

BNA Topics



We like this hotel cover with its complete "sunburst" cancellation. Mr. W. B. Hamilton, postmaster during 1882, was probably proud of his home made canceller.

N. Pelletier

Official Journal

Of The

British North America

Philatelic Society

Volume 21 Number 8 Whole Number 226 September 1964

Published September 1st

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OCTOBER

- 2/3 GENERAL SALE at BOURNEMOUTH.
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- 6/7 The "R. H. Urwick" BRITISH WEST INDIES.
Catalogue \$3.
- 7 BRITISH EMPIRE with Malaya, Mauritius,
and St. Vincent. *Catalogue \$1.50.*
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* *Catalogue \$3.*
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BNA Topics

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EDITOR

John H. M. Young
Dean Grove
503 John St.
Thornhill, Ontario

CIRCULATION EDITOR

Barry Haywood
66 Hillholme Rd.
Toronto 7, Ont.

ASSOCIATE EDITORS

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

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25 Kings Circle,
Malvern, Pa., U.S.A.

LIBRARIAN

Edgar C. Black
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Alfred P. Cook
Coy Glen Road
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Official Section



Monthly Report from the Secretary . . .

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

August 1, 1964

NEW MEMBERS

- 2056 Bray, Olive (Mrs. R. G.), Hatley, Quebec
2057 Long, T. Mackay, O.C., 198 Lockwood Street, Winnipeg 9, Manitoba
2058 Smith, Frank, 96 Humbercrest Blvd., Toronto 9, Ontario
2059 Young, John E., 138 St. Leonard's Avenue, Toronto 12, Ontario.
2050 Angley, William P., 152 Humbervale Blvd., Toronto 18, Ontario
2051 Lea, William E. Jr., 446 Strand, London W.C. 2, England
2052 Williams, John G., 270 South Buckhout Street, Irvington, New York
2053 Winter, L. A. Guy, 500 King Street, Whitby, Ontario

REPLACED ON ROLLS

- 1614 Gratz, J. Roger, 17799 Lorain Avenue, Cleveland, Ohio 44111

APPLICATIONS FOR MEMBERSHIP

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

- ALLISON, Cecil R., 1125 Sixth Line, Oakville, Ont. (C) CAN, NFD Plate Blocks. O.H.M.S.-G. Proposed by V. G. Greene, No. L40. Seconded by J. H. M. Young, No. 1523
DEMARAY, Donald F., 210 Victor Rd., Prescott, Ont. (C-CX) CAN, NFD, PROV—19th & 20th century mint & used postage. 1st Day & 1st Flight covers. Precancels, Federal, Provincial & Tax-Paid Revenues. Mint, used & semi-official airmails and on cover. Postal Stationery entire & cut-squares. Squared-circle cancellations. Perfrins. SPECIALTY—Canadian Revenues. Proposed by M. M. Walter, No. 2034.
FERGUSON, Mrs. Beulah H., 24 Granville Rd., Hampstead 29, Que. (C) CAN—19th & 20th century mint postage. Plate Blocks. Coils. O.H.M.S.-G. Mint Booklet panes. Mint Airmails. R.P.O. & slogan cancellations. Proposed by D. C. Meyerson, No. L 3.
GIBSON, Keith M., 206 Briarhill Dr., Port Credit, Ontario, (C) Proposed by J. Levine, No. LI.
MARTIN, Harry B. Jr., 7 Stibbard Ave., Toronto 12, Ont. (D) Proposed by J. H. M. Young No. 1523. Seconded by V. G. Greene, No. L40.
MOLNAU, Myron, C29 Meadow Brook Court, Iowa City, Iowa 52240 (C) CAN, NFD, PROV—Mint & used postage. 1st Day covers. Plate Blocks. O.H.M.S.-G Mint & used booklet panes. Postal stationery cut-squares. Slogan cancellations. SPECIALTY—Post Cards & Plate Blocks. Proposed by J. H. M. Young, No. 1523
PFEIFER, Otto W., 1000 N.E. 135th, Seattle, Wash. 98125 (C-C) CAN, NFD, PROV—Mint postage. Pre-stamp, stampless, 1st Day & 1st Flight covers. O.H.M.S.-G. Complete booklets, Federal & Provincial revenues. Mint & semi-official airmails and on cover. Literature. R.P.O., territorial, flag, slogan, 2 & 4-ring, squared-circle, duplex and fancy cancellations. Proposed by G. W. Frampton, No. 1358.

CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 2017 Boyce, H. Prescott, 116 West Amerson St., Apt. 5, Melrose, Mass.
1431 Chappell, Chas. D., 530 West Olympic Place, Seattle, Wash. 98119
1711 DeLange Victor A., 1747 Main St., Springfield, Oregon 97477 (from Calgary, Alta.)
1748 Furneaux, F/L R. V., RCAF Station, Sioux Lookout, Ont. (from Quebec)
1900 Hayne, Andrew, 98 Coorington St., Apt. 10, Barrie, Ontario
106 Jacobi, Herman Jr., Seventeen Robinson Apartments, Ste. 601, Hamilton Ont.
1635 Kuttner, William R., c/o Ziegler, Weiner & Gill, 1100 Gibraltar Life Bldg., Dallas 1, Texas (from New Jersey)
1856 Lehr, James, P.O. Box 344, Wilmington, Dela. (from Okla.)
1507 Mills, George R., M.D., 530 Meadowlane Road, Dearborn, Mich. 48124
1951 Moffatt W. G., Hickory Hollow, R.R. 3, Ballston Lake, N.Y.
1960 Mueller Bodil K., Box 124, Gillies Bay, Texada Island, B.C.
795 McDonald, F. Beattie, 390 Pomona Ave., Burlington, Ont.
1693 Rezanowich, A., 4808 Nanterre St., Pierrefonds, Que.
2053 Riley, Sgt. John R., 238 Perkins St., Havelock, N.C. (from Scarboro, Ont.)
243 Walburn, H. G., Box 55, Okanagan Centre, B.C.

RESIGNATIONS ACCEPTED

Cygan Joseph A.

Lea, J. A.

RESIGNATION RECEIVED

- 1699 Ramsey, W. J. II, P.O. Box 876, Bristol, Conn. 06012

DECEASED

- 1455 Spicer, Henry T., 272 Roseberry St., Winnipeg 12, Manitoba

DROPPED FROM ROLLS

- 1864 Kearsley, Ken, Box 371, Barrie, Ontario
1096 Lee, J. Chang, 220 Union Blvd., St. Lambert, Quebec
1469 Luey, Shue F., 1612-21st Street N.W., Calgary, Alberta

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, June 1, 1964	982
NEW MEMBERS, August 1, 1964	8
REPLACED, August 1, 1964	1
	<hr/>
	991
RESIGNATIONS, August 1, 1964	2
DECEASED, August 1, 1964	1
DROPPED FROM ROLLS, August 1, 1964	3
	<hr/>
	6
TOTAL MEMBERSHIP, August 1, 1964	985

THE *Editor's* MAILBAG

Dear Mr. Young:

Reference is made to the excellent article on the list of Printing Orders for Canadian Stamps.

I can not add anything to the Table 1 but in Table 2 I would like to add for the 1c Admiral Plate 52 with Number 146, also 4c Admiral with Number 681 for Plate 4.

Under Table 3 I can not add to the left side but the War Tax stamps are a very difficult subject indeed and here I would like to mention a few points. The present list shows under War Tax 1c Plate 5 Number 295. I have a strip from UR with the number scratched out and a LL with the number scratched out. Also a LR with the number scratched out and a number 7 on top of the old number. On Plate 12 I have a strip of UR with number 295 as indicated in your list but also over stamp subject number 1 a handstruck number 7. For Plate 13 I have a strip showing number 347 scratched out and 366 added in addition below stamp subject number 8 another number 3. For plate 15 I have as listed number 366 but also a strip UR with 366 scratched out and 909 added by hand. For Plate 16 I have as indicated in the list number 366 but also a strip UR with 366 and 909, a LL with 366 and only a 9 below stamp subject 7 and a strip LR with 909. Plate 18 has also the number 909 with a C after the number. This last number 909 is not handstruck, but apparently laid down by transfer roller. In the 2c War Tax I have a block with 321 scratched out but I do not know its plate number. I have a strip Plate 2 with number 296 scratched out and 317 added.

Another interesting item which should be mentioned is the appearance of the inverted PO on Admiral booklet panes. These must be very scarce because I have seen

only one.

I hope this information may help in preparing a complete listing of these interesting markings.

Yours sincerely

H. Reiche

Dear Mr. Young:

Sometime ago (3 weeks) someone stole a book of my stamps. The enclosed list represent only 70% of the stamps in the stock book.

If it is feasible, perhaps you could mention this loss in the next issue of BNA Topics — with a note — anyone knowing or being offered a similar selection to notify RCMP.

Thank you,

Stanley Lum, BNAPS 1256

Key stamps in 4" x 6" Stockbook missing from 641 Cooney Rd.

1851 3 penny beaver (laid paper) ea 2
 1852 3 penny beaver (wove paper) ea 2
 1859 5c beaver Major Re-entry (ex Jarrett)
 1908 20c Quebec Major Re-entry
 Blue Bill Fiscal stamp showing (unopened) paper crease

1852 12 penny black proof "Specimen removed", laid lines added, and postmarked with light ring cancel (ex Hinds)
 USA STAMPS—90c Lincoln

—Black Washington with vertical paper crease

—Black Lincoln with crack plate
 1897—Jubilee Forgeries (engraved) 1, 2, 3, 4, 5 dollar values

8c Register stamp with straight line REGISTERED postmark

1908 Quebec Set mint

1868—15c Large Head on clear deep violet —one on thick paper and other on ordinary paper

—Large Queen 1c, 2c, 3c watermarked
 3c Small Queen with Ottawa Crown postmark

Esquimalt Crown on piece (see photo)
Esquimalt crown on 5c King Edward stamp
center strike
10c Small Queen with imprint on right
Newfoundland Codfish Green stamp —
roulette perforations showing imprint at
right
Block of ½c Small Queen stamp showing
inking fault.

Dear Mr. Editor:

Just received my copy of "BNA Topics" June 1964. Note the list of BNAPS winners at Westpex in San Francisco. For purposes of record I would like to draw your attention to the fact that my exhibit S. Allan Taylor: 1838-1913. The Centenary of the First Stamp Journal published in Canada and the U.S." contained over 90% of BNA phantom locals. Many of the judges and others in attendance came to me regarding this exhibit which won a gold medal. They expressed great interest and also that this type of BNA material could win such an award. Always enjoy "BNA Topics" keep up the good work.

John S. Bain

Dear Mr. Young:

I want to thank you for the fine presentation of my N.B. articles, in current BNA Topics. Next time, must try to get darker prints, no one locally at present is expert on stamp photos — so difficult. Noted a report from my friend, John Pratt on N.S. double county (?) rate & must comment:—

(1) I am glad to know of another 4c

N.S. cover, as I've had one for years & never reported or shown as I cannot reconcile.

(2) Mr. Pratt's cover, data correct, two towns in same County & less than 10 miles apart—so why double rate?—unless over weight?

(3) I enclose my cover for your possible interest, but **different** conditions — from Plaister Cove—Inverness Co. Oct. 5/67 — to Arichat, Richmond Co., Oct. 7/67 — so, should be 5c rate & apparently 1c underpaid? Under the stamps is MS "Paid —H.O.F."—sometimes occurs, as you know. May be "phoney"—but why the trouble, as no bisect or particular rarity. Kind comments, please?

Your sub-note—"rate is mentioned on p264 — etc." yes, but not the double rate? There was a 2d-4c Way Office rate away back, but I believe this was on top of the regular rate & anyway, Plaister Cove (and Berwick) were P.O.'s from 1843-67 & 1858-67 respectively.

Sincerely

A. G. Fairbanks

Editor's Note:

Two cents **per half ounce**, thus four cents up to one ounce.

Dear Sir:

N R H MONTREAL Cancellation

I feel sure I have the answer to the second of Mr. Kemp's queries ("Topics" May, 1964, p.116).

I have a Montreal cancel with the letters E. R. H. which I believe represent Eastern Receiving House. Could there have been



a Northern Receiving House? Note two other differences from the cancel Mr. Kemp describes. In mine there are stops between the initial letters and, furthermore, mine shows split circles before and after 'MONTREAL'.

My copy is dated DE 17 3. As it is on a 5c. Q.V. 'Maple Leaves' I presume this represents 1903; a date more than 10 years later than Mr. Kemp's copy. In view of this (apparent) length of use it seems surprising that it is not more common than it appears to be. Equally surprising is it that as far as I can see it is mentioned in neither Jarrett nor Boggs.

Carriers Stamp — Head Office

Whilst on the subject of Montreal markings I might place on record an earlier use of this than that given by Boggs (p.435, type 341) who gives it 1877. I have a post card (Bond type CA2 of 1876) posted at FLORENCE, Ont. OC 19 76 addressed to Montreal, backstamped BOTHWELL, Ont. OC 19 76 and, by the Carriers Stamp marking (in 3 lines), 1 OCT 21.

Yours sincerely,

Evan R. Gill, 208

Dear Mr. Young:

There has been a change in the current aerogram which has not yet, as far as I can

see, been published as news in the philatelic press.

On the bottom of the face, i.e. the bottom right of the aerogram, under the space for the sender's name and address, the inscription NO ENCLOSURE PERMITTED — NE RIEN INSERER has been expanded to read NO ENCLOSURE PERMITTED — NE RIEN INSERER / POSTES CANADA POST. The change has been showing on supplies here in Peterborough for at least a month, but was noticed only to-day.

Perhaps some other BNAPSer can help with the answer to two question's, also about aerograms. The Philatelic Agency distinguished between "wove" or "rag" paper, and "pulp" paper. The pulp paper aerograms in my possession are a distinctly paler blue than the wove paper ones. First question: Is this difference of shade a sure means of identifying the two types?

Secondly: any of the blank aerograms (without value imprinted at top right) that I have seen have been on the dark wove paper. Has anyone a copy of this blank aerogram on the pale pulp paper as yet?

Sincerely,

John P. Grace, 1732

Report from the Library

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

Wanted for the library: B.N.A. revenue handbooks and catalogues; Postal guides of Canada; collectors' list of provincial post offices.

V. G. Greene

Chairman, Library Committee

Following donations acknowledged:

F. W. Coffin — 100 issues **Stamp Collecting**; 100 issues **Weekly Philatelic Gossip**; 25 issues Sissons' auction catalogues.

Warren F. Haley — **Catalogue of the Revenue Stamps and Telegraph and Telephone Franks of Canada and the Provinces** by J. N. Sissons.

A. Leonard Harris — **Aero Field Maga-**

zine, 10 issues; **Gibbons Stamp Monthly** Vol. 29-34; **Philatelic Magazine** Vol. 64-71; **Stamp Collecting** Vol. 92 and 94-96; **Sanders Philatelic Journal** Vol. 2-4; **Strand Stamp Journal** Vol. 10-12.

L. E. Jarvis — **The Handbook and Catalogue of Canadian Transportation Postmarks** by T. P. G. Shaw. 1963 Edition.

E. S. Mercantini — 10 issues of **Postmark and Stamps**.

Compliments of the authors — **The Postal History of Nova Scotia and New Brunswick 1754-1867** by C. M. Jephcott, V. G. Greene and John H. M. Young.

The President's Page

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



A 15c Large Queen paying the rate to England plus a 6c and pair of 1c Large Queens paying the 8c registration rate. Dated 1869.



A 15c Large Queen and a 1c Small Queen paying the rate to France in 1874

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

PART 4

(j) Post Orderlies

The Post Orderly is the military counterpart of the Postman; he is the man who actually delivered the mail. A post orderly was appointed in every unit and in the larger units he usually had an assistant. His duty was to attend the Field Post Office to receive incoming mail; hand over outgoing mail; and purchase postage stamps and postal orders, etc. on behalf of the men in his unit. He was appointed by the unit commander to whom he was subject for discipline and other matters, but he was also subject to a measure of postal control by the Army Postal Service.

His unit mail 'room' was usually a small regimental post office in itself, where he kept a complete record of all the men in the unit showing any transfers, record of casualties, etc. On receipt of the mail from the Field Post Office he would sort it into Companies or Platoons; redirect any mail for men who had left the unit; and endorse all mail for casualties before returning it to the Army Post Office for treatment in the manner described in the paragraph headed 'Treatment of Mail for Casualties'.

In cases where an assistant post orderly was employed it was found more satisfactory during periods of active operations to station him at the point where the mails were handed over from the Field Post Office. By this arrangement he was able to go through the mail for his unit before it was despatched to the forward position and to redirect at once all mail arriving for casualties. The weight of the mail sent up to the unit was thus considerably reduced and the possible risk of undeliverable mail being lost in the fighting line was reduced to a minimum.

When the battalion was out of the line it was a comparatively easy matter to dispose of the days mail; in fact no more difficulty than if the unit were camped in Canada or England. But if the Battalion was actually fighting it was necessary to send the mail up with the ration parties under cover of night after it had been sorted into Companies, etc. All registered mail was entered in a special book and a signature was obtained from the addressee. In the early days of the campaign it was the practice to send all registered correspondence up to the trenches but it was subsequently found preferable in the Canadian Corps to hold it at the regimental post office until the addressees came out of the line. There could be little or no objection to this course being adopted as it served no useful purpose to send money into the line and the addressees generally preferred such letters to be safeguarded at the regimental post office.

The postal arrangements within the units were periodically inspected by postal officers or their representatives to ensure that all mail was promptly attended to and that all records were kept in order and instructions carried out.

(k) Homeward Mails

The mails posted by the Canadian Troops in France were conveyed to the Field Post Office, after regimental censorship, by the post orderly. There they were stamped and sorted. The sorting performed at the Field Post Offices varied in degree according to the conditions under which they were working at the time and the scheme of sorting was framed so as to be primary to the more detailed sorting undertaken at Railhead Post Offices. The outgoing mails were divided into three main categories, viz.

- (1) Mails for Canada
- (2) Mails for the United Kingdom and other Countries
- (3) Mails for the B.E.F. and France.

These three divisions were again subdivided, either at the Field Post Office or at Railhead as follows:—

(1) Mails for Canada were sorted into bundles face slipped on the following Canadian Exchange Offices —
Hamilton, Montreal, Montreal Forward, Ottawa, Toronto, Toronto Forward, Cal. & Van. R.P.O., Vancouver, B.C., Kingston, Quebec, P.Q., Halifax, N.S., Winnipeg, Winnipeg Forward (Manitoba), Medicine Hat & Nelson, R.P.O., Victoria, B.C., Nova

Scotia, London, New Brunswick, St. John, N.B.

The bundles were sent in bags to London, England, for inclusion in the mails made up there for the exchange offices in Canada.

(2) Mails for the United Kingdom were sorted in a similar manner and labelled to centres in the provinces of the United Kingdom. The bundles were enclosed in one or more bags and sent to the Base Post Office in France where the bundles from all other Railheads were concentrated. There the bundles were sorted into a bag or bags for each provincial centre before being sent overseas to England.

(3) The mails for the B.E.F. and France included all classes of undeliverable mail as well. They were sorted at Railhead according to special instructions applicable to all post offices with the B.E.F. a copy of which is attached (Appendix)

The letter mails posted in the Field were despatched to the Base by road services and secured despatch to England the day following despatch from Railhead; and the parcel and undeliverable mails were usually despatched by returning supply trains.

(1) Aeroplane Postal Services

The Army Postal Service in France was alive to the possibility of using air-craft for postal services quite early in the war, but consideration of the question had to be deferred because of the paramount importance of using all available air-craft to win the war. A proposal was considered in July 1917 to carry urgent mails from London to France by means of the new aeroplanes which were flown across the channel to a central air-craft depot in France but it was decided that such a service would not be sufficiently regular to warrant its establishment.

In November 1918 a conference was held between the Army Postal Service and the Royal Air Force to consider the question of establishing regular air services and it was decided to introduce experimental services to carry express mails from the coast to the forward areas and the troops on the Rhine. In spite of the weather conditions obtaining in France at this period of the year — snow, rain, and fog — the services have attained a high degree of efficiency in the short time since they were established and mails for the Canadian Corps were carried regularly while the Canadian Troops were stationed on the banks of the Rhine.

(m) Postal Services for Civilian Population

At certain periods of the campaign the Canadian Army Postal Service was able to afford valuable assistance to the French and Belgian Civil Postal Services in maintaining postal communications for the civil population in the battle zone. This was particularly the case during the advance of 1918, when large numbers of civilians were liberated in the towns which, until then, had been in enemy occupation, and who were naturally anxious to communicate with their compatriots at the earliest possible moment. Pending a resumption of the Civil Postal Services, arrangements were accordingly made to accept correspondence from civilians at our Field Post Offices in the recaptured towns in the Canadian areas; such correspondence being carried by the Military Postal Service to specified centres where it was transferred to the Civil Post Office.

As regards correspondence addressed to the liberated area, it was arranged to accept mails from the French and Belgian Civil Post Offices and to carry them to the towns concerned where they were handed to the local Mairie for delivery. The facilities thus afforded were greatly appreciated by the civilians concerned.

(To be continued)

AN APPEAL
BNAPEX '64 NEEDS MORE EXHIBITS
PLEASE SUPPORT US

See page 212

Rounding Up Squared Circles

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



HALIFAX 'Broken 3' Variety

The 'Broken 3' was used for a few months on Halifax squared circles, generally as a time-mark.

This unusual and (generally) easily identified indicia variety is found on most dates from Ju 13, 97 to Nov. 30, 97.

The figure looks as if a heavy object had fallen on it, giving the top bar a noticeable bend downwards to the left; occasionally the diagonal bar shows a clear break. Impressions vary, as is the case with all indicia in handstruck postmarks, due to variability in inking, striking, etc. Strikes may be blurred, hopped (doubled), under-inked, over-inked, making for abnormal appearance which may deceive unpracticed eyes so as to read the '3' as an inverted '2' or '3'.

The broken 3 was almost always used as a time mark above the date. I have found the following exceptions, all of which show the long-topped 3 (see below) above the date: Ju 17; Jy 22, 26, 30, 31; Au 1, 8, 27, 29, 31; Sp 2, 11, 12, 13, 14, 16, 17, 25, 26; Oc 2, 4, 11, 13, 14, 15, 16, 22, 24, 27, 28, 29 (the '3' of Oct 29 is inverted, a rare and desirable variety). I have found nothing but the broken 3 throughout Nov. except, of course, No. 3, 97—see below.

There were at least three other '3's in use at Halifax at this time: (a) with normal top; (b) and (c) with a long top projecting clearly towards the left; (b) and (c) show slight but clear differences, especially in the acuteness of the angle at the top right of the figure. When (3) is the timemark it is obvious that certain dates (3, 13, 23, 30, 31) will call for the use of two '3's. Bearing this in mind the following combinations are possible:

(1) 'Broken 3' for timemark, long-topped '3' in date. Examples are plentiful.

(2) 'Broken 3' for timemark, normal '3' in date. I have found none.

(3) Long-topped '3's in both time mark and date. I have before me. Jy 31, Au 31 and Sp 13. My records show others possible in my collection but the copies have been mislaid.

(4) Long-topped '3' for time mark, normal '3' in date. I have July 30 only.

It will be seen that the normal '3' was very rarely used at this time although it predominated before Ju 13, 97.

Only twice was the broken 3 used in the date. On Jy 3, 97 and No 3, 97, this '3' seems to have been the only one available — the others being mislaid, presumably — and it had perforce to go into the date, with the result that the 3rd time period for the day was expressed by a blank above the date so: Jy 3: 1, 2, blank, 4; similarly for Nov. 3, 97. These two hard-to-get complete groups are at the very top of the list of interesting Halifax things, equalled or surpassed by only two or three dates for this town.

There are two other 'blanks' in this period: Jy 21, and Aug 4, 97.

One of the curious and rare 'double time mark' errors is '31' found above the date, Ju 17, 97. I have one copy and have heard of no others. Both '21' and '31' above the date are known both before and after the Ju 13—No 30 period. They too are rare, and are listed in the forthcoming third edition of the hand book.

I lack a few dates of the broken 3 period, and should be glad to receive information regarding the '3' used as a time mark on the following dates:

Ju 19 (first day of the Jubilee issue); Jy 21; Au 2, 4, 16, 20; Sp 4, 24, 29; Oc 3, 5, 9, 20, 25, 30; No 9, 11, 12, 26.

Dear Mr. Whitehead,

It seems quite possible that the last chapter in the history of the Mount Brydges squared circle may now be written with my discovery of it on a Mount Brydges registration receipt dated Jy 12, 27. So

this wonderful instrument, during its 34 years of service ran the gamut of duties as killer, dater, receiving mark, transit mark, then, apparently, at the last, as money order stamp.

I also have added two new examples to my Mount Brydges squared circle indicia errata with clear strikes of ON 3 10 and ON 8 10.

Have also added further examples of JU for JY 1910. The remarkable thing about this error is the fact that JY may be found correctly at the beginning of that month and for some unknown reason this was changed back to JU later! All of which seems to prove that not all the interesting indicia markings are found on the squared circles of the large cities! I'll take Mount Brydges any day, thank you.

Yours sincerely,
Paul L. Brown BNAPS #652

AN INTERESTING NASSAGAWEYA COVER

I have recently come into possession of a squared circle cancellation from Nassagaweya, Ont. on Post Card Holmes #1414 which is interesting from several points of view. In the first place, the strike is in black, rather than the normal purple, and the date is May 2, 1895 (My 2-95). Since the previous record date, according to the

Second Edition of the Handbook, is—24, '95 with uncertain date as far as the month is concerned, this card constitutes a new record date for the town. The date is further verified by a clear back-stamp of Montreal on May 4, 1895 (My 4-95) and the message itself bears the date of 2/5/95. Another fact of interest is the state of the hammer. Since the strike is on a part of the card which is clear of the handwriting and impressed postage stamp, it is evident that the hammer is in the 'fled-down' second state described by Mr. Crawford in "Topics" of May 1961. The top and bottom horizontal bars are thin, and the file marks appear at the left side of the bottom bar, apparently due to some rocking motion when the strike was made.

An interesting sidelight on the actual acquisition of the post card is the fact that it was purchased from a dealer at an exhibition bourse when he apologetically showed me a handful of old Canadian postal stationery. I had asked if he stocked Canadian covers. It has long been my opinion that (except for Scott-listed postage issues), most finds can be made in the cigar-boxes of junk items nearly every dealer keeps buried beneath his fast-moving items. (There are very few rural attics in my habitat, which is mid-town New York City, but no shortage of stamp dealers!)

EARLY POST OFFICES OF THE PETERBOROUGH DISTRICT

by MAX ROSENTHAL

(Continued from last month)

Paralleling Peterborough's growth was the "Scotch Village" across the river from it, in Otonabee Township. It was incorporated in 1858 as the village of Ashburnham, having been so named in 1854 in honour of the Burnhams, one of whom is mentioned earlier. The newly incorporated village got a post office called Ashburnham. In the 1880's the post office was called Ashburnham Village. Its post office was closed in the 1890's. In 1903 Ashburnham and Peterborough were united, and in 1905 Peterborough became a city.

A railroad was pushed through from Cobourg to Peterborough in 1854. Its bridge across Rice Lake, built on piers, and about three miles long, was shaken during the winters of 1855 to 1857 by ice, and had to be closed in 1860. It touched the north shore of Rice Lake at Hiawatha, in an Indian reserve, on the 11th concession road of Otonabee Township. A post office was opened there in the late 1850's.

Around 1860 appeared South Dummer, at the south boundary road of Dummer Township and the 5th concession road, and

Selwyn, in Smith Township, at the 12th concession road and the 24th sideroad.

In 1833 had been conceived the Trent Canal, making use of the rivers and lakes in the Peterborough area. The first lock at Peterborough was commenced in 1837. In 1869 the province built a lock at Young's Point, where the waters of Clear Lake flow into Katchiwano Lake. A post office had recently been opened on the Smith Township side. Young's Point was called after Patrick Young the postmaster and lockmaster. He had come out with the Peter Robinson immigrants in 1825 as a boy. Later he had built mills and a dam across the river connecting the two lakes.

In the early 1870's appeared in Otonabee Township: Villiers, at the corner of the 3rd concession road and the 16th sideroad; Graystock, at the 13th concession road and the same sideroad; Lang, where the Indian River is crossed by the sideroad in lot 18. Near Lang was first prepagated Red Fife wheat, the predecessor of all Canadian prairie hard spring wheat.

In the middle 1870's were established in Dummer Township Hall's Glen, at the corner of the 3rd concession road and the Its waters form the northern boundary of first sideroad south of Stony Lake, and a post office named after that lake itself. Dummer. Stony Lake post office was on the road immediately south of the lake, in the 9th concession. In the 1890's its name was changed to Clarina, while a new Stony Lake appeared as a summer post office on Juniper Island, out in the middle of the lake. Stony Lake summer post office in its turn changed its name in the 1900's to Juniper Island.

The mid 1870's also saw Indian River post office established in lot 29 on the 3rd concession road of Otonabee Township. Fowler's Corners was opened in Smith Township in 1877, at the corner of the present Highway 7 with the western boundary road, now Highway 133. In the early 1880's Jermyn was established in Otonabee where the Indian River is crossed by the present Highway 7. In 1887 came Cottesloe, at the 4th concession road and the 6th sideroad of Dummer Township. Chemong was established in Smith on the road south of the lake of the same name, east of the 15th sideroad, in the 1890's. It was closed within a decade.

The decade of the 1900's was a fruitful one for new post offices in this area. In Dummer appeared Centre Dummer, at the 10th concession road and the 15th sideroad. Douro got Guerin, at the 4th concession road and the south boundary road, and Galesburg, on the 20th sideroad in concession 2. In Otonabee appeared Drummond Station, at the 10th concession road and the 16th sideroad. It also got, in eastern suburbs of Peterborough, Downer's Corners, at the 13th concession road and what is now Highway 7, and McMartinvile, where the 14th concession road comes close to the Otonabee River.

A western suburb of Peterborough, Byersville, in concession 12 lot 10 of North Monaghan, also opened a post office. W. J. Byers was postmaster. In the Indian reserve of the same name in Smith Township was established Curve Lake post office. North Monaghan also go Wallace Point post office, near that point of land on Rice Lake.

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.

The Proof Corner

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

It is a pleasure to read such a well organized and beautifully illustrated book, as *The Postage Stamp of New Brunswick and Nova Scotia*, by the late Nicholas Argenti, T.R.P.S.L. (The Royal Philatelic Society London, 1962). Of course what I like best is the treatment of die proofs, plate proofs and essays. This is the first work I have seen where the author gives a rarity scale to those proofs he has seen.

This is a much better valuation than can be had by appraising auction valuation or "offering" prices. There should be more of this kind of study in the literature. Many valuable books on countries, issues or single stamps are written. To often there is never any reference to the "proofs" which preceded the stamp. To make this study complete, the story behind the stamp should be included.

A new book "Canada", the Fifteen Cents of 1868" by L. Gerald Firth (privately printed in Great Britain 1963) has a remarkable page of color photos of essays, die proofs and plate proofs for the 15c of 1868, and a small story about the plates. Why not more about the die proofs and essays?

So back to Argenti and Nova Scotia for a minute. I am convinced that certain of the Red, Pale Rose and Brown 5c proofs, labeled plate proofs are in all reality die proofs. Until I see a multiple of these, I shall have to remain steadfast in my belief. There is also the question of bond paper proofs and "India" proofs.

Then the 8½c — a dark Brown plate proof is listed. Here again I believe this to be a die proof. This belief comes from a detailed study of the ones I have, which show a lack of the position dot marker, and in addition for the 8½c a lack of intertwining of the flowers above the lower label.

Does anyone have multiples of these mavericks?

The New Brunswick 5c Connell on .0045 paper may also be a die proof. The paper, color and trim are like others of this period, which are undisputed die proofs or essays.

Has anyone seen a multiple of this stamp?

Sometimes the question is raised: "Why aren't there any Goodalls' of the 1c and 10c

Nova Scotia stamp? The answers for the 10c is simple. It was converted to the dies for the 12½c value, and thus did not exist when the Goodalls were printed about 1879. The omission of the 1c is not clear, as the die existed when the plates were turned over to officials in Canada in 1902.

Did you know that Perkins Bacon & Company of London — the firm that prepared the earliest and most expressive of the line engraved Postage Stamp, copied the design of the Nova Scotia 1c, originated by The American Bank Note Company, for South Australia in 1867? Here for once, copying went in reverse. Usually we copied the British designs. The "Chalon" head on the 2c, 5c and 10c New Brunswick 1861-1863 issue is a good example of this.

Any specific requests for information please?

How many of you know how to tell a Die Proof from a Plate Proof or from a Sample Sheet Proof?

This is a broad subject and too intricate to take up here in its' complete form. It is one that I am studying now, and hope one day to resolve in understandable form.

In 1868 The American Bank Note Company printed a series of "Sample Sheets" from a plate which contained reproductions of eleven British North American stamps. Five from Newfoundland, Three from Canada. Two from Nova Scotia, and one from New Brunswick.

These were—Newfoundland 1866:

2c, 5c, 10c, 12c and 13.

Canada 1851 and 1865:

½ pence, 10 pence, and 10c Bill Stamp.

Nova Scotia 1860:

1c and 8½c.

New Brunswick 1860:

12½c.

They exist in a number of colors.

Most are engraved, a few are lithographed.

Common papers are a horizontal mesh wove and a vertical ribbed wove.

Less common is a thin bond.

Other types are a Laid paper, a thick bond, a blue chemical paper, a brown chemical paper.

Also found are a thick white wove, a light soft wove, a wove paper with green



Illustration Based on U. S. News-Bulletin

surface glazing, a greenish yellow wove paper, and a greyish pink wove paper.

They exist imperforate gummed and un-gummed.

They exist perforate $11\frac{3}{4} \times 11\frac{3}{4}$ gummed. There are three kinds of gum.

Some of the inks fluoresce in ultra violet. Many colors are faded.

Some of the stamps have been treated with cancellation removers.

Some inks disappear when treated with Hydrogen Peroxide.

Full sheets are available, but hard to find.

Multiples of different stamps exist but
(Continued on page 217)

FANCY CANCELLATIONS

Day & Smythies

PLATE G — CHAPTER VI — LETTERS AND INITIALS

Serial No.	Description	P.O. of Origin	Date	Remarks
338f	Straight line STDALE with serifs	? Eastdale Ont.	?	In red. Strike incomplete
338g	Straight line 26mm. plain letters	Glencairn, Ont.	?	
367a	Letter A 15 mm with bar and squiggle	?	?	
462a	Wobbly intaglio D in rectangle	?	?	Possibly B
466b	Plain E with bar at top (Note #595 possibly E and not M. If so, number 466a)	Erin, Ont.	1893	
495a	Large bold G	St. Catharine's, Ont.	1880	
351i	GRANBY in large letters and 2- part circle around a cork	Granby, Ont.	?	
533a	Letter I in broken circle and 2 dots	Islington, Ont.	1887	
556a	Intaglio K in circle	Possibly Kentville, Ont.	?	
567a	Fancy LF with traces of sunround	?	?	
612a	Irregular N	New Castle, N.B.	1898	Different from #612
620a	Large fat irregular intaglio N	?	?	
638a	NX (? or XN) in rectangle	Sackville, N.B.	1877	
683c	Intaglio reversed R in rectangle with decorative sunround	?	?	
746a	Plain W with vertical sides	Watson's Corner, Ont.	1891	Compare #592 inverted
776a	Crooked X in broken rectangle	Riverdale, Ont.	1878	
776b	Thick X in thick rectangle	Palmerston, Ont.	1883	
580a	Intaglio MV in horizontal bars	Mountainview, Ont.	1889	
580b	Small intaglio M in thin horizontal bars	?	?	
582a	M in bars somewhat similar to #581 and 582 but much later date	?	1898	
718a	Intaglio J in circle. Possibly same as #718 but earlier strike	?	?	

STDALE

GLENCAIRN



338F

338G

367A

462A



466B

495A

35i

533A



556A

567A

612A

620A



638A

683C

746A

776A



776B

580A

580B

582A

718A

Trail of the Caribou

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

I don't think that we will ever have enough Newfoundland pre-adhesive and stampless covers to satisfy our desire for them as just the other day at a sale held by H. R. Harmer in New York we succumbed and bought a lot primarily because it had a very fine example of the black NEWFOUNDLAND strike used in the early 1840's that was earlier than the one in the collection. This one is dated June 8, 1842 and a gem indeed but along with it we had to take five additional covers that will wind up amongst our duplicates and if there is anything that we don't need anymore of, that would be duplicates. However in that same sale held on May 15th a triangular block of four of the 3c, Scott #11a, in mint condition sold at \$25. The two bottom corner blocks of the 6d., Scott #20, in o.g. condition changed hands at \$15. A very fine o.g. centered copy of the 3c roulette, Scott #39 went over full catalogue when it was knocked down at \$28 and a superb well centered never hinged block of the 3c, Scott 51, seemed to go very reasonably at \$14 particularly when the fine condition is taken into consideration. An o.g. strip of three of the 3c, Scott #60, imperf between horizontally brought \$180 and a complete set of the Cabots in blocks of four, Scott #'s 61-74, brought \$45. The trial "Two-2-Cents" surcharge of 1918 on the 60c, Cabot, Scott #74, went for \$70. It should be mentioned that the surcharge was doubled but one finds doubled surcharges more often than one finds normal surcharges. Booklet panes of 8 of the 1c, Scott #131 and the 2c, Scott #132, sold at \$70 and \$55 respectively. A strip of four of the 6c, Scott #177, punched SPECIMEN across the four stamps realized \$21 and even a block of four of the Wayzata Semi Official Air moved at \$16.50. Oh yes, and a complete mint set of the Gilberts was auctioned off at \$14.

Now we come to the bete-noire of our existence. Why does Scott continue to dignify the trial surcharges in black on the 3c, Scott #160, with catalogue numbers so

that those collectors who just go by the catalogue pay far more for more Scott #'s 160b and 160c, than they would for the trial color red surcharge on the 2c, Scott #127, or for the red and the red and the black surcharges on the 1c, Scott #'s 75-77. In the Irwin Heiman Sale held on June 4th the copies of #160b and 160c sold for \$145 each, far more than they would realize if they had not been dignified with a catalogue number. Now we have no quarrel with these two being in the catalogue, but if they are then the other stamps mentioned earlier in this article should also be included. If these other copies are not included then #'s 160b and 160c should be removed as we see no sense in perpetuating a mistake. Enough for tilting at windmills, with our usual luck Scott will do absolutely nothing about this glaring error. Anyway at this same sale an imperf horizontal o.g. pair of the 3c, Scott #187, went at \$15 as did a vertical pair of the same stamp imperf between horizontally. An imperf pair of the 4c, Scott #189 sold for \$18 and an imperf pair of the 5c, Scott #191, for \$15. Imperf horizontal pairs of the 10c and 25c, Scott #'s 193 and 197 changed hands at \$15.50 and \$15 respectively. Then for some reason or other I got involved in imperf and part perf pairs of the Long Coronation. I had stayed away from them for years but I finally weakened. I bought an imperf vertical pair of the 1c, Scott #233 at \$23, a vertical pair imperf between of the 3c, Scott #234 for \$47 and a horizontal pair of the same stamp imperf between for \$41. My desire to bid came as such a surprise to me that at this point I can't tell you which die they are nor what perf they are either. That will have to hold until the stamps get home and I can fill you in. It isn't over yet because in the same sale I bought a horizontal imperf pair of the 8c, Scott #236, at \$22 but somehow or other refrained when a horizontal pair of the 48c, Scott #243, at \$26. Too close out the sale imperf horizontal o.g. pairs of the 2c, 3c and 7c, Scott #'s 245, 246 and 248 each went at \$22.

CANADA OHMS OFFICIALS

"ON COVER"

by ROY WRIGLEY

On July 1, 1935 the Canada Post Office perforated OHMS on stamps used by Government Departments, commencing with the 1912 K.G.V. Admirals, and carried through to September 1949 when the stamps were overprinted OHMS. One year later, the overprint was changed to 'G'. On December 31, 1963 the use of these special stamps was discontinued, and mail from Government Departments was carried without the use of stamps. Registered, or Special Delivery letters were noted as such, and recorded at the registry desk. Letters could be sent Air Mail by attaching such a sticker. If a letter was insufficiently prepaid, Postage Due stamps were affixed, and the receiving Department paid in cash to the P.O. Department, double the deficiency. These Canada Official stamps prepaid mail to any point in the Universal Postal Union. As legitimate Government postal issues, the Perforated, as well as the Overprinted OHMS should be listed in any representative Stamp Catalog. They merit the respect given them by many collectors, as they were issued for use — not for speculators who offer limitless numbers of 'black spots', and so are degrading Philately.

Over the period 1935 to 1963 through the use of these specially marked OHMS and 'G' stamps, the Post Office Department was able to assess the amount of postage used by the various Departments. On January 1, 1964 the Post Office entered into agreement with the various Departments, and Agencies, for prepayment of their mail, on a bulk rate, and was thus able to dispense with the use of these special stamps. Each Department thus is invoiced for an amount equal to the prior year's postage.

This simple, and efficient move, effected a vast saving to the Post Office. The cost of paper stock, and gum, for the printing of, and then the overprinting of 20,565,000 Official stamps in one year, the accounting, and distribution, and newly installed postage meters, are all eliminated.

It might be noted here, that along about

1959, when the Post Office installed meters in all major post offices, eliminating the use of many stamps for ordinary mail, the larger Government Departments were also supplied with meters, which materially reduced the number used, and in particular the higher denominations.

A further economy was effected through introduction of a standard envelope in place of each Department having separate printings. The use of stamps is now replaced with an envelope carrying: "Postes CANADA Post, On Her Majesty's Service — Service de sa Majeste" and in upper corner "CANADA Postage Paid — Port Paye".

However, Stampless Covers have been in use for many years, where the name of the Department, or printed signature of a Departmental head appears, together with the regular Ottawa cancellation, with FREE or "FREE CANADA FRANCO" on bars or waves. The writer has examples of these as far back as June 21, 1940. There is also the franking "House of Commons — Chambre des Commons, Free CANADA Franco" and carrying the signature of the Minister. A further cancel used, for a limited time, was "OTTAWA 20 IV '54 ONTARIO — OHMS — SSM".

As previously noted, Canadian stamps used in Government Departments were from July 1, 1935 perforated OHMS., and later, as volume increased, they were overprinted OHMS and 'G'. These stamps were not then collected generally, as their numbers were limited, and 'they had holes in them'. They embraced the 1912 KGV Admirals through to the 1962-3 Q.E. 'G', which were recalled, after a few months use.

Aside from the fact that the number of OHMS that were used is small, compared with the regular stamps, it was also more difficult to secure used copies from Government offices, and particularly so 'on cover'. In 12 years specializing in this group, I have acquired only two lots that were collected by former Government officials.

Recently however, I made an interesting 'find' in the estate of a deceased senior official who fortunately retained the majority of his stamps on their envelope. These embrace items as far back as the 1930 KGV Maple Leaf issue, and ranging through the 1937 KGVI, 1942 War, and Air Mails. All of these are interesting prints of emergency War Departments, the items, particularly in regard to the im-War Slogan cancellations, the "Save Paper and Envelopes", and "Blackout" Cancellations.

During World War II many cancels carried slogans: Enlist Now! Buy Victory Bonds, Save Paper Bags and Paper, Save Coal 1 ton in 5, Eat Right for Health, Pay No More than Ceiling Prices, V . . . , Remembrance Day, etc.

In line with it's appeal to citizens to save, the Government issued orders that all envelopes be slitted at the top, and supplied each Department with labels to permit the envelopes to be used time, and again. The label read "Use your envelopes over again. Save Paper! Save Shipping! To open slit along dotted lines, so the envelope can be used again. OHMS. From . . . To . . ." An instance of this is an envelope from the Oil Controller for Canada, 15 King St. W., Toronto, Ont. Department of Munitions and Supply, under a 4c 1942

War issue, perforated 4 Holes, with a slogan cancellation, addressed to Prince Rupert, B.C. The envelope is slitted at the top, and the "Save Paper" label addressed from the Indian Office, Prince Rupert, to Major D. M. MacKay, Indian Commissioner for B.C., Box 76, Vancouver, B.C. Over the original 4c 1942 War issue stamp post-marked Toronto, Ont., was affixed two 1942 2c brown War issue, perforated 4 Holes. What makes this a remarkable piece is the Type V "Blackout" cancellation, dated "18-Jul 21-44" the name of the Post being omitted, as Prince Rupert was one of the six seaports in Canada the Post Office blacked out, to guard against enemy interception of mail. German subs entered the St. Lawrence, and were off Halifax, and a Japanese sub shelled Carmanah Light, near Victoria.

While Canada OHMS Officials "On Cover" are of marked interest, the "Save Paper and Envelopes" and the "Blackout" cancels have particular historic interest.

The writer, at 2288 Bellevue Ave., West Vancouver, B.C. would be pleased to hear from others interested in this group of Canadian Philately, and in turn will send a "Write-up" fully describing the OHMS on request. He has recently published a Catalog, at \$2.00, and Album at \$3.00.

Canadian Revenue Study Group News

ED. RICHARDSON, BNAPS 168, CRSG 1, 303 Pine Oak Dr., La Marque, Texas

BRITISH COLUMBIA REAL ESTATE LICENSE STAMPS

by Wilmer C. Rockett, BNAPS 249,
CRSG 4

Note:—The research for this article was originally compiled by the late Dr. F. J. Folinsbee, BNAPS #1298. The stamps listed were from his collection.

The Real Estate License stamps were issued by the Province of British Columbia to collect a fee from Real Estate agents and salesmen. They were to be affixed to the Real Estate agents license, which were

issued for terms of one year, — July 1st thru June 30th. These license fees were payable in accordance with the provisions of schedule "A" and all fees collected by the sale of these stamps were accounted for as part of the Consolidated Revenue Fund.

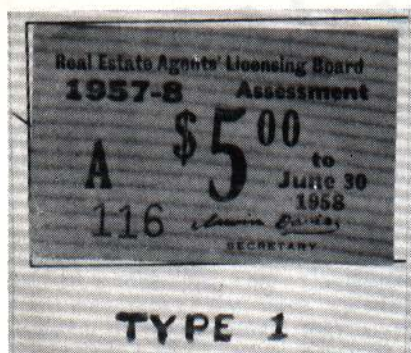
Schedule A — License Fees

- (1) For Real Estate Agents License \$10.00
- (2) Where the application is for a partnership or corporation, and the real estate agents license is to extend to more than one member of the partnership or

- officer of the corporation, and additional fee for each member or officer 5.00
- (3) For a Real Estate salesman's license 5.00
- (4) For reinstatement, amendment or transfer of a license 5.00

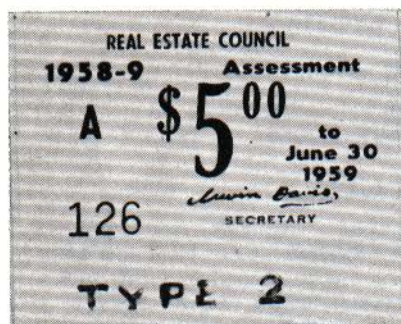
These stamps are all **imperforate**. The colors given in the check list indicate the **color paper** on which printed. In all instances the two date references and the word "assessment" are in red. All other printing is in black.

CHECK LIST



Type 1:—"Real Estate Agents' Licensing Board"

- 1952-53**
\$10.00 on Orange
- 1956-57**
\$ 2.00 on Blue
\$ 3.00 on Pink
\$ 5.00 on Deep Orange
\$10.00 on Green
- 1957-58**
\$ 5.00 on Orange
\$10.00 on Green
- 1958-59**
\$ 5.00 on Pink



Type 2:—"REAL ESTATE COUNCIL"

- 1958-59**
\$ 5.00 on Pink
\$10.00 on Yellow



Type 3:—"Real Estate Council of British Columbia"

- 1959-60**
\$15.00 on Green
\$25.00 on Pale Yellow

No doubt, in addition to the above listed varieties there are others issued for other years, and additional values for the years noted. We welcome any added data.

ENJOY THIS YEAR'S CONVENTION AT
MODERN

Muskoka Sands

INN

Lake Muskoka, Gravenhurst, Ontario

BNAPEX '64

September 24-27, 1964

Make your reservations early
through
The Chairman

John H. M. Young
503 John Street
Dean Grove
Thornhill, Ontario

The Programme for the Ladies:

Thursday afternoon: Registration for events.

Thursday Dinner Hour: Cocktail Party (includes husbands)

Friday Morning: Bridge Tournament or Indoor Swimming

Friday Afternoon: Boat cruise around the Muskoka Lakes

Friday Dinner Hour: Cocktail Party (includes your partner)

Saturday Morning & Afternoon: Shopping trip to the famous Yorkdale Plaza
in Northwest suburban Toronto — includes 75-100 Specialty stores as
well as Eaton & Simpsons department stores.

(alternative)

Saturday Morning: ladies on their own for golfing, games, bridge, etc.

Saturday Afternoon: Swimming party at the pool; tea & coffee served in the
pool area

Saturday Dinner Hour: Cocktail Party, Banquet & Dance

NOVA SCOTIA

Printed Stationary?

by JOHN T. PRATT, #1055

NOVA SCOTIA — PRINTED stationary

The other day a friend presented me with what may be the only example of Nova Scotia printed stationary and possibly an here-to-fore unrecorded variety of postal stationary. The cover has violet 1 shilling printed in diamond form in the upper right corner. The impression seems to be the same size as a normal stamp and the printing is remarkably like a genuine stamp. Along side the impression is a pair of United States 1890 one cent dull blue (Scott #219). The three are tied together and to the cover by a six bar six centimeter cancel with a half a centimeter break in the middle two bars and the town-date cancel of 'Lynn, Mass., Nov. 13, 1893' at the left end of the bars. This pattern is horizontal across the three stamps, and repeated vertically along the left hand

side of the cover. In the upper left is the return address 'Howard X. Sanderson, Secretary, The Boston Philatelic Society, Lynn, Mass.' The cover is addressed to Mr. Clifford W. Kissinger, Reading, Pa. On the back is a Reading, Pa., Nov. 14, rec'd. cancellation. The envelope is watermarked 'BOND No. 21', but there is no other indication who printed the envelope or who printed the Nova Scotia shilling on the envelope. Canada had a envelope essay in 1860, however since the shilling of Nova Scotia was supplanted in late 1860 by the cents issue, perhaps this was printed earlier and could be one of the first examples of postal stationary; but more than likely was printed by some philatelic organization after Nova Scotia stamps were discontinued in 1868.

John T. Pratt, #1055

GETTING FIRST DAY CANCELS FROM NEW POST OFFICES IN CANADA

by GORDON LEWIS

Recently I was talking to a good friend of mine who liked to collect cancels of any new Post Office in Canada, it is not always easy to get them, but I told him that between 1931 to 1939 a bunch of new Post Offices was opened in different places of Canada. You could only get there by plane; he wanted the list of them and here it is: No.

- 1—Dec. 17, 1931—Embarras Portage
- 2—Dec. 5, 1933—Camsell River
- 3—Jan. 25, 1934—Coppermine
- 4—Jun. 14, 1934—Fonf du Lac
- 5—Dec. 11, 1934—McKenzie Island
- 6—Dec. 12, 1934—Casummit Lake
- 7—Jan. 11, 1935—Bourlamaque
- 8—Jan. 11, 1935—Val d'Or
- 9—Feb. 22, 1935—Pickle Crow
- 10—Aug. 16, 1935—Cole
- 11—Sep. 2, 1935—Goldfields
- 12—Sep. 18, 1935—Dore Lake

- 13—Jun. 2, 1937—Manson Creek
- 14—Jun. 2, 1937—Takla Landing
- 15—Jul. 12, 1937—Stony Rapids
- 16—Jul. 12, 1937—Norite Bay
- 17—Nov. 26, 1937—Yellowknife
- 18—Dec. 9, 1937—Bitumont
- 19—Jan. 26, 1938—Germansen Landing
- 20—Mar. 12, 1938—Ware
- 21—May 25, 1938—Madsen
- 22—Jun. 12, 1938—Sachigo River
- 23—Oct. 1, 1938—Uchi Lake
- 24—Oct. 22, 1938—Camlaren
- 25—Dec. 18, 1938—Norman Wells
- 26—Apr. 8, 1939—Favourable Lake
- 27—Apr. 12, 1939—Island Lake.

That is the list of 27 new Post Offices, all of them available on First Flight covers, and still selling for very little yet as there was a large amount of mail to each place, most of them are carried with most dealers, so good hunting.

EARLY POST OFFICES OF THE OWEN SOUND AREA

by MAX ROSENTHAL

In 1815 Captain William Fitzwilliam Owen, on an exploring trip, sailed up that stretch of water narrowing southwards from Georgian Bay which was to be called Owen Sound in his honour. Nothing more happened around there until by the Sauking Treaty of 1836 the white man took from the Indians land in Grey County from the west line of St. Vincent Township to a line directly west of Owen Sound, and extending south from that point, so that the remainder of the county, except Keppel and Sarawak Townships, was surrendered. A survey in 1837 by Charles Rankin laid out a small portion of the town plot of Sydenham, where the Sydenham River empties into Owen Sound, but was then discontinued.

In 1840, Charles Rankin, who had resumed work on the Garafraxa Road, connecting Fergus with Owen Sound (now Highway 6), was ordered to Owen Sound to meet John Telfer, land agent for the locality, who had come by batteau from Coldwater, by way of St. Vincent. Telfer's duties were to locate settlers and build houses. As the summer was already passed, he had time only to choose the site of his office and put up the exterior of the first log house, and then he left, to return the next year. During the following spring and summer quite a few settler hewed clearings and houses out of the swamp and forest. The settlement soon took the name Sydenham village.

Before the establishment of a post office at Sydenham, the nearest one was at St. Vincent (now Meaford) William Stephenson, the postmaster there, who carried the mail from Barrie on his back, would send over letters as he found the opportunity to Telfer, who, acting as postmaster without appointment, distributed the mail which came sometimes by Indian trail, and sometimes round the shore from St. Vincent by sailboat.

In the Ontario Archives is a letter sent by Richard Carney (who in 1857 became Owen Sound's first mayor) to the Com-

missioner of Crown Lands, Montreal, dated November 28, 1846. Since there was no post office in Sydenham as yet the first postmark on the front is St. Vincent, Dec. 1, 1846.

In 1846 a post office was established, in a roughcast building which stood until some years ago north of the fire hall. It was called Owen's Sound, after its geographic location — not Sydenham — with George Brown as postmaster. A letter in the Archives from Brown to the Commissioner in Montreal is postmarked Owens-Sound (no apostrophe but hyphenated) C.W., the name breaking the usual double circle of the time. It is in red, except for the date Aug. 1, 1848, which is written in by hand by Brown. In the letter he writes.

"My object at present in writing you is to say that I should be glad to contract for cutting out a portion of the new roads about to be opened, say from the Garafraxa to Lake Huron. Having had some experience in road making in Canada, I flatter myself, that I will be able to finish satisfactorily any contract."

In 1856 Sydenham applied to incorporate as the town of Owen Sound, dropping the "s" after "Owen." The post office changed its spelling to this form.

The trail which connected the Old Mail Road, on Government Road, from Barrie to Meaford, with Owen Sound was cut through in 1849, and is now Highway 26. The west half of it goes through Sydenham Township, the one immediately east of Owen Sound, which was surveyed in 1842 and 1843. For the first few years township farmers' grain was taken to a flour mill at Inglis Falls, four miles above Owen Sound, on the Sydenham River. However, in 1846 a flour mill was built by Telfer at Leith, northeast of Owen Sound, as the land was cleared. In 1851 the town plot was surveyed. In 1853, at the corner of the Lake Shore Road and sideroad 33 a store was built and conducted by one Wylie, and Leith post office was established.

The same year a post office appeared at

Woodford on the Mail Road (Highway 26), at the 3rd sideroad, halfway between Meaford and Owen Sound, where the mail carriers and stagecoaches halted. Also in Sydenham Township, Johnson post office was opened in 1854, kept in the house of a Johnson, on the concession C road in lot 11.

Although Derby Township west of the present Highways 6 and 10, began to be surveyed in 1842 also, its first post office, Kilsyth, on the Owen Sound and Saugeen Stage Road, was not established until 1855. It is in the very center of the township at the corner of the 7th concession road and the 9th sideroad.

Around 1860 came Hoath Head post office, named for its first postmaster Robert Hoath, in Sydenham, on the 9th concession road south of the 9th sideroad.

In 1854 the Saugeen or Bruce Peninsula was sold by the Indians. Bounded on the south by a line from the Indian village of Newash, where the Pottawatamie River flows into Owen Sound, to the Indian village of Saugeen, where the river of that name flows into Lake Huron, in this surrender several small reserves were excepted among them a strip at Owen Sound and a tract of land at Colpay's Bay.

By the Peter Jones Treaty of 1857 the Chippewa (Ojibway) Indians surrendered their reserve at Newash, immediately northwest of the town of Owen Sound, and it became the township of Sarawak, after the Bornean Kingdom where Sir James Brooke became the "White Rajah". It was surveyed by Rankin, who included the town plot of Brooke, just north of the Pottawatamie. Brookholm post office was opened here in 1878.

Sarawak's first post office, named after the township, was established in 1863, on the 3rd concession road in lot 42, but, after a lighthouse was built in 1873 at Presqu'île ("Almost an Island") on the Lake Shore Road just south of the northern boundary, it was moved there. Lighthouse keeper McKenzie was postmaster.

In 1861 the Colpoy's Bay Indian Reserve was surrendered to the white man. All of the lands in Grey County north of Derby Township to Colpoy's Bay, and east of the present Highway 6 to Owen Sound water, except for the Sarawak portion, is Keppel Township. In 1855 Rankin surveyed it, as well as Amabel Township, in Bruce County west of Highway 6. He included a diagonal road from west of Owen Sound which is now the county road through Shallow Lake to Hepworth.

As early as 1857 there were settlements on the Big Bay shore, that broad bay which curves into the shore east of Colpoy's Bay and west of the Owen Sound bay. Gradually a little village made its appearance, the post office established there in 1863 at the corner of the Lake Shore Road and sideroad 37 being called North Keppel. The same year appeared a post office further west at Oxenden, at the corner of the 11th sideroad and what is now the county road from Warton. The mail went from Owen Sound every Tuesday through Sarawak, North Keppel and Oxenden to Colpoy's Bay, a village north of the water of the same name.

In 1864 opened Alvanley, at the extreme southwest corner of Derby Township. In the early 1880's it was temporarily closed, soon reopened, and closed for good in the 1890's. The same year was opened Daywood, in Sydenham Township, at the corner of the Lake Shore Road and the 23rd sideroad. It closed in the early 1880's.

In the same township Leith Corners had sprung up around a school at the corner 1¼ miles east of Leith. A store was erected, by 1860 taken over by William Speedie. He became the first postmaster of Speedie in 1865. In 1874 its name was changed to Annan.

The first post office serving Amabel Township also appeared in 1865. It was Elsinore, at the corner of the road at lot 40 and the south side of the present Highway 21—which actually put it just within Arran Township. Annabel's largest village, Hepworth, began to take form in the middle 1860's. The original owner of the land, William Plews, proposed laying out a town plot. He asked the Methodist Reverend Mr. Greene to suggest a name. Greene asked him why he did not name his town Epworth, after the birthplace of John Wesley. Plews, being an Englishman, pronounced the name as if it had an initial H. Since others were unaware of this error the name stuck. In 1866 a post office was opened, actually on the east or Keppel Township side what is now Highway 6 and the county road from Owen Sound, from where it received its mail.

Park Head post office was also opened in 1866, on the west or Annabel side of Highway 6, at the 6th concession road, named for the birthplace in Scotland of the wife of its first settler, William Simpson. Also named after a place in Scotland, by David Reed, was Skipness, at the corner of the 4th concession road and the 15th side-

road in the same township. He lived in the house where the post office was established in 1868. At the same time Clavering was opened, at the corner of the 16th concession road of Keppel with Highway 6.

The second settler in Annabel Township had been James Allen, in 1857. The village of Allenford which was surveyed on his land in 1867 took the name of its founder, and its post office was established in 1868, on the present Highway 21, at the sideroad next to lot 10.

At the head of Colpoy's Bay, Wiarton town lots were not offered for sale until 1868, although James Lennox had built a log shanty there two years earlier. The absence at first of a wharf resulted in the nucleus of the town being built on top of the hill, on Gould Street. There in 1868 B. Miller built a hotel and opened the post office. Wiarton received its name from the birthplace of Sir Edmund Walker Head, governor-general then, who was born at Wiarton Place, near Maidstone, Kent. After wharves were constructed and mills built below the hill business moved to Berford Street, the present main street.

In the early 1870's was opened in Sydenham Township Sydenham Mills post office, at the southeast corner of the 3rd concession road and the 6th sideroad. It lasted about 10 years. In Derby Township there appeared Ashley, at the corner of the present Highways 6 and 10 and the 6th sideroad, Jackson, on what is now Highway 21, at the road at lot 10, Keady, at the 9th concession road and the south boundary road. It moved in the early 1880's south across this road into Sullivan Township. Keppel Township added Cruickshank, on the diagonal county road to Shallow Lake, at its corner with the sideroad at lot 10, and Kemble, at the corner of the 20th concession road and the 40th sideroad.

In the original survey of Annabel Township two town plots were laid out, one Wiarton, the other Oliphant at the westerly terminous of the North Diagonal road which runs parallel to and $2\frac{1}{4}$ miles north of the Shallow-Lake road, from Owen Sound to Lake Huron. It was named after Laurence Oliphant, who, in 1854, as Superintendent-General of Indian affairs, negotiated with the Indians their surrender of the Saugeen Peninsula. John Hutchison opened the Oliphant post office in 1874, walking to and from Wiarton carrying the mail, and walking south to Sable River with it the next day. Sable River, the site of a

large sawmill for many years, established its post office at this time, west of the concession C road, just north of the Sauble River. In the early 1880's the post office name and spelling was changed to Sauble Falls.

Around 1875 was opened Wolsely, on the 20th concession road of Keppel west of the 25th sideroad. The second settler in the vicinity of Colpoy's Bay in this township had been Alexander Greig, in lot 14 concession 25. On the 24th concession road of Annabel Township, a few miles west of Wiarton in the early 1880's Greig post office was opened. Being less than a mile east of Oxenden, after a few years it was closed, in 1886.

Other post offices opened up to 1885 were: Sydenham, Bognor, 5th concession road and 6th sideroad; Garryowen, 5th concession road and 25th sideroad, Keppel: Lake Charles, 24th concession road and 25th sideroad; Annabel: Chippawa Hill, on what is now Highway 21, in the Saugeen Indian Reserve, a mile before the Saugeen River, French Bay, concession D road and 15th sideroad. In 1885 were opened in Keppel Shouldice, 12th concession road and 20th sideroad, and Linderwood, 16th concession road and 30th sideroad.

In 1870 the Bruce Peninsula north of Wiarton was being opened and the settlers for that district went by way of the South Road in Keppel Township from Owen Sound to Hepworth, which led by Shallow Lake, a mile long water. In summer when it is dry, the bottom, full of boulders, is seen to be chalky. Mrs. John Spencer opened the Buttermilk Tavern. In 1884 a plant was begun for making cement from the chalky deposits. A post office was opened in 1887. Previously the community had been known as Stoney Creek, but there was already a village of this name near Hamilton. Shallow Pond was proposed, but it sounded too slight, so shallow Lake was decided upon.

In the 1890's a post office was opened at Inglis Falls, on the Sydenham River, in lot 10 concession 2. Millwright Elliot commenced a mill there in 1842, but sold out to W. C. Boyd, who in time sold to Peter Inglis. Balaklava, at the corner of the concession C road and 8th sideroad, Sydenham, had been named after the Crimean War battlefield, but it was not until this decade that it got a post office. It was spelled Balaclava. In Derby, at the corner of what is now Highway 21 and the county road

to Shallow Lake, Springmount sprang into existence, in Keppel, on the railway line five miles east of Shallow Lake, was opened Murphy. Hepworth Station, on the railway to the west of the village, in Annabel, also got a post office.

In the 1900's Derby Mills opened on the 6th sideroad, on the line between the 11th and 12th concessions, Squire also opened in Derby Township, at the corner of the 5th concession road and the 9th sideroad. In Sydenham Township in the 1900's appeared

Bothwell Corners, on the 6th sideroad, east of Bognor, Burnhouse, on the present highway 26 at the 5th concession road, Grey, on the 11th concession road in lot 8, Silcote, at the corner of the 3rd concession road and the 30th sideroad. In Keppel Township, where the railway from Owen Sound crosses the boundary road with Sarawak, was established Ben Allen.

Since the Owen Sound region is predominantly rural, many of the small post offices still exist, in spite of rural mail delivery.

(Continued from page 205)

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