Canada Gazette in 1798 is still headed Post Office, Fort Niagara. It would seem that many people not knowing the change, still addressed their letters to Fort Niagara.

This notice shows that Newark was the mail depot for many points, giving a list of letters remaining with J. Edwards at Newark, U.C. for the accommodation of persons to whom they were addressed, in Niagara, Niagara Falls, York, Thorold, Chippawa Creek, Fort Erie, Grand River, Oxford, River LaTranche, and other places. The post still arrived every second Wednesday, and letters for Upper Canada, were sent to Mr. Edwards. Joseph Edwards was a merchant who was postmaster for many years

The Ontario Archives has a bill sent by Edwards on March 24, 1799 to the Honour-

able David Stewart "for postage of letter from Detroit, March 1, 1798, delivered him by Mr. Pollard, £2 12sh. 2½d. Quebec currency. Please pay the above to James Clark, Esq."

The next postmaster of Niagara was Silvester Tiffany, who had come from the United States in 1796 to join his brother Gideon in publishing the Upper Canada Gazette. He published the Niagara Herald in 1801 and 1802, the years he was also postmaster. Having had to return to the United States, he sent his bill of £2 1d. 6½d for postage for both years and a letter through John Bennett of Niagara on January 3, 1803 to Peter Russel, of York, president of the Upper Canada executive council.

"Sir, the above is the statement from my books, and correct excepting the payments you have made, if any, to my agents at York. Since I saw you I have not been advised of payment, but such as has been made, you will please to deduct from the above, and the balance, if not convenient, may be delivered to Mr. Bennett, who is about to transmit some money to me.

"My time being taken up in settling my affairs, to remove from this country early in the spring, have been obliged to give up the post office, and as yet no person appearing to accept of it, the mail is now to be obtained at the States' garrison, and the public left to do their business in it as they can by sending across the river. It now becomes very necessary for gentlemen at distance to have friends here for the management of their affairs at that office." Below this notice one reads that there was a stage between Newark and Chippawa at 7 a.m. on Monday, Wednesday and Friday of each week. Letters were four pence each. This was the first stagecoach route in Upper Canada. Owned by John Tanning of Chippawa, it soon continued south to Fort Erie.

The capital of Upper Canada was moved from Newark to York in 1796, because it was further away from the American border. The name Newark was used until 1799 when it was changed to Niagara, but in 1906 its name was lengthened to Niagara-on-the-Lake, to avoid confusion with Niagara Falls.

The Queenston to Grimsby road, now Highway #8, was surveyed in 1792. Before 1800 this road, as well as the lake shore road from Niagara, was opened to Burlington Inlet. On August 1, 1801 it was announced in the Niagara Herald that the public



Manuscript "Chippawa, 5 May 1831" straightline.

coaches had discontinued carrying mail privately between Niagara, Queenston and Chippawa, since post offices had just been established there and the postmasters stages inaugurated to carry the mail.

Nestling on the banks of the Niagara River, as far upstream, below the falls, as navigation is possible, is the village of Queenston. In 1792, Lieutenant Governor Simcoe named it after Queen Charlotte, and, it was not until after 1810 that the name was changed to Queenston. Before 1792 it was called West Landing. The first settler was Robert Hamilton, perhaps in 1790. The city of Hamilton bears his son's name.

The Portage Road, opened by the Loyalists in 1788 from Queenston to Chippawa, soon became an important route. In 1800 it averaged 50 wagons of freight a day travelling both ways. At this time Queenston was an important village boasting 20 to 30 houses. A ferry worked by horses, crossed the river to Lewiston. A distributing post office, the first in Upper Canada, was established in Queenston in 1802. Three wagonloads of mail were customarily received from a single mail packet steamer, when powered vessels came into use, requiring 18 postal clerks to sort, distribute, and forward by stagecoach. Several coaches went up and down each day. In 1820, Daniel Sutherland, Deputy Postmaster-General at Quebec, decided that the best route for the mails to and from the United States for the Niagara Frontier and west, would be through Queenston. This meant

more rapid postal service to and from the packet ships at New York from overseas. In that year he established this border-crossing post office, and appointed Robert Hamilton's son Alexander as postmaster.

Where the Welland River empties into the Niagara is Chippawa. Chippawa is from an Indian name meaning "people without moccasins". Where the French had built a stockade, during the American Revolution a blockhouse was constructed, subsequently known as Fort Welland. The situation of this place at the top of the portage around the river made it an important location. In 1791 wharves were built, the beginning of Fort Chippawa as a settlement. A report of George Heroit, Deputy Postmaster-General, mentioned that in 1802, two postal stagecoaches ran each day between Niagara and Chippawa. Previous to its incorporation about 1850 that section of Chippawa on the south bank of the Welland River was in Willoughby Township, while that portion of it on the north bank was in Stamford Township.

The southernmost township along the Niagara River is Bertie, with Lake Erie on the south. On July 14, 1764 General Bradstreet encamped near the site of the French post built about 1750 near the present site of Fort Erie. In a letter to General Amhurst on August 4th he stated that he had found a suitable place for a wharf on the north shore of the lake, just above the rapids of the Niagara River, and that he was building a post there. Two days later, Sir William

Johnson concluded a treaty with the Senecas for a strip of land four miles in width. From this time on Fort Erie, as it was already called, was occupied by a British garrison.

As with Chippawa and Queenston, the Fort Erie post office was opened in 1801. Like these two places, and Niagara, it was burned in the 1812-14 war, wiping out the post offices. The Niagara and Queenston post offices came into being again in 1816 when a mail stage began to run from York to Niagara by Chippawa and Fort Erie did not reappear until 1826. It was not until 1817 that stores had been reconstructed along the river front of Fort Erie to supplement the houses being rebuilt. Wellington's victory caused the settlers to name their new community Waterloo, a designation by which it was known until 1857, but Fort Erie was always the name of the post office.

In the 1840's the Lewis Tavern, the main hotel, was also the post office, on the River Road at Catherine Street. The mail arrived three times a week at that time.

On the battlefield of Lundy's Lane, around the junction of that road and the Portage Road, grew up the village of Drummondville, named after the general who was victorious there in 1814. There was established a post office in 1830. In 1833 there were not more than a dozen houses in Drummondville, but by 1850 it had about 500 inhabitants. From then on it was designated Drummondville West, to distinguish it from Drummondville East of Quebec.

Point Abino post office was opened in 1838 in Bertie Township, on the second

concession road fronting on the lake, in Lot 23. In the newspaper the Welland Telegraph of February 5, 1875 appeared the notice that Point Abino would henceforth be called Ridgeway, after the ridge of land on which it stands.

Stevenville post office appeared in 1851 in Bertie Township, at the corner of the 12th concession road and the 11th sideroad.

Street's Mill, at the Niagara Falls, was built in 1785. The first road in Stamford Township was Lundy's Lane. It was originally an Indian trail, and already had several houses on it before the official survey of the township. The road took its name from William Lundy. Stamford post office was opened in 1852 on the Portage Road just north of where what is now Highway #8 comes in from the north, in the earliest settled portion of the township.

Montrose appeared the same year in Stamford, at the southwest corner of the road running parallel to the north bank of the Welland River and the road which south of the river is the western boundary of Willoughby Twp.

In 1846 it was decided to bridge the Niagara River, to connect the coming Great Western Railway with the United States. The wooden footpath and wagon version of this suspension bridge below Niagara Falls was finished in 1848. It was intended as a temporary bridge to be converted into a railway bridge. In 1853 the Great Western Railway was opened between Hamilton and the Niagara River, and the railway bridge was completed in 1855.

Houses were built in the vicinity as a consequence of the bridge building. The



"CHIPPAIVA" incorrect spelling for Chippawa

village that was started was incorporated in 1853. It was given the name Elgin, for the governor general who in 1849 had resided in nearby Drummondville. The post office established at the beginning of 1854, however, was named Suspension Bridge, as there were already other communities having the name Elgin.

In 1831 the newly-planned village of Clifton consisted of a few houses in what was later Niagara Falls Centre, a few hundred yards below the cataract. At the top of the hill, near the ferry used before the bridge was built, commanding a view of the American and Horseshoe Falls, was built Clifton House in 1833. By 1852 additions to the hotel and private residences for visitors had been added. At the beginning of 1854, Clifton House post office was opened in the hotel as a sub-post office of Suspension Bridge. From the next winter until 1874 it was closed during the winters, the first summer post office in Canada. This was the first summer post office in Canada, not Yoho Island, as was stated in the article on summer post offices in the March 1962 BNA Topics. However Clifton House did not lead to anything, while Yoho Island was the forerunner of the multitudes of modern summer post offices. Fire destroyed it in 1898, wiping out the post office. The present structure was completed in 1906.

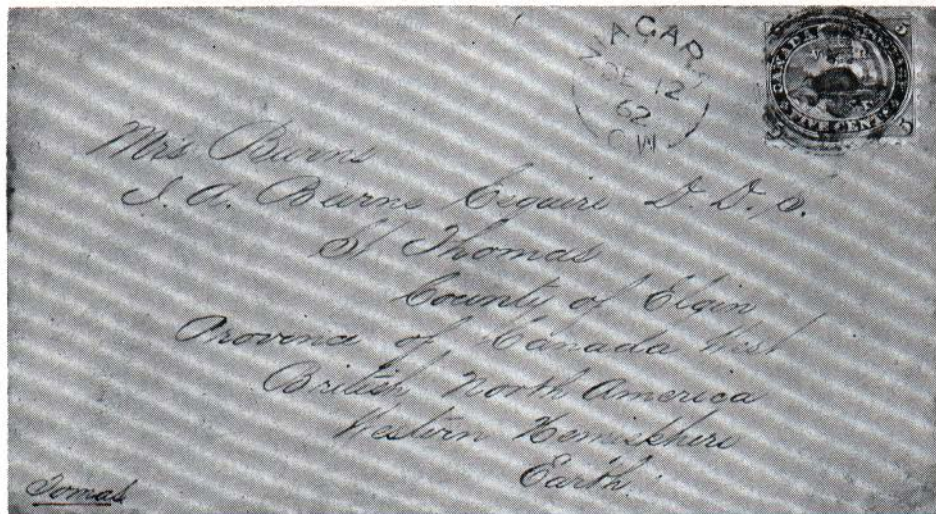
In 1856, the people of Elgin, wishing to extend their boundaries to include the Niagara Falls and Table Rock, took advantage of a large excursion which swelled the

population on the day the census was taken, and became incorporated as the town of Clifton, with the post office name changed from Suspension Bridge to that designation. After that the town limits included the territory northward along the river bank from a point immediately above the cataract. In 1881 the name Clifton was changed to Niagara Falls, and so was the post office designation.

In 1882, Drummondville was incorporated, and its name changed to Niagara Falls Village. It was bounded on the east by the Town of Niagara Falls, a narrow strip of territory of that municipality intervening between it and the Niagara River near the Falls, and on all other sides by Stamford Township. Drummondville post office was renamed Niagara Falls South. In 1887 were opened Niagara Falls Centre, in the vicinity of the Bridge, Falls View, right opposite the Horseshoe Falls, and, Wesley Park summer post office, a few blocks north of the present bridge. (See Early Summer Post Offices in March 1962 BNA Topics). Niagara Falls town and village were united to form a city in 1904.

Black Creek post office appeared in 1854, in Willoughby Township, where the 19th sideroad meets the road along the Niagara River. It was named from the dark-coloured stream which empties into it. As far back as 1842 there were two hotels there, it being on the stage route between Chippawa and Fort Erie. In 1849, J. H. Allen settled in Black Creek, and carried on a general

(Continued on page 100)



Four ring 23 used at Niagara Falls

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Accommodation	Daily Rate		Weekly Rate	
	Single	Double	Single	Double
SUNSET WING				
Studio Rooms	30.00	24.00	180.00	144.00
Bedsitting Rooms	25.00	20.00	150.00	120.00
BAYVIEW, SHOREVIEW WOODLAND, PINE				
Suites	23.00	18.00	138.00	108.00
Bedsitting Rooms	22.00	17.00	132.00	102.00
LAKEVIEW BUNGALOW	23.00	18.00	138.00	108.00
EDGEWATER LODGE				
Bedsitting Rooms	20.00	16.00	120.00	96.00
Rooms	18.00	14.00	108.00	84.00
COTTAGES				
Wakeena, Cedar, Spruce, Park, Hemlock, Birch, Oak, Maple	20.00	16.00	120.00	96.00

A service charge of 10% is added to all bills, tipping is therefore unnecessary.

American plan—Per person
Subject to change

Fortunes of Philately

by IAN PATERSON

Ask any collector of Canada when the last "Specimen" stamps were released and the answer is likely to be 1897 or 1903 — but hold on to your hats. There exists copies of the Series #5 Souvenir Card on which the eleven stamps are handstruck "Specimen". There is no mystery or uncertainty about this item, and the story is as follows.

These "Specimen" cards were distributed to, and used by the postmasters to publicize the issue of the Series #5 card. I wrote the Post Office Dept. in Ottawa requesting permission to obtain a copy — either from our local Post Master (after his copy had served its purpose), or could I purchase a copy through the Philatelic Branch. The reply received gave me permission to get our P.M.'s copy; but there were no copies available from Ottawa, and the reason they gave for the latter is very commendable

and one which we the stamp collectors of Canada should be proud. To quote "It would be contrary to the policy of the Post Office Dept. to manufacture Souvenir cards and mark the stamps "Specimen" for the purpose of obtaining revenue by sale to stamp collectors. In our opinion the Canadian Postal Administration has gained the respect of collectors throughout the world by refraining from the manufacture of artificial philatelic items to obtain revenue". How different this is to the attitude of many Postal Administrations who are not only harming the cause of philately but in many cases have shaken the very foundations on which our hobby is based.

So if you are a collector of "Specimen" stamps, now is the time to acquire this desirable item — for stamps is where you find them; even in a post office.

Unique First Day Cover

by LT. COL. R. H. WEBB, #1595

Most philatelists are probably aware of the First Day Cover service provided by the Post Office Department and undoubtedly many of them take advantage of it.

Occasionally a new stamp has a direct connection with a specific city or town as for example the '50th Anniversary of Flight in Canada' stamp with Baddeck, N.S. or the 'Centenary of the Discovery of Oil in Canada' with Petrolia, Ont. When this happens some enterprising collectors can be depended on to arrange for their cacheted covers to be postmarked at such locations — which all helps to add interest to a collection.

Illustrated below is a FDC which goes at least one better.

This cover bearing the NATO stamp of 1959 was postmarked in Paris on the day of issue — not Paris, Ont. but Paris, France, the location of the supreme headquarters



of the North Atlantic Treaty Organization and where CFPO 104 was at the time. How did this happen? Well, quite by accident I learned that a supply of these stamps had been sent to our Armed Forces post offices to be available on the day of issue, 2 April 1959. With this knowledge and a friend on the NATO staff in Paris, I took the natural action. I despatched several cacheted covers to him asking that he affix the commemora-

tive stamp on each and to mail them through the CFPO on 2 April which he did.



In addition to the above cover I was fortunate in receiving another from a friend in the RCAF at Decimomannu, Sardinia. This one has no cachet but it is postmarked 2 April 1959.

The presence of these NATO stamps at the various CFPOs most have been notified to the troops and their dependents so it is quite likely that there are a few other FDCs about. Some of them are bound to turn up sooner or later so keep your eyes open.

Rounding Up Squared Circles

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

SQUARED CIRCLE INVERTED INDICIA

Sherbrooke Que, Windsor Ont. and Quebec, Que.

Of these three cities Windsor was the most frequent offender insofar as inverted indicia is concerned; many strikes with all or part of the date inverted are known from there. The Sherbrooke P.M. is not too common but the Quebec 4 above, with the month and date inverted is most unusual.

Such strikes make interesting highlights in any collection.



An Unrecorded Newfoundland Crown Ship Letter Postmark

by JOHN H. M. YOUNG

During the summer of 1961, the letter illustrated in Fig. 1 was discovered in Nova Scotia in an original find of 300-400 letters. Printed in black on the inside of the folded letter sheets is "St. John's, Newfoundland." It is manuscript dated "26th July, 1815", addressed to Mr. Garret Miller, Merchant, Halifax and signed by Parker Bulley Job

& Co. Two printed columns listing imports and exports are shown with their respective prices. The writer discusses the prices of lumber, flour, tar, turpentine, pitch, shingles, rice, pork, fish, rum, coffee, sugar and molasses. There are also comments on fishing and Napoleon or "Bonaparte".

The letter is handstruck with the postmark



Fig. 1

illustrated in Fig. 2. Some parts of the instrument did not receive ink but the albino impression is almost complete (see Fig. 2)

The letter is rated "3½d" which was the 2 pence sterling or 2½ pence currency shipmaster's gratuity. A further penny currency was added for a total of 3½ pence currency. The extra penny was paid to the postmaster at the port of arrival for Post Office handling.

This crown ship letter postmark now becomes the only recorded Newfoundland postmark between 1810 and the 1830's.

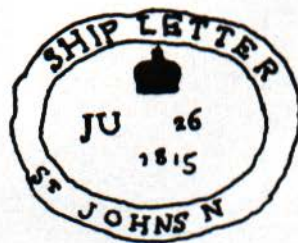


Fig. 2

Canada's Semi-Official Airmails

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

I have received letters from John Kitchen of Woodstock, Ont. and E. Lorensen of Victoria, B.C. with regard to the Estevan-Winnipeg flight. Both have information which seems to confirm that a total of 1926 covers were carried, all of them the specially printed envelope (of which 2000 were printed). Mr. Kitchen does not give any estimate of the number franked with the special stamp but Mr. Lorensen indicates slightly more than 500 (of which 100 were pilot signed) and this figure seems reasonable.

Each of these collectors indicate that he has one copy of the stamp which is darker in shade than the normal, possibly confirming H. L. Banner's theory that there may have been two printings of this issue, identifiable by color, but as the total printing was quite small I am inclined to believe that these differences are the normal variances of a rather crude printing job.

Jack V. Elliot Air Service

This is the first of a rather confusing series of interlocking and successor companies which pioneered the Red Lake area of western Ontario and subsequently took over the Rouyn-Haileybury route from Northern Air Service.

Their first of two issues appeared in time for use on their first official flight from Rolling Portage to a primitive postal facility on the shores of Red Lake. All authorities agree that this issue consisted of 2504 stamps printed in sheets of 16 (4 x 4) with a wide horizontal gutter separating the upper pane of 8 from the lower, the two panes of 8 being tete-beche.

The sheets were normally cut through the gutter and issued in panes of 8 (4 x 2), perforated all around to leave a narrow selvage on all four sides. I have not heard of any full sheets of 16 of this issue existing, but they must have once existed at least im-

perforate for there are known examples of imperforate tete-beche gutter pairs and Ed Richardson has a further variety in the form of an imperforate tete-beche gutter block of 8 in which the four stamps below the gutter show the yellow background only without the red overprinting.

The stamps in each pane of 8 divide into four (two of each) constant and easily identifiable varieties involving differences in the ornamental border lines above and below the words AIR SERVICE plus some slight differences in the shape of the leaves which decorate the sides of the stamp. Since there is an equal number of each of these varieties there should be no difference whatsoever between the values of any single copies of this issue, although I have seen certain of the varieties ("Rosette" and "Inverted Leaves") quoted at premiums.

The current Holmes catalogue prices the unused stamp at \$7.00 (any position) but then, in what must be a typographical error uncorrected from the preceding issue, prices a complete pane of 8 at only \$40.00. The last realization that I know of for such a pane was \$21.00 at Sissons in August of 1962, certainly a real bargain.

An imperforate block of four described as "all stamps with clear double impression" brought \$87.50 at the Matthews Sale in October of 1960. I have never seen any other reference to this "double impression".

Discussion of this company's second issue and the flights involved will be included in a following installment, meanwhile it would be of interest to know the following about this issue:

- #39. Does there exist a complete sheet of 16 and if so is it perforated or imperforated?
- #40. Are any perforated gutter pairs known?

**SUPPORT
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(Continued from page 94)

store and lumber business, Alex. McMurray was the first postmaster, for a short term, being succeeded by Allen.

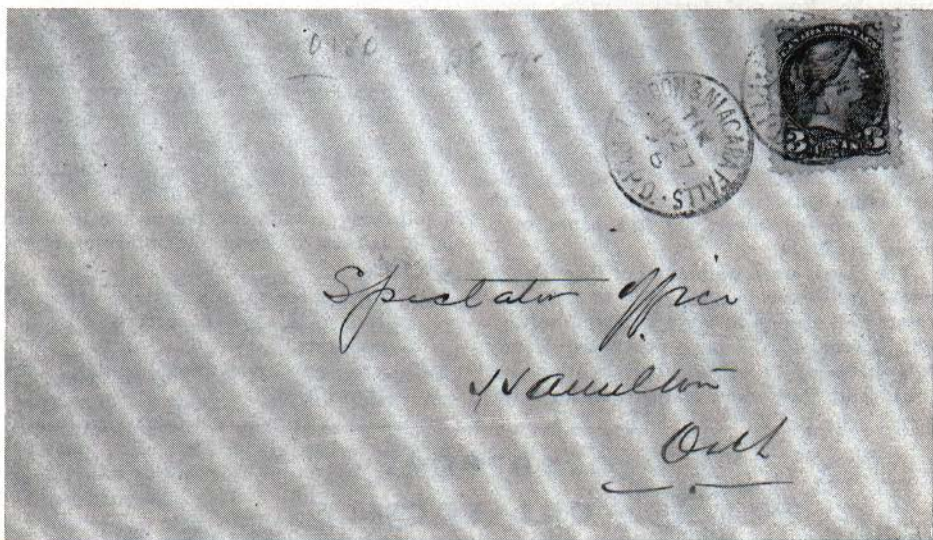
St. Davids, whose post office opened in 1855, derived its name from Major David Secord of Butler's Rangers. It was situated at the junction of two Indian trails, In Niagara Township, where the present Highway #8 from Queenston crosses the road along Four Mile Creek. A grist mill had been built there in 1792 by Samuel Lutes and soon more mills were built along the stream. Virgil, which opened a post office in 1862, was the oldest village in Niagara Township. It was first called Cross Roads, since it is at the junction of two main roads, one following Four Mile Creek and the other running from Niagara-on-the-Lake to Homer. From 1844 to 1862 it was called Lawrenceville, for George Lawrence, who owned land nearby.

Garrison Road post office came into being in 1875 in Bertie Township, at the southwest corner of that road (Highway #3) and the 6th sideroad; and South End, in the village of Stamford Centre in 1877, at the corner of the Portage Road and the road to Thorold. In the 1900's Garrison Road post office was closed.

Not far northwest of Fort Erie was Amigari, a small railroad town, where the Michigan Central crosses the Canadian

National railway line to Ridgeway. In 1878 its residents asked Christopher Bunting, member of parliament, to have a post office established. One of them, in conference with Bunting, suggested they name it after the Irish village of Amigan, where he was born. This name was sent to the authorities but they thought the "n" was "ri" so the name was gazetted as Amigari.

The International Bridge, for railroad use, spanning the Niagara River to Buffalo, had been completed in 1873. The townsite laid out around the station at its west end, just north of Fort Erie, was called Victoria. When a post office was established in this village in 1878 there were other Victorias in Canada, and the postal authorities agreed to the name International Bridge. In 1894 the county council agreed to incorporate the village of International Bridge. Objection was raised by the railways and the people of Amigari. In December the county changed the name to Riverton. The Grand Trunk Railway opposed this name. W. M. German, member of parliament, introduced this matter in the provincial legislature, which confirmed the name International Bridge, but, during further consideration, emphasis was laid on the unwieldy nature of the name, and finally Bridgeburg was accepted. Being in use only from 1893 to 1895 makes the International Bridge squared circle cancellatoin rather scarce. In 1932



London and Niagara Falls Railway Post Office

Bridgeburg and Fort Erie were united, with Fort Erie absorbing Bridgeburg.

About 1830 a number of Germans emigrated into Willoughby Township. On its southern border, and, partly within Bertie Township, was New Germany, in which was established in 1886, at the corner of the 3rd concession road of Willoughby, Snyder post office, taking its name from Professor the Reverend T. Snyder, through whose influence it was established. In the 1890's the Snyder post office's location was moved across the border into Bertie Township. In 1886 there was also opened Stone Quarry post office, at the corner of the 3rd concession road fronting Lake Erie and the 12th

sideroad, in Bertie Township, followed in 1888 by Ridgemount, at the northeast corner of the 8th concession road and the 8th sideroad, in Berties Township.

The only post office opened on the Niagara Frontier in the 1900's was Shipyards in Bertie Township, on the Niagara River, about three miles north of Fort Erie.

(Continued from page 89)

other previous unfinished variety, it is Scott #186, line perf 13.7, Die 1 with an upper left reverse Plate 2. I guess there is no end to what will eventually show up if we look long enough.

FANCY CANCELLATIONS

Day & Smythies

ADDENDA AND CORRIGENDA

Numeral #62 identified as Corunna, Ontario
Numeral #94 identified as Shawville, Quebec
#647—also from Loggieville, N.B., 1895
#683 identified as River Bourgeois, N.S., 1883

Corrections of Supplementary Plate c, "Topics", July/August, 1963

#410a	Bradford, Ontario	1891
365a	Avonport Station, N.S.	1886-Inblack like #365 but with circle
364a	? ?	
401a	? ?	
466b	? ?	Differs from 466
479a	? ?	Delete remark

Appendix — Official Numeral Cancellations.

A number of changes should be made in the allocation of town numerals in New Brunswick. This revised listing is a result of research by Dr. Carr, Argenti and Chadbourne and applies to the preconfederation period only. Following confederation, many of the hammers were called in and redistributed to various post offices in a haphazard manner.

# 5	Petitcodiac
10	Dalhousie
11	Dorchester
15	Hampton Ferry
16	Harvey
20	Milltown
26	Shediac
33	Upper Mills
35	Sheffield



666A



663A



663B



677A



678A



683A



683B



686A



709A



713A



718A



724A



724B



725A



729A



729B



731A



733A



751A



776A

PLATE E — CHAPTER VI — LETTERS, INITIALS

Serial No.	Description	P.O. of Origin	Date	Remarks
666a	Intaglio P in pear-shaped cork	Pembroke, Ont.	1876	Like 666
663a	Intaglio P in decorative surround	Parry Sound, Ont.	?	
663b	Letters PH formed by dashes	?	?	In purple
677a	Intaglio PS in black rectangle	?	?	
678a	Small neat Q	?	?	
683a	Intaglia R in intaglio square in circle	?	?	
683b	Small intaglio R in hexagon surrounded by wedges	?	?	
686a	Small fat S with serifs	Possibly Oil Springs, Ont.	1897	
709a	Large broken T	?	?	
713a	Solid T enclosed in irregular shield	?	?	
718a	Very small intaglio T in irregular oval	?	?	
724a	Thick U with serifs	Possibly Uxbridge, Ont.	?	Larger than 724
724b	Plain U in rectangular frame	?	?	
725a	Intaglio U in small heart	?	?	
729a	Plain thin V	Vanessa, Ont.	1882	Thinner than 729
729b	Plain V with one bar above, two below	?	?	
731a	Intaglio V in rectangle	?	?	
733a	Intaglio V in circle of horizontal bars	Victoria, B.C.	1877	Like 392 reversed
751a	Plain W with squared ends	?	?	
776a	Thick plain X	Alvinston, Ont.	1879	

Classified Topics

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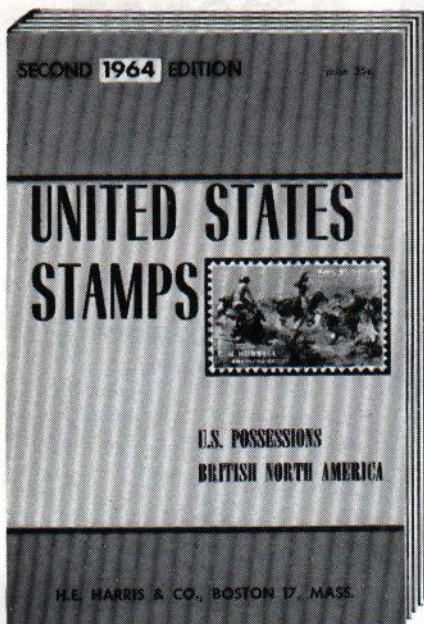
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