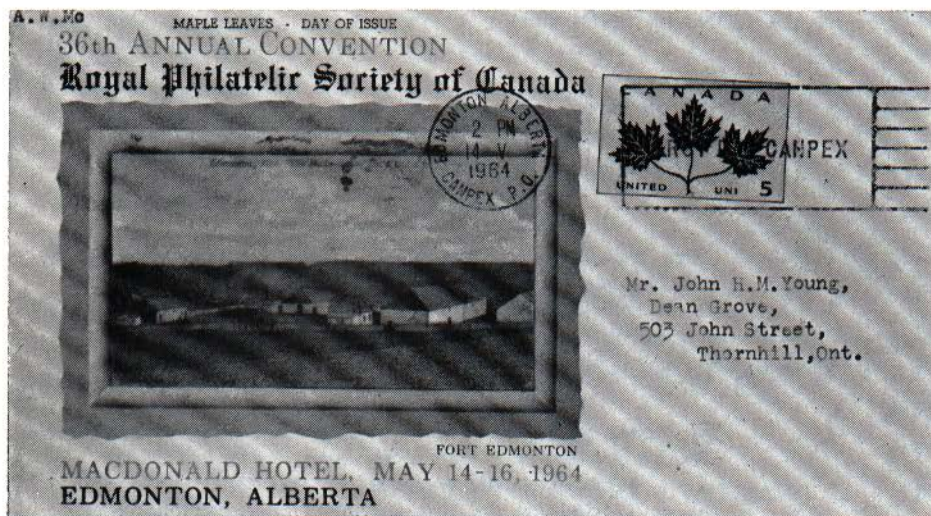


# BNA Topics



ROYAL PHILATELIC SOCIETY OF CANADA  
HOLD CONVENTION IN EDMONTON  
NEW MAPLE LEAF-FLAG STAMP  
(See page 152)

*Official Journal*

*Of The*

*British North America*

*Philatelic Society*

*Volume 21    Number 6    Whole Number 224    June 1964*

Published June 9th

## AUCTIONS IN ENGLAND

*are favoured by B.N.A. collectors. Since 1st September we have sold B.N.A. under the hammer for*

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# BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 21 / NUMBER 6 / WHOLE NUMBER 224 / JUNE 1964

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Published at Toronto, Canada by the British North America Philatelic Society. Subscription: \$4.00 per year; single copies, from the Circulation Editor, 40 cents. Opinions expressed are those of the writers. Printed by Mission Press, 53 Dundas St. E., Toronto.

Authorized as Second Class Mail, Post Office Department, Ottawa, for payment of postage in cash. COPY DEADLINES. Display advertising copy must be received by the Advertising Manager one month prior to the month of publication.

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# Official Section



## Monthly Report from the Secretary . . .

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

May 1, 1964

### NEW MEMBERS

- 2046 Banfield, Mrs. Rhea, 1126-6th Line North, Oakville, Ontario  
2047 Beaver, James E., 413 North Rush Street, Itasca, Illinois  
2048 Lagueux, Paul, 1381 des Gouverneurs Street, Quebec, Quebec  
2049 Mark, Ross V., #213-315 Agnes Street, New Westminster, British Columbia  
2050 McLellan, Charles W., Champlain, New York 12919

### APPLICATIONS PENDING

- Echlin, Robert E., D.D.S., 105 Townsend Avenue East, Burlington, Ontario  
Millard, James William, 1785 Peters Road, North Vancouver, British Columbia  
Riley, Sgt. John R., USMC 11 Greylawn Crescent, Scarborough 4, Ontario  
Standen, Robert I., 328 Capri Avenue N.W., Calgary, Alberta  
Woodward, Ted, Box 3062, San Bernardino, California 92404

### APPLICATIONS FOR MEMBERSHIP

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

- BRAY, Olive (Mrs. R. G.), Hatley, Que. (C) Proposed by D. C. Meyerson, No. L 3  
LONG, T. Mackay, Q.C., 198 Lockwood St., Winnipeg 9, Man. (C-CX) CAN, NFD, PROV—19th & 20th century mint & used postage and blocks. Plate Blocks. Coils, Mint Booklet panes, O.H.M.S.-G. Mint, used & semi-official Airmails. Postal stationery entires. Proofs, Proposed by D. C. Meyerson, No. L 3.  
SMITH, Frank, 96 Humbercrest Blvd., Toronto 9, Ont. (DC-C) CAN—19th century. Plate Blocks Semi-official Airmails and on cover. Squared-circles. Town cancels on '97 Jubilees and Map stamp. SPECIALTY—Crown cancels. Proposed by D. C. Meyerson, No. L 3.  
YOUNG, John E., 138 St. Leonard's Ave., Toronto 12, Ont. (C-CX) CAN, NFD, PROV—Mint postage. Pre-stamp & stampless covers. Mint Booklet panes & complete Booklets. Semi-official Airmails and on cover. SPECIALTY—Booklets & panes; semi-official Airmails and Stampless, Proposed by D. C. Meyerson, No. L 3.

### CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 1391 Bartlett, Bart H., 3000 Archdale Road, Richmond, Va. 23235 (from Kentucky)  
1213 Baulch, Bert L., 3065 Jaguar Valley Drive, Cooksville, Ontario  
1675 Hoyer, Paul H., 450 Steven Blvd., Richmond Hgts, Ohio 44124 (from Dela.)  
1996 Keim, Peter M., 1383 Westmoor Trail, Winnetka, Illinois (from Calif.)  
1018 Kline, Robert L., 6250 North Kenmore, Chicago, Illinois 60626  
962 McMurry, Jack W., 3571 Seay Avenue, Norfolk, Virginia 23502  
215 Taylor, Dr. Ross B., 76 Hemlock Stret, Timmins, Ontario

### RESIGNATIONS RECEIVED

- 1976 Bowen, Edward H., M.D., 207 Valley Brook Drive, Falls Church, Va.  
853 Goldman, Leo, 2264 Gladstone Ave., Windsor, Ontario  
582 Hofbauer, Frank L., 14 Olivia Drive, Yardley, Pa.  
1638 Trudeau, J. P., Box 496, Coatlook, Quebec

### DECEASED

- 79 Crosby, Louis S., Box 580, Banff, Alberta

### MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, April 1, 1964 .....	980	
NEW MEMBERS, May 1, 1964 .....	5	
		985
DECEASED, May 1, 1964 .....	1	1
TOTAL MEMBERSHIP, May 1, 1964 .....		984

### 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.

## NOMINATIONS

All candidates offered here in nomination have assented to such nomination and to serving in office if so elected.

For President . . .

Clarence A. Westhaver, Massachusetts

For Vice-President . . .

Willard Rorke, Alberta

Robert J. Woolley, Toronto

For Secretary . . .

Jack Levine, North Carolina

For Treasurer . . .

James T. Culhane, Pennsylvania

For Board of Governors . . .

Daniel C. Meyerson, New York

Dr. Robert V. C. Carr, Ohio

Dr. Edgar C. Black, British Columbia

Respectfully submitted for and on behalf of the Nominating Committee: Messrs. V. G. Greene, Mark Arons, Stewart Kenyon, Ray Peters, Russ McNeil.

(Signed) Edward A. Richardson, Chairman

## OFFICIAL NOTICES

### ANNUAL MEETING

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

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

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

The 16th Annual Meeting & Convention (BNAPEX '64) shall be held on September 24-27, 1964 at Lake Muskoka, Gravenhurst, Ontario, Canada.

## THE *Editor's* MAILBAG

Dear Mr. Editor.

I note with alarm the large number of resignations in the March issue of "Topics", is it that these members are losing interest?

I believe something should be done to build up interest in B.N.A.P.S. A very good start would be to put out an issue of Topics with a list of all members collecting interests such as we had back in 1957.

But only those members with a desire to exchange with other members should be listed. I know I contacted a number of members and we made some very satisfactory trades.

If we are to continue to grow, we must correspond and exchange and keep interest in B.N.A.P.S. alive, as well as odd stamp or covers to our collectors.

However I must stress the point that only members with a desire to exchange be listed, as the last time many members were on the list who had no desire to exchange or even answer ones letters.

Yours truly,

Bernard Scott  
B.N.A.P.S. #965

# Report from the Publicity Director

A. W. McINTYRE, 10918, 84th Ave., Edmonton, Alberta.

---

WESTPEX San Francisco April 24-26, 1964

## Winners (Members of BNAPS)

### GREAT BRITAIN (Dominions)

**First Prize:** Daniel G. Rosenblat, San Maeto, Calif. BNAPS 1445. Selected pages from a specialized collection of Canada, The issue of 1911-25.

**Second Prize:** Frank S. Evans, Sedro-Woolley, Wash., BNAPS 1334 Canadian Provinces.

**Third Prize:** Ben Jacobson, Santa Barbara, Calif. BNAPS 1543, Canadian Covers.

### Grand Award (Best in Show)

Daniel G. Rosenblat.

---

Although an "EDMONTON — AMF" postal hammer is in use at the new Edmonton International Airport, few items of mail bear the marking. The wicket of the airport sub-post office is only open from 9:00 to 10:30 a.m. for service of personnel of the airport service firms on registered mail and parcels. The postal employee in charge is more concerned with occasional exchange of mails between planes. Most mailbags are moved directly between the planes and Edmonton postal forward mail building. Let-

ters dropped in post boxes in the airport terminal are sent to Edmonton forward mail building for processing.

The AMF hammer is an old one, originally in use at the Edmonton Municipal Airport from November, 1942 to November, 1953; then reactivated at the new airfield temporary building on February 1, 1961, and moved to the new terminal building December 3, 1963, officially opened February 15, 1964.

---

## CARDS SPEED AIRMAIL

Short-paid airmail letters for foreign destinations, bearing the sender's name, dropped in Canadian mail boxes are no longer delayed by returning to writer, marked Insufficiently paid; nor are they forwarded, marked Postage Due for double the deficiency. Instead the net amount short is marked on a special postal card sent the sender, who is asked to affix a stamp to cover the shortage and drop in a mail box. The card, which is addressed to the Post Office Department, Ottawa, says that it is presumed that the writer would prefer to make up the deficiency rather than delay dispatch or penalize the recipient.

---

## 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.

# Report from the Library

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

---

Your assistance is sought! Following issues are required to complete the first sets of respective journals for the library:

BNA TOPICS: Vol. 1; Nos. 2, 3, 4, 5, 8.

Vol. 2; Nos. 3, 4, 8, 9, 11.

CANADIAN PHILATELIST: Vol. 1-5.

POPULAR STAMPS: Vol. 1-3.

Vol. 4; Nos. 1-7.

Vol. 5; Nos. 4, 6, 7, 8, 9.

V. G. Greene,  
Chairman, Library Committee

DONATIONS — Cash — D. C. Meyerson \$10; Dr. R. V. C. Carr \$5.

From Vincent G. Greene

BNA TOPICS and CANADIAN PHILATELIST — 19 issues;

MAPLE LEAVES — 33 issues;

POPULAR STAMPS — 93 issues;

ESSAY PROOF JOURNAL — 7 issues;

STAMPS (London) Vol. 5, bound copy;

B.N.A. articles — 10.

FIPEX Exhibition Catalog, 1956-1;

Gibbons Catalogue part 1 for 1906-7;

KenMore catalog for 1941;

Marks Stamp Co. Revenue catalogues for 1943 and 1945;

Sissons auction catalogues — 11 issues.

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## BOOK REVIEW

**International Stamp Dealers' Directory.** Sixth edition. Edited by Tom Morgan. 5½ x 8½ inches. 192 pages. Paper covers. \$3.00. Published by and available from Harris Publications Ltd., 27 Maiden Lane, Strand, London W.C. 2. (1964).

Harris Publications Ltd. perform many useful functions for stamp collectors and for the stamp trade. Latest evidence of their fine service is the publication of this most useful and comprehensive manual regarding the wholesale and retail stamp trade of the world. Spaced between lists and advertisements are 20 interesting short articles on conditions of the stamp markets in France, Germany, Great Britain and United States, as well as general articles on the increasing importance of stamp auctions, etc., etc. Authors of articles include Tom Morgan, Herman Herst, Jr., Roger North and Hermann Seiger. Listings of dealers of Great Britain and of the world extend over 50 pages of text. Of interest to the reviewer are the 6 pages given to listing the philatelic journals and house magazines of the world. A table of contents and an index of advertisers are provided. Dealers, librarians, publishers and

many collectors will use and treasure this manual.

Edgar C. Black.

18 March 1964.

---

## THE POSTAL HISTORY OF YUKON TERRITORY

(from Earliest Times to the Present Day)

By Rob. G. Woodall

(Member: Canadian P.S. of G.B.;

B.N.A.P.S.; Polar P.H.S.;

Soc Postal Historians; Alaska C.C.; etc.)

The result of many years' research is a comprehensive history of the transport of letters by all manner of means within, and to and from, this far north-west corner of Canada, which extends from British Columbia to beyond the Arctic Circle.

The history and development of transport within the territory is very fully covered, and every known type of postmark is listed and illustrated in the priced catalogue, which is the first attempt ever made to enable collectors to value their covers from this part of the world.

The book is illustrated with reproductions of postmarks, maps etc., and there are some fine plates on art paper.

Published in a firmly held loose-leaf format, it will be possible to add new information or a revised catalogue at any time.

The price is 42s/-, and orders may be sent to:—

Rob. G. Woodall,  
Forest Cottage, Holtwood,  
Wimborne, Dorset, England.

## C O N T E N T S

### Introduction

#### Acknowledgements

#### Part One: Before the Klondike Gold Rush

Chapter I—The Fur Traders. 1843-1863.

Chapter II—Missionaries and Surveyors. 1861-1873.

Chapter III—Propectors and Storekeepers. 1867-1896.

Chapter IV—The North West Mounted Police, and the Canadian Post Office. 1893-1896.

Chapter V—The Klondike Discovery. 1896-1897.

Chapter VI—A Summary to 1896.

#### Part Two: The Klondike Gold Rush Period

Chapter VII—After Discovery and before the Rush. 1897.

Chapter VIII—The Rush and the Trails. 1897-1899.

Chapter IX—The "Trail of '98". 1897-1898.  
Chapter X—Dawson and the Mails. 1898-1899.

Chapter XI—Private Expresses. 1897-1900.

Chapter XII—Construction of the White Pass Railway. 1898-1900.

Chapter XIII—Canadian Post Offices and Postmarks to 1900.

#### Part Three: The Twentieth Century

Chapter XIV—Consolidation: 1900-1914.

Chapter XV—The Winter Mail Route Between White Horse and Dawson. 1899-1927.

Chapter XVI—The Dawson—Fort McPherson Patrol. 1899-1962.

Chapter XVII—The War Years and After. 1914 on.

Chapter XVIII—The Development of Air Mail Services. 1927-1961.

Chapter XIX—The Northwest Staging Route. The Alaska Highway and the Canol Project. World War II.

Chapter XX—The Catalogue.

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## EDITORIAL

### STAMPS ATTAIN ART TREASURE STATUS

At a recent auction sale the Burrus Austria and Switzerland collections were sold. In the sale a block of six of Geneva imperforate cantonals showing the Coat of Arms of this Canton of Switzerland were sold for an unprecedented £43,500 or roughly \$130,500.

During the past two years there has been record after record broken for the sale of single stamps and philatelic pieces i.e. a cover or block. The last high price paid—earlier this year—for a philatelic piece—was in the \$70-80,000 range but now this has almost doubled and pushed prices well over the magic American \$100,000.

We have noted the fantastic strength and increases in prices in the rare art field. The best and most sought after — the classics — the Van Dycks, Rembrandts, DaVincis, Raphaels — now are in the million dollar range whereas more secondary modern classics — Picasso, Van Gogh, etc. are realizing prices over \$100,000. We now

begin to wonder what prices the various issues — the rare philatelic classics and the secondary classics are going to reach. Similar to the art field, collectors and non-collectors alike are buying the vast quantities of modern issues hoping that they will increase in value. Gradually, in stamp collecting, the secondary fields are being recognized and prices are going up into higher price ranges. One reason is that the classics are now unobtainable to even the collector who has a few thousand dollars to spend on stamps a year. It has to be the millionaire and multi-millionaire who buys the high-priced classics. Some of these items are being purchased for avoidance of inheritance taxes or are given to institutions to obtain tax write-offs. Eventually, the great classics will find permanent homes in museums and possibly art galleries. They may be displayed in single frames for the public to gaze upon as rare philatelic art treasures. Private collections of such stamps would be practically non-existent.



# The President's Page

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



A pair of one penny Nova Scotia used with 6 pence to prepay the inland and ocean postage to New York.



A strip of one penny Nova Scotia prepaying the domestic three penny postage rate.

# HISTORICAL MEMORANDUM OF THE CANADIAN POSTAL SERVICE WITH THE ARMIES IN FRANCE, BELGIUM AND GERMANY 1914-1919

## PART 2

### GENERAL ORGANISATION OF POSTAL SERVICES IN FRANCE

#### (a) Treatment of Mails in England

The Postal organisation of the Imperial Forces in France had its commencement in London where the bulk of the mails for all the Overseas Forces of the Empire were concentrated from all parts of the Globe. Up to this point mails were dealt with by the Civil Postal Authorities but when they were transferred to the Home Depot of the Army Postal Service they ceased to be subject to the control of the Civil Authorities.

At the commencement of the war the Home Depot was accommodated in two rooms in the General Post Office in London but just as the 'contemptible little army' of 1914 was the advance guard of the Imperial Army of millions of men, so this small Depot was the forerunner of a larger establishment which grew up in the middle of Regent's Park and assumed such proportions as to become the largest wooden building in the world. In this vast structure the mails were divided and subdivided into separate bags or bundles for each and every unit — battalion, battery, engineer company, supply section, field ambulance, etc., etc. As the volume of work increased it became necessary for the primary division of mail to be made at central civil post offices in the provinces of England; and in a like manner the mails from Canada were partially sorted in Canadian civil post offices before despatch to England, and direct bags for Canadian units were made up to such an extent that at least 40% of the Canadian mail had not to be touched in the Home Depot. The remainder, together with the mail for Canadian units posted in the United Kingdom and elsewhere, was concentrated in a section of the Home Depot known as the D.A.L.O. (Dominion Army Letter Office) where, as already stated, a bag or bundle was made up for every unit.

On receipt of a mail from Canada in the D.A.L.O.—frequently amounting to 1500 to 2000 bags at one time — attention was first concentrated on the letter part of the mail and this was generally disposed of the same or the next day; then the news mail was dealt with. The parcel mail was sorted in the Regent's Park Army Post Office. The mails were despatched from London by train during each night to Folkestone or Southampton where they were embarked on the mail boats plying between Folkestone and Calais or Boulogne and Southampton and Havre.

#### (b) Cross Channel Services

The Cross Channel mail services between England and France were normally performed by the regular peace time mail boats but the volume was so great that a portion of the parcel mail had to be carried on cargo boats or transports. In 1917 the daily number of bags carried for the Armies in France was approximately 19,000 and, unless for some special reason the cross channel services were suspended, the whole of the mail despatched from London on any one day was landed in France within 24 hours. These services were performed with remarkable efficiency and regularity considering the difficulties which had to be surmounted and the dangers to which the mail packets were exposed from enemy submarines, and it reflects great credit on the Navy that no Army mails were lost on this sea passage during the whole of the war. The services were sometimes suspended owing to the presence of enemy submarines, drifting mines, and gales, and a certain amount of delay necessarily ensued, but these contingencies had always to be expected and prepared for. It was perhaps unfortunate that the necessity for secrecy prevented an explanation of the cause of delay being given at the time and it was somewhat embarrassing to the Post Office when regimental transport had made the journey over shell swept roads to collect their mail from a field post office if none arrived because the mail boat had been refused permission to leave Folkestone Harbour until the Dover patrol had swept up the sea passage or tracked down a submarine.

#### (c) Treatment at the Base Ports in France

On arrival at Calais, Boulogne or Havre the mails were unloaded as expeditiously as possible and the bags were divided into groups preparatory to despatch to the Field or

different parts of the Lines of Communication. During the greater part of the campaign the mail boats sailed at varying times during the day according to the state of the tide but the train services from the Base Ports to the front were obviously scheduled to leave at the same hour each day; the margin of time available between the arrival of the boats and the departure of the trains therefore varied considerably from day to day, and when that margin was small it was no uncommon thing to see a mail of three thousand bags unloaded from the boat, checked, sorted into groups, and despatched in trucks to twenty different railheads within two hours.

The work at the Base Ports of Boulogne and Calais was often seriously inconvenienced by attacks from hostile aircraft and the consequent necessity for working with the minimum of artificial light during the long winter nights. At both places the Base Post Offices were situated on or near the quays at points most liable to attack. The Post Office at Calais was totally destroyed by bombs on one night and several times narrowly escaped; and the sleeping quarters of the staff at Boulogne were destroyed by an incendiary bomb on another occasion.

When the bags were unloaded from the mail packets they were sorted into the following categories—

- (1) A separate group for each Divisional or Corps Troops Railhead for despatch by the appropriate Supply Train.
- (2) Express bags for Army, Corps, Division and Brigade Headquarters for despatch by road
- (3) Bags for despatch by road or rail to centres on the Lines of Communication, and
- (4) Bags for local delivery, i.e. for units stationed at the Base.

#### **(d) Supply Train Services**

The bulk of the mails for the front were conveyed from the Base to Railheads in trucks attached to Supply Trains. A separate train was despatched daily from the Base loaded with supplies for each Division or for the miscellaneous troops — Heavy Artillery, etc. — attached to each Army Corps, and the volume of mail for each Division normally was sufficient to fill a truck which was attached to the appropriate train. The trucks to be used for mails were marshalled along the quay side and as the bags were off loaded from the boats they were conveyed to the appropriate truck and delivered to a checker who ascertained from his records that each bag was proper to be sent in his truck (see Traffic Organisation).

When the loading was completed each truck was labelled in code to its destination and the whole of the trucks were taken as one train to the Regulating Station where each was attached to the appropriate supply train which later left for a Railhead in or as near as possible to the area in which the particular Division was operating. The time taken in transit from Base to Railhead varied from one to three days according to the distance of the Railhead from the particular Base and the amount of traffic on the particular railway line.

In the early days of the war a guard travelled in each mail truck but later the practice was abolished owing to the necessity for economising man power, and the trucks were locked and sealed before despatch.

#### **(e) Express Services to Headquarters**

In March 1915 steps were taken to secure accelerated delivery of overseas mails for the Headquarters of formations in the Field and authority was given for a sufficient number of motor lorries to establish a service from the Base to the Headquarters of Armies. Subsequently the service was extended to Corps Headquarters and by adjustment of the 'Cross Post' Services it was possible so to arrange matters as to admit of the letter mails for all Corps, Divisions, and Brigade Headquarters being carried by road to destination, and from 1915 to 1917 it was the exception if the bags containing mails and newspapers published in London in the morning were not delivered at Corps and Division Headquarters on the same day. When in 1918 the Armies advanced the distance from the Base became too great to effect delivery before the following morning. (See also the Chapter entitled 'Canadian Daily Records').

#### **(f) Railhead Post Offices**

At the outbreak of the war the British Army Postal organisation did not provide for Post Offices at Railheads. It was the duty of the guard who travelled on the supply train to transfer the mails to the motor supply column at Railhead and to travel with them to the

distributing point within the Division. It soon became apparent however that a Post Office was necessary at or near each Railhead for the following reasons —

- (1) To distribute mails to Divisional units stationed at or near the Railhead — Supply units, Ammunition Columns, Casualty Clearing Stations, etc. Without a Post Office at Railhead the mails for these units had to be carried up to the Divisional Post Offices and the units themselves had to send up to collect them.
- (2) To safeguard mails arriving from the Base in the absence of the Supply Column, or from the Field by Supply Column in the absence of the train.
- (3) To arrange for the transfer of mails between Divisions served from the same or neighboring Railheads, and
- (4) To divert mails arriving from the Base for units which had moved to other areas while the mails were in transit.

For the foregoing reasons Post Offices were established at each Railhead in the Autumn of 1914. The staff were housed in railway trucks which they fitted up with crude sorting fittings made from old boxes, and the trucks were moved from place to place when the position of railheads was changed. Later on arrangements were made to erect huts at each place used as a railhead and these were occupied by the post office of whichever Division was being served from the particular place.

At the outset the functions of Railhead Post Offices were limited to those enumerated above but they subsequently devolved into most important concentration centres for all classes of inward and outward mails and it is in this respect that they served their most useful purpose as will be gathered from the paragraphs headed 'Cross Post Services' and 'Field Organisation' and also from the Diagram 'B'.

So far we have described the organisation for conveying mails from overseas to the terminal points in the Field beyond which it was not possible for railway communication to be maintained. This organisation constituted the main channel for postal communication and may be visualised in Diagram 'A'. It will be readily seen from this Diagram that the main postal service did not provide a means whereby mails from one point to another within the Armies could be circulated except via the Base Port or the Regulating Station. A postal service by such means would involve serious delay and with the inevitable congestion of railway traffic to and from the Bases it will be readily understood that an official letter from one Division to another, possibly only twenty miles away, might have to circulate from one railhead by returning Supply Train to Havre, then by train from Havre to Boulogne, and then by Supply Train from Boulogne to the other Railhead — a journey of some hundreds of miles occupying a week or more. It was therefore necessary to organise a system of cross post services.

*(To be continued)*

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### "SECRET DATE" or DATED DIES OF CANADA #20 of a series



\$1.00 Champlain 1935

The date appears along the bottom right border, immediately below the \$1.00 tablet.

Larkin (958)



# Trail of the Caribou

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

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As a result of the meting of the minds, W. D. Van Ness, BNAPS #1062, Chestnut Hill, Mass., my principal aide on the Specialized listings we have decided that on occasion we are prone to list perforation varieties that are too close to the major listed variety. This is principally true in the case of Scott #145-159 which appeared in the Jan. 60 TOPICS. In that listing purely on my own I listed the 2c, Scott #146 as comb perf 13.5 x 12.7 with a sub-listing of 13.5 x 12.5. Subsequently Van came up with a similar variety in the case of the 4c, Scott #148, only this time it was listed as 12.7 x 13.5 and we added the sub listing of 12.5 x 13.5. Van has now come up with the same variety in the 20c, Scott #157, but we have decided that rather than list that one as well, we should delete all 12.5 x 13.5 or 13.5 x 12.5 listings as they run too close to the regular listing which is only two tenths away on one side. We feel we are getting too picky and we hope you agree.

On page 85 of the Apr. issue of TOPICS we came across an item that jostled our memory. The item in question is an Airmail Essay that first made its appearance in 1931. According to this squib in TOPICS the lot was sold for \$1,050 to an English collector. Now we have always prided ourselves on our memories philatelic, and certainly this time we were vindicated. Only once in the past 25 years had we seen this Essay sold and it seemed to us that it had been sold by Eugene Klein in Philadelphia. So recourse was had to our pile of old auction catalogues and sure enough in Eugene Klein's auction of Feb. 24, 1941, we found the item. The price it sold for: hold on to your hats, a very meagre \$22.50, a far cry from the \$1,050 it realized some 23 years later. A careful examination of the photo proves to us rather conclusively that the item sold by H. R. Harmer is not the same stamp that was sold by Klein, so that somewhere in this wide world there should be another of these stamps. It is reputed by Dalwick & Harmer that only 3-6 exist. At any rate, we can

vouch for two. Incidentally the one illustrated in the Dalwick & Harmer book seems to be the one that was sold by Eugene Klein. Who has it?

This bit really belongs in the Editors Mailbag as it is a further elaboration on the bit put in by Ron Kitchen, BNAPS #1049, Chomeday, Quebec. Some years ago the late Alec MacMaster brought this variety to my attention by submitting several used copies, none on cover. Since I had several mint sheets of this stamp purchased from the post office, I put a glass to them to see if I could position this variety. To add to my troubles, it seems as though these stamps were printed in sheets of 400 and then quartered to make the sheet of 100 that we know. I believe I had 5 sheets on hand and it was not until I got to the fourth that I found the variety in position #49. Incidentally it did not exist on the fifth mint sheet in my accumulation so all I can say is that it is position #49 on one of the four sheets that made up the master sheet of 400. If any reader of this column can tell me how to position the sheets of this last printing I will be able to give you more pertinent information as to where the variety can be found. Incidentally I have never found it on stamp #246, but then I haven't looked too hard either and it may be there as those were only printed in sheets of 100 if my memory does not serve me false.

That's the way it goes, for some 25 years we had never seen the "235" cancel on the 1c post card, Holmes #1672, until we purchased one some few months ago. Now evidently as a result of that article we were offered another one by a reader of this column. We don't know what we will do with a second example but when it was offered to us by Douglas Chasmer, BNAPS #1947, Essex, England, we accepted and we are now the proud owner of two of the 1c cards with the "235" cancel. Won't someone please come up with a logical explanation of what the cancel means?

# NEW BRUNSWICK

## THE "LARGE" NUMERAL CANCELS

by

A. GRAHAM FAIRBANKS, #635

Much has been written by such experts as Walter Chadbourne, the late Mr. Argenti and Dr. Whitehead, on the regular numeral-in-grid cancels.

They have identified by towns, each number from 1 to 35, although controversy still exists on several numbers; this due to the existence of a single cover only, indistinct strikes and confusion added by Way Offices, some later given Post Office status.

This student can add little to the existing data, but must mention the standard numeral type as a comparison to the "large" type, about which nothing has been reported to date.

Incidentally the numeral "killers" 1 to 35 were made in England, out of brass, with thin sharp grid lines and numerals, latter 4 m.m. high.



The cover above is addressed to Hartford, Conn. and bears a pair of 3d struck twice with a clear #35. On the reverse are C.D.S. of Sheffield, AU 27-1865 and St. John, New Brunswick .....

Jarrett gives Upper Peel for #35, on what evidence I cannot say, as no cover for this town seems to be known.

Argenti states that Sheffield was approved as a P.O. on December 31st, 1854 and refers to this unique cover, although he felt that another cover should be found to prove the town.

This policy is no doubt why this book does not mention a unique cover he possessed and illustrated below:

This letter was mailed to Douglas Harbor, Grand Lake (just north of Gagetown) and bears a 5c green, clearly struck by #38.

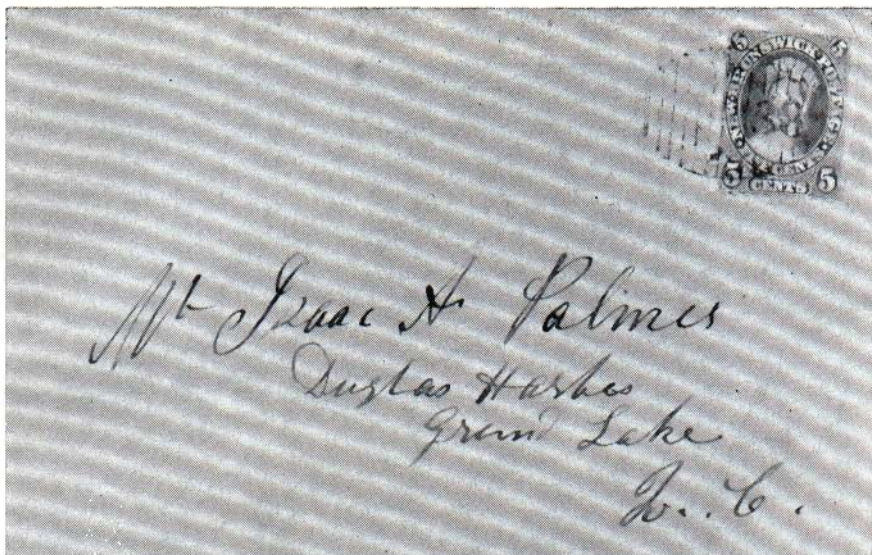
On the reverse is:—"0..... G..... 1863

W. O. Passekeag — 26 May — 1863

St. John — My 29 — 1863

Gagetown — My 30 — 1863

Hampton, which used #15, was "down-rated" to a Way Office in 1859 and at the same time Ossekeag, one mile away, was given P.O. status, but #15 was not passed on and evidently #38 allotted. This is the first dated example of a large numeral being 5 mm. high. The figures are thicker, but grid much the same as for the standard numerals.



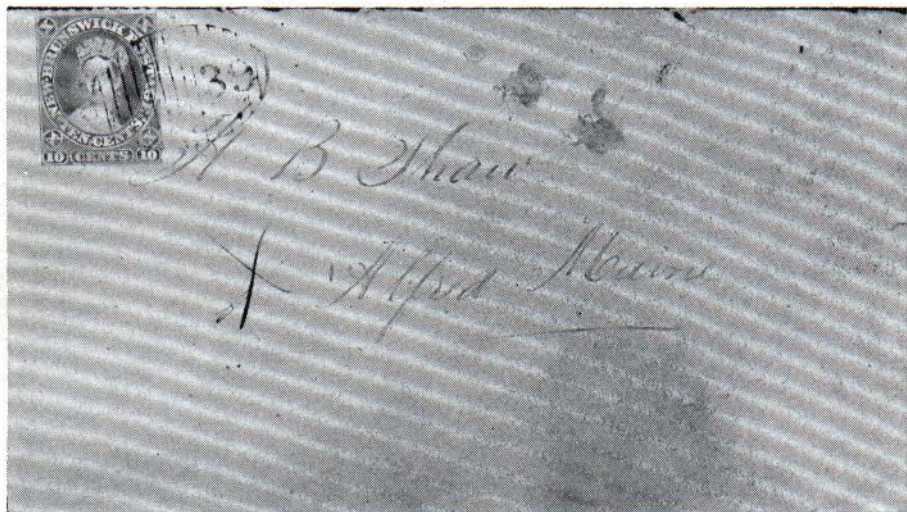
It appears most probable that such a "killer" was locally made.

Passekeag, nearby, was made a Way Office only, in 1861, so Argenti concluded that this cover originated from Ossekeag. The cover was reported by Mr. T. Allworthy in Maple Leaves some 10 years ago,

after which Argenti acquired it.

Thus Day and Smythies book is in error when it allots #15 to Ossekeag.

The next cover illustrated was discovered by the writer many years ago and was unique in denoting #39 to be Indiantown.



This one was sent to Alfred, Maine (near Portland) and bears a 10c clearly hit with #39 — again, in the "large" type. The reverse shows: Indiantown, My 30, 1866

and St. John, My 30, 1866. Indiantown, now part of greater St. John, was a terminus for river steamers, and uprated from a Way Office to a P.O. in 1860.

Just recently, the writer was fortunate to obtain the second known #39 cover,

which I believe will finally "prove" the town for the record and it is shown here.



A local cover, addressed to "Narrows", Washademoak Lake, it bears a Canada 1868 3c, with clear strike of large #39 and on face, "Indiantown, OC 1-1869."

On the reverse is: St. John, OC1-69 and Gagetown, OC2-1869. In conclusion, are shown some N.B. stamps off-cover, but perhaps worthy of comment.



For comparison, there is a standard type #35, (my only other example) on a 6d. A second #38, just obtained, is upon a

5c green, in large type, as for the cover. 5c & 10c stamps show the large #39 — a few more similar are known, so do not



appear too rare.

Quite a puzzle is #37 shown on a 3d recently acquired from a famous collection, with a R.P.S. certificate and in the large type — unique and unreported.

If the evidence is correct, that apparently these large type "killers" were locally made in later years, that is, after 1860, to be used for new P.O.'s allotted — this pence stamp would seem to be an anomaly.

All I can surmise is that this 3d had been retained for years and used on a late cover — I have pence used in 1860 and Mr. Argenti mentions that pence covers exist

after the withdrawal date May 15th, 1860.

On these lines, it may appear that #36 — if and when it ever shows up, will be in the "large" type — but that is conjecture only.

Mr. Argenti also suggested the existence of #40 to #46 to cover the 8 new P.O. towns allotted after "the close of the pence era". Finally, why have no "large" types been found on the Canada "small" queens?"

Correspondence is welcome, especially with any covers or other material that I can possibly help to identify.

*(Editor's note: This article was written after The Postal History of Nova Scotia and New Brunswick was published and contains new information)*

## Rounding Up Squared Circles

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

During the past four or five years there has been a great increase in the study of squared circle indicia. For many collectors, research in this field has taken the place of hunting for the elusive top (and lesser) rarities. This is a healthy sign. Even in the first edition of the handbook I pointed out, rather tentatively perhaps, the interest to be found in this form of collecting. Considerable more attention was given to it in the second edition; but in the forthcoming third edition soon to appear, a great advance in this direction will be noticed. I shall do all I can to further this form of study, for it will widen interest in, and lead to a better understanding of, the endless fascination of squared circles.

To this end I here give a list of the chief indicia towns, and the names of the students known to me. If I accidentally omit the names of other specialists, I hope they will send me the necessary information, to appear in a later issue of Topics.

**London I:** Brian Milne; J. Millar Allen; E. Brakefield-Moore; Gerry Dunnhaupt; A. E. W.; C. A. Kemp.

**Ottawa:** C. A. Kemp; Dunnhaupt; A.E.W.  
**Halifax:** R. M. Doull; Dr. Mills; C. A. Westhaver; Brakefield-Moore; Dr. Hollingsworth; Southy; A.E.W.; Dr. Wm. Moffat; J. M. Allen.

**St. John, N.B.:** Dr. R. Langstroth; A.E.W.

**Charlottetown:** Mrs. J. A. C. Kirk; Wally Gutzman; H. M. Dilworth; Colin Bayley; A.E.W.; J. Siverts

**Belleville:** Sibley Higginbotham; J. M. Allen; Dunnhaupt; Dr. Lorna Cooke; A.E.W.; Gutzman.

**Hamilton:** Lewis Ludlow; Dunnhaupt; A.E.W.

**Kingston:** The late Braden Elliott had a fine lot. Where are they now? A.E.W.

**Lindsay:** Bill Rorke; A.E.W.

**Owen Sound:** (1897--8 only); A.E.W.

**Paris:** Dilworth; Dr. Banno; Rorke, Mrs. Kirk; Doull; A.E.W.

**Peterborough:** Doug. Crawford; A.E.W.

**Toronto:** J. Millar Allen; Brakefield-Moore; Hollingsworth; Crawford; A.E.W.

**York Street:** D. C. W. Hollingsworth; Allen; A.E.W.

**Winnipeg:** Dr. K. Day; Dan Rosenblat; Southy, Brakefield-Moore; Harold Wilding; Rorke; J. Siverts, Hollingsworth; A.E.W.; Dr. Wm. Moffat.

**Victoria:** Dilworth; Rorke; Wilding; A.E.W.

The initials A.E.W. (mine) after all above towns, appear somewhat obtrusive, I realize. For some years I specialised in only four or five towns, but my large squared circle correspondence led me gradually to add one town after another until I am now bogged down with far too many. They are all too interesting to cut out!

# NEWS ITEMS

## POST OFFICE RELEASES DETAILS OF MAPLE LEAF STAMPS

The Postmaster General, the Hon. John R. Nicholson, announced today that the special stamp issue planned by the Post Office Department for the 14th May will carry the theme of Canadian Unity.

The stamp which is the third new issue on this year's programme, portrays three red maple leaves on a blue background to provide colour contrast. It will introduce a series of floral emblem stamps that will continue through the pre-Centennial years of 1965-66 and will include the official floral emblems of all ten provinces and the northern territories.

Mr. Nicholson pointed out that the design of three maple leaves on the stamp forms part of the heraldic device of the Arms of Canada and appears as well in some provincial armorial bearings. The three red maple leaves were approved by Order-in-Council in 1920 as the official insignia of Canada. The maple leaf insignia is indicative of Canadian unity since it symbolizes all the groups which comprise our country and which are joined together in a common destiny.

The stamp, in the five cent denomination, will be in the large horizontal size. It is to remain on sale for several weeks after the date of issue.

eral chairman, R. L. Stone, president, and E. J. Christenson, secretary of the Edmonton Stamp Club, and to all the members of their committees who were responsible for putting on such a well organized show as well as providing a fine program of entertainment for the ladies.

Under the patronage of Governor General Maj.-Gen. Georges P. Vanier, the exhibition was officially opened by Lieutenant-Governor of Alberta, Hon. J. Percy Page. A reception was held by the RPSC at which President Dr. G. M. Geldert, Ottawa, and the directors welcomed the delegates.

A feature was the interest shown in Canada's new Unity stamp, available at the CANPEX post office at the exhibition. Over \$700. worth of the new stamp were purchased by collectors on the first day of issue. Covers were cancelled with the "FIRST DAY CANPEX" slogan and the date stamp of the CANPEX P.O., Edmonton, Alberta.

## Vancouver Island, B.C., Material Showed Strength

The exhibits showed particular strength in British Columbia and Vancouver Island material, with many fine showings of Canadian issues. The grand award, the Brisley Trophy, and a gold award went to **Stuart Johnstone** (Vancouver) for his fine display of B.C. material, which included a wonderful array of covers and express covers. **Mr. Johnstone** also won a gold award for his showing of the Small Queens issue of Canada.

Other gold awards went to **J. A. Pike** (Ford, Wash.) for his showing of B.C. and Vancouver Island, and the exhibit also won the Seagram Trophy; **J. Watson Yuile** (Montreal) for his beautiful showing of Grenada, which also won the Harris Trophy for British Commonwealth; **Joseph Vondrak** (Chicago) for Austrian newspaper tax stamps; and **Sidney W. Ivry** (Montreal) for his fine showing of Austria and Venetia-Lombardy, which also was awarded the Green Trophy for Europe.

Fourteen silver awards were as follows:—**Dr. Robert V. C. Carr** (Youngstown, Ohio) B.C. and Vancouver Island; **Stuart S. Kenyon** (Edmonton) Canada 1c. 1859 special-

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## CANPEX 64 HELD AT EDMONTON BNAPS PRESIDENT ELECTED TO FELLOWSHIP IN ROYAL PHILATELIC SOCIETY OF CANADA

Bold type signifies BNAPS member

The Royal Philatelic Society of Canada's 36th annual convention and exhibition "CANPEX-64" in Edmonton was a philatelic gathering that long will be remembered in Western Canada.

The host club, the Edmonton Stamp Club, staged a very fine exhibition of some 450 frames of competitive material, with many fine entries and a particularly interesting Court of Honor rich in historical material of the west.

Great credit is due to G. C. Bolton, gen-

ized; **Sam C. Nickle** (Calgary) Canada 3d. Beavers; **Stuart Johnstone** (Vancouver) Canada Large Queens; **W. Rorke** (Edmonton) Canadian E VII and Admiral coils, also the Woodhead Trophy for 20th. century Canada; **Edmund A. Harris** (Calgary) Western Canadian covers; **Walter R. Carter** (Toronto) cancellations on 3c Small Queens of Canada; **J. J. Legeer** (East Rochester, N.Y.) U.S.A. 3c. 1851 specialized, also Goodrich Trophy for U.S.A.; **Matt C. Dillingham** (Palo Alto, Calif.) 18th Century pre-stamp covers used in the British Colonies in America; **Henry Whittaker** (Victoria), Sudan; **Anton H. Zahm** (Syracuse, N.Y.) N. W. Pacific Is.; **A. H. Hinrichs** (Toronto) India covers; **Dr. J. J. Matejka Jr.**, (Chicago) Austria and Lombardy-Venetia; and **A. H. Christensen** (Westmount), Norway classic issues. Thirty two bronze awards were also made including two to Montreal collectors, **Emile R. Pleau** and **S. J. Cohen**, for topicals.

Trophies were only awarded by the judges to exhibits in the gold or silver classes. The jury consisted of **L. A. Davenport** (Toronto) chairman, **Dr. C. M. Jephcott** (Toronto), **J. N. Sissons** (Toronto), **C. C. Sonne** (Moose Jaw) and **Henri Gauthier** (Ottawa).

#### **Court Of Honour Material Related To Northwest**

The court of honor contained much lovely Canadian material shown by **Vincent G. Greene** (Toronto) and **E. A. Smythies** (Tralee, Ireland), as well as a great wealth of material relating to the early days of the northwest. These included showings by **Robert G. Woodall** (Wimborne, Dorset, England) on the postal history of the Yukon and many early north west territorial covers assembled by **W. Rorke** (Edmonton).

An exhibit of particular interest was the material from the archives of the Hudson's Bay Company in London, of early covers and documents appertaining to Edmonton.

A display of special interest was the pages of essays and proofs of the early George V stamps of Great Britain, from the **H. C. V. Adams** collection, which had been sent over by the Royal Philatelic Society, London.

Fine displays were also shown by the Canada Post Office of sketches, proofs and other related material of Canadian stamps closely related to Alberta, including the whooping crane, **David Thompson**, Alberta-Saskatchewan, oil well and oil refinery stamps.

The Canadian Bank Note Company, Ottawa had a beautifully presented showing of early B.N.A. material including the only

known pane of the Connell stamp of New Brunswick, as well as a number of proof-sheets of classic issues of Canada, as well as the eight die proofs of the Cartier-Macdonald centenary issue of 1914, which was never printed owing to the outbreak of World War I.

There was also a most fascinating display of material including the original sketches for the whooping crane stamp design by the late **Dr. Wm. Rowan**, F.R.C.S. His Widow was an honored guest at the banquet on the Saturday evening.

The Crown Agents showed an attractive and colorful display of B.N.A. stamps of the Caribbean area.

There was an informal joint meeting of members of the **British North America Philatelic Society** and the Canadian Philatelic Society of Great Britain, when members from the east were able to meet, many for the first time, those living in Western Canada.

#### **Bush Pilots Honored, Talk On Adventures**

A meeting of those interested in Canada's early air mail took place with displays of early flown covers and other historical material. Later at the Alberta dinner, at which the lieutenant-governor was the principal guest, the Alberta bush pilots were honored. Several gave most fascinating talks on the early days of air transportation in the west. The dinner was held under the chairmanship of **G. C. Bolton** and an address of welcome to Alberta was given by **Dr. J. D. Ross**, Minister of Health speaking on behalf of the premier.

The annual general meeting of the society was held with **Dr. Geldert** in the chair. The president reported steady progress throughout the year in all phases of the society's activities and noted that every province was now represented on the membership roster. There were more than 300 members in the United States.

The R.P.S.C. was the largest Royal philatelic society in the world.

The president and officers were re-elected and the board for 1964-65 was elected as follows: President **Dr. G. M. Geldert** (Ottawa); Board of Vice-Presidents **A. H. Christensen** (Westmount), **James Law** (London); and **Dr. N. O. Boyd** (Windsor); Editor "Canadian Philatelist", **L. M. Lamouroux** (Toronto); Treasurer **A. G. McKanna** (Toronto); Secretary **Walter F. Anderson** (Ottawa); Directors at Large **J. E. Kraemer** (Kitchener), **E. J. Christensen** (Edmonton), **J. Watson Yuile** (Montreal), **Colin**

**H. Bayley** (Ottawa), and **Dr. A. W. Gyorfi** (Sydney, N.S.)

The convention concluded with the annual dinner of the R.P.S.C. under the chairmanship of **Dr. Geldert**, who welcomed the delegates and again sincerely thanked the host club for staging such a fine show.

Postmaster-General Hon. John R. Nicholson, was the guest speaker. Also present were Deputy Postmaster General W. H. Wilson and O. R. Worthen, vice-president of the Canadian Bank Note Co., Ottawa. The head table was led in by a Scottish piper.

### **Unity Stamp Printing Much Larger Than Planned**

The postmaster general spoke of the new Unity stamp, which is a symbol of the unity of nationhood, in the fostering of which Canada's postal service has played an important part. The printing of this new stamp will be much larger than normal and it is planned to keep the run in production much longer than usual.

Mr. Nicholson described the various difficulties encountered with the Christmas stamp that will be issued this year. The design it was felt should have a religious theme but at the same time an effort should be made to select one that would retain a spiritual quality without entering any particular religious sphere. The design show-

ing a father and mother with a little child at each side looking over a winter scene with a star in the background would offend no one's religious sensitivities in the least. The next problem was the quantity to be printed and thirdly the denomination, taking into account the possible change in the first class rate. Last year roughly 325 million cards were sent at the old 2 cents rate and 150 million were sent first class.

**Fred Jarrett** (Toronto) thanked the postmaster general and **Vincent G. Greene** (Toronto) proposed the toast to the ladies. The chairman of the jury, **L. A. Davenport** (Toronto) announced the names of the six gold award winners, and the winners of the R.P.S.C. Trophies.

The dinner was concluded by **Dr. Geldert** announcing the awarding of three new fellowships. These were awarded to **Stuart Johnstone** (Vancouver), **Dr. C. M. Jephcott** (Toronto) and Herbert Buckland (Port Perry, Ont.). **Mr. Johnstone** and **Dr. Jephcott** are internationally known collectors, the latter president of the **British North America Philatelic Society**. Mr. Buckland was an executive officer of the old Canadian Philatelic Society for over a quarter of a century, holding many different offices, the last being that of librarian of the society, now the Royal Philatelic Society of Canada.

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## **UNUSUAL NOVA SCOTIA DOUBLE COUNTY RATE**

by John Pratt #1055

The other day it was by good fortune to buy a small lot of three covers of Nova Scotia material in an auction at a reasonable price. Two of the covers were of the more common type: a pair of one cent paying the two cent county rate, and a one cent and pair of two cent paying the ordinary five cent local rate. The third cover, however, was the surprise of the lot and showed a rate that is not mentioned in Argenti's fine book on New Brunswick and Nova Scotia.

The cover bore a pair of the two cent lilac 1860 issue tied by the closed grid of Nova Scotia (N.S. Type 1 by Argenti, page

69). The cover is addressed to Mr. Loomis, Grafton, Nova Scotia. In the upper left is the advertisement of 'Foundry & Machine Shop, Berwick, N.S.' On the front is the town-date cancel of Berwick, January 2, 1867. Since both Berwick and Grafton are in Kings County, this seems to be a double two cent county rate, heretofore unmentioned in literature.

(Editor's note: The rate is mentioned on page 264 in the recently published **The Postal History of Nova Scotia and New Brunswick, 1754-1867** by Jephcott, Greene and Young.)

# The Proof Corner

ROBERT H. PRATT, 3697 W. Mill Road, Milwaukee, Wis. 53209

"Proof (pruf) sb — (Orig) An impression taken by the engraver from an engraved plate, stone or block to examine its state during the progress of his work; (Now) Each of an arbitrary number of careful Impressions made from the finished plate before printing of the ordinary issue and usually before the inscription is added".  
"Essay (e se) — The process of testing.

These dictionary definitions seem to overlap, at least as the words are used in Philately. They do tell the story briefly of this little studied and scarcely followed area of interest among professional workers and amateur collectors alike.

"To examine its' state" — Here for the first time the engraver sees his artist's dream materialize and bloom into definiteness. The eye glass and mind converted mirror image takes on reality. The lack of shading here, the nuance of an added line or dot, the effect of color, and then — the Plate and a Plate Proof.

Perhaps "Color-Trials" to see which color looks best or fits into the set the best.

And finally — THE STAMP.

And this is your playground, your area of fun, relaxation and enjoyment. Perforation, no perforations, water marks (misplaced, missing, or just there). Entries, (major, minor and none at all), re-entries! Cracked, scratched, gouged or mutilated plates, plate numbers, corners blocks, etc.,

etc., etc. Cancellations, covers, first day covers, colors, papers, or just plain old STAMPS.

Each of you has his likes, his hopes and ambitions, his pride and joy. That is what makes this hobby fun.

Mine is Proofs and Essays. I like to see what started it all. I like to watch this artist's idea blossom into a final, complete, articulate and expressive result. I like to follow from beginning to ultimate sale, the development of the design, the beauty of individual artistry, and the failures to, those designs that never were issued for one reason or other.

These essays and proofs will help you to understand some of the "varieties" that are a Stamp Collector's dream, and keep him ever alert.

One example "the extra tongue" variety 1c Codfish, Scott #233, Holmes #224 (#15 on the sheet) was caused by the plate maker rocking his roller too far for stamp #14, and impressing the left hand locating marker into the middle of the Codfish's mouth in #15. Only a study of the final die and the spacing of the stamp on the printing plate could prove this. I am happy to know **how** this variety occurred. You can search for the resultant "error" and treasure it

More around the corner.

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## FURTHER NOTES ON CANADA'S TAGGED STAMPS

by

Dr. Edward S. Mercantini,

BNAPS #1636

(The third in a series of articles)

Since my first two articles have appeared in BNA TOPICS on the subject of the tagged stamps of Canada, a few more pertinent facts have come to light which I feel should be made known generally.

I was informed by Major C. R. Purser of Ottawa, in April, that the tagged stamps of the second issue were not only on sale in Winnipeg Post Offices and at the Philatelic Section of the P.O. in Ottawa as announced in the lay and philatelic press, but also in Toronto, Ontario. From correspondence received by Major Purser and myself from the P.O.D., it appears that a shipment of tagged stamps in the five denomination (1c to 5c) were received from the manufacturer which fell short of the standards of the P.O.D and were not suitable for distribution to Winnipeg for use in the electronic Sefacan machinery. Consequently the stamps were shipped to Toronto for sale to the public. The distribution was made from the Postage Stamp Depot in Toronto and it is most likely that these stamps will turn up at post offices throughout the Toronto area. Apparently these tagged issues had slight variations in the registration of the vertical bars on the stamps. So now we have a perfect set-up for "variety hunters" and fly-speck enthusiasts! Since on the second tagged issue the phosphor material can be seen on the stamp face very easily with the unaided eye, all it takes is observation to turn up some varieties. With a black light it would really be fun looking for these "Toronto rejects".

On examining hundreds of stamps of the first tagged issue with the black light, I have noted numerous items with flecks and blotches of the phosphor material on the face of the stamp other than on the vertical tags, and by far this has been commonest on the 3c denomination. Of course these should be regarded simply as freaks and not as errors or constant varieties. I have also noted that the paper on which the first tagged issue were printed varied. There

are two distinct types, one which is non-fluorescent and the other fluoresces slightly under ultra-violet light. However I could not get confirmation of this from the P.O.D. as they informed me that no change in the type of paper used for the tagged stamps of the Queen Elizabeth issue of 1954 design had been made according to the manufacturer of the stamps. However there are definitely two types of paper detectable under ultra-violet light. One, the fluorescent type, is apparently a paper to which the manufacturer has added a "Paper whitener" like those found in shirts and towels. These items appear white because they glow brilliantly in the ultra-violet rich sunlight. Under the black light ultra-violet lamps they also glow (as would shirts and towels to which whiteners have been added). The other type paper does not glow under ultra-violet light and it can be presumed that no whitener was added to it. Incidentally it would be proper at this point to get our terminology straightened out, regarding fluorescence and phosphorescence (Mr. C. E. Beatty writing in Linn's Weekly Stamp News of March 2, 1964 explains this very well). Glowing paints, printing inks, some hunting jackets and whiteners are all fluorescent materials and "glow" only while ultra-violet light is shining on them by changing the wavelength into visible wavelengths, but once the light source is removed there is no "after-glow". Phosphors or phosphorescents are substances which glow in the dark, and good examples of these are fireflies, starfish, ocean algae, radium dials on watches and clocks, and the phosphor overprint on our tagged stamps. To put it simply, fluorescent materials only glow while ultra-violet light is falling on them, while phosphorescent materials have a glow for a short time after the U.V. light source is removed. Hence the paper on which some of our tagged stamps is printed is a fluorescent paper, while the tag is a phosphorescent substance.

The Post Office in Ottawa serviced 30,000 first day covers of the first tagged issue and the Winnipeg post office serviced approximately 100,000 FDC's of the same issue on January 13, 1962. However as there were five denominations, many combination covers were made, so the exact number of stamps used, and the number of combinations used will never be known. Some collectors preferred the five singles on the same envelope, others wanted each denomination on a separate envelope, and some desired blocks or a combination of blocks and singles. A few even requested plate blocks (3c only) and blank corner blocks on envelopes. First Day Cover collectors really had a field-day with this issue, but apparently not too many of the uncommon combinations were set up as these are not appearing on the philatelic market as expected. Speaking of the stamp market, there appears to be a definite shortage of the first tagged issue. Many dealers are "out of stock", and the latest price lists and catalogues have already increased the price of a set of singles (mint or used) by 15 to 20%. It now costs the collector around 70c for the set of five singles, this being a fantastic increase over the 15c face value for which the stamps could have been bought less than two years ago. Could this issue be a Canadian "sleeper"? Certainly with the interest generated by tagged stamps in the U.S.A. since their pilot elec-

tronic installation at Dayton, Ohio, and their first day sale of tagged stamps on August 1, 1963, and with four other U.S.A. issues appearing tagged since then, tagged stamps appear to be here to stay! Britain, Germany and Denmark have also issued tagged stamps. It is becoming fashionable to collect these issues, and here in Canada we have a "first" for the entire Western Hemisphere!

Mr. Neil Halliday, project engineer of the U.S. Post Office Department's research and engineering division, has subjected the tagged U.S. stamps to a variety of tests in the laboratory, including chemicals, humidity chambers, and artificial "time" to weather stamps, and he believes that so far as his tests indicate, no harm will come to stamps treated with the phosphorescent material. Both the German and British governments have reassured their citizens that the material used in tagging is in no way injurious to health. The German government has also advised that the tagging will not deteriorate on stamps normally mounted in a collection, and that the phosphorescent stamps will not impart their luminescence to other stamps mounted with them, or otherwise harm those stamps. In personal communications with officials of the Canada P.O.D., I was reassured that our Canadian tagged stamps also are collectible by philatelists, as they shall remain permanent and not deteriorate.

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# Canada's Semi-Official Airmails

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

Referring briefly to the Estevan-Winnipeg Flight questions asked in the December, 1963 issue of Topics. I have been informed by Mr. J. F. Anderson of Moose Jaw that he has in his collection one cover carried on the flight in an ordinary envelope rather than one of the special prepared envelopes — certainly an unusual item and possibly unique.

I have also heard from Mr. Lloyd Banner of Vancouver (a remarkable source of information on all phases of the Semi-Officials) in regard to the questions raised in my article on Northern Air Service. He states that the variety with small blue dot to the left of the monogram N.A.S. occurs only on the top row of five stamps in each sheet of twenty, and therefore will always have a straight edge at the top. Mr. Banner also recalls having seen a booklet pane of four of these stamps some considerable years ago under circumstances which he cannot recall. This would seem to indicate that such panes did exist, but they are certainly a prime mystery and I would much appreciate any further information in this regard.

## Elliot-Fairchild Air Service

Shortly after forming his company Elliot entered into partnership with a man named Fairchild to form Elliot-Fairchild Air Service. It would appear that the new company came into being in mid-April of 1926 and the first flight made under the new name was made on April 15th, on which date a new stamp appeared with this partnership name. However, this was not the first but the second stamp to appear with the name of the new partnership — the first having been issued on March 21st, three weeks before the actual merger and in fact a few days before the appearance of the second Jack V. Elliot issue.

I have never heard any satisfactory explanation for this premature issue but would certainly be interested in any reasonable theories.

This first issue of the partnership stamp was obviously produced by making certain minor changes in the wording of the

Jack V. Elliot stamps — the new name was inserted and the word "FIRST" omitted. The background is the same swastika design of the second J.V.E. issue, the format (sheets of 16 divided into panes of 8 by a horizontal gutter through which they were cut) is identical and the four constant varieties produced by the ends of the ornamental lines above and below AIR SERVICE are still present.

Additionally another variety was introduced due to a printer's oversight — the lower case "r" in the word Fairchild is oversized on two stamps in each pane, positions No. 2 and No. 4.

All authorities agree that the issue consisted of 2504 stamps. A few full sheets of 16 must have escaped being separated into panes of 8 since Ed Richardson has a vertical block of 8, perforated, with horizontal gutter. Full panes of 8 appear at auction from time to time — the latest realization of which I have a record was \$19.00 for a pane described as very fine at Sissons sale in March, 1963.

The pricing of this stamp in the current Holmes is ridiculous — \$4.00 for the normal stamp and \$12.00 for the tall "r" variety, which would make a pane of 8 worth \$48.00 as singles yet the full pane itself catalogues at only \$40.00.

It was used on cover in addition to the second issue on the partnership's first flights of April 15th, 1926 from Rolling Portage to Red Lake and return and also on this company's first flights on the Rouyn-Haileybury route May 27th-June 1st of the same year. The A.A.M.S. Catalogue states flights but gives no quantities in regard to that it appeared on 50 covers of the latter these of April 15.

Questions regarding this issue are:

#44. Why was this stamp issued more than three weeks prior to the formation of the new firm and before even the date of issue of the second J.V.E. stamp?

#45. How many covers were carried on the company's first flights Rolling Portage—Red Lake and what proportion of these are franked with each of the two issues?



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# WIPA 1965

Vienna can look back on a proud tradition of philatelic exhibitions. The very first one being held anywhere in the world was in the year 1881 in Vienna. Although of national character, it was followed only nine years later by the first International exhibition, on the 50th anniversary of the introduction of postage stamps by Great Britain and the 40th anniversary of the first postage stamps of Austria.

The exhibition that is treasured by most was the famous Wipa 1933. At a time when the world was at the depth of the depression the exhibition committee put on a magnificent show, that has served as the model for almost all the following internationals, and it is argued by many collectors that no other show since has surpassed it. Those that still own the exhibition catalogue find among its pages the great collections of the past.

The word "Wipa" today is more closely associated with the postage stamps which were issued on that occasion than the exhibition itself. (It may be of interest that a visitor to the 1933 show who purchased one each of the postage stamps and the souvenir sheets — all for an original cost of less than \$2.00 — could sell them at today's prices and pay for his flight and return as well as his hotel, to the Wipa 1965 show).

Wipa 1965 will take place in Vienna from June 4th to 13th. It will be held in the Congress rooms of the Imperial Palace and the halls of the Exhibition Palace. It would be hard to imagine a more magnificent setting than this. The finest collections from all over the world will be on display there, as well as a truly international bourse. Collectors and dealers alike will congregate in Vienna from all parts of the world making it a truly international affair. A good group of Canadian exhibits have already been entered, but it is hoped that more outstanding collections will be forthcoming, so that Canada too will be well represented at this international exhibition. Our postage stamps are becoming increasingly interest-

ing to European Collectors, so this is our chance to put our best foot forward. A good contingent of Canadian collectors and dealers will attend the show in person, and it is hoped that more will take advantage of this fine exhibition to visit Vienna.

Vienna during June is at its most beautiful. This city with its magnificent buildings, palaces and cathedrals, has much to offer to every visitor. The Festival weeks are being held at the same time as the exhibition and if you wish to immerse yourself in culture you will find no better time or place than Vienna during Wipa 1965. The State Opera will present 5 different performances. There are 3 major Viennese Orchestras, and innumerable chamber concert groups, as well as several visiting orchestral groups. Vienna boasts of over 35 major Museums which house outstanding collections and exhibitions of every conceivable nature. Ten Museums are dedicated to paintings and prints and etchings, and the finest works of Duerer, Velazquez, Titian, Raphael, Rubens and Rembrandt are to be found there. There is a Haydn Museum, Mozart Museum, Beethoven and Schubert Museum, as well as an other museum which houses all of their manuscripts. There are other museums dedicated to Military history, Sculpture, Period Furniture, Oriental Carpets, Coins, Armour, Medieval art, as well as a Watch and Clock Museum, and of course a Postal History Museum.

Other attractions that Vienna has to offer the visitor, are among many others too numerous to mention, The Vienna choir boys, The white Stallions of the Spanish Riding School, The Imperial Treasury, The Imperial Library, The Imperial crypt, Palaces and Castles, and so on.

There are 3 State Theatres and seven private ones and the operettas of Strauss and Lehár are performed there. Vienna is justly proud of its excellent food, and even in the smallest off-street restaurants you are assured of a good meal and memorable ones in any of two dozen world famous

ones. Vienna is a friendly city and everyone there will make your stay a pleasant one.

Wipa 1965 promises to be an outstanding international exhibition in every sense, in the finest surroundings, so plan now either to participate, or better still attend it as well.

Prospects for Wipa 1965, as well as all other philatelic information regarding the

show is available from the Canadian Commissioner to Wipa 1965, Wm. H. P. Maresch, 628 Yonge Street, Toronto 5, Ontario.

Pamphlets about Vienna and Austria are available through the Offices of the Austrian Tourist Department, 62 Richmond St. W., Toronto 1, Ontario.

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