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Topics



Official

Journal Of The

British North America Philatelic Society

VOL. 23, No. 4, WHOLE NUMBER 243, APRIL 1966

Published April 26th

AUCTION THE HIGH SEAS

When the *QUEEN MARY* leaves Southampton on May 12th, many of her passengers will be en route for SIPEX, the International Philatelic Exhibition at Washington, U.S. On Monday, May 16th, an auction of philatelic rarities will be held on board.

This auction, organised by Robson Lowe, contains some classic Americans including the rare Postmaster's provisional used on a letter from Baltimore in 1846, a block of four of the 1845 5 cents cancelled in blue, a mint corner block of nine 1851 1 cent, a mint block of twenty-one 1857 90 cents, the 1869 15 cents and 24 cents with inverted centres, the 1893 Columbus 4 cents blue error of colour and the 1901 Pan-American 1 cent, 2 cents and 4 cents with the centres inverted. In addition there are many rarities from other countries. Covers from Lombardy-Venetia include the rose Mercury, 1857 Milan postal forgery of the 30 c., first and second issue used together, second 5c, with cross attached; there are also New Brunswick 6d bisected and four Italy 1879 30c. Letters that crossed the Atlantic before include those from New York and Boston a century ago and the pioneer flight in 1934 when General Balbo led a squadron of Italian aviators.

Among other attractive mint blocks are the famous Penny Black, Scheswig-Holstein 1850 1s and 2s., Belgium 1849-50 medallions all values, Cyprus 1880 rare plate numbers, Turks Islands provisionals, Sarawak 1888 unissued high values, Switzerland 1900 25c. re-engraved Johore 1904 \$50 and \$100, Zanzibar 1908 30r. The used include a pane of eighteen Brazil 1843 60 reis.

Also the Scinde Dawk ½ anna red unused, Zanzibar 1908 and 1913 high values, Tripolitana 1926 Postage Due 50c. "per vaglia" and the Ferrary mint copy of the Tuscany 3 lire.

The sale will be broadcast in New York, London and in Europe so that, in addition to those on board and the Postal bidders, those who wish to participate may do so over the air.

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BNA Topics

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Monthly Report from the Secretary

JACK LEVINE, 7061 Old King's Road South, Jacksonville, Florida

March 1, 1966

NEW MEMBERS

- 2184 Beaubien, Edouard, Box 441, R.R. 1, Orleans, Ontario
2185 Bozik, John Jr., 206 Quarry Street, Fullerton, Pennsylvania 18052
2186 Milen, Alexander, 1205 McIntosh Street, Regina, Saskatchewan
2187 Renaud, Victor, Knowlton, Quebec
2188 Tindale, William A., 116 South Oval, Hamilton, Ontario

APPLICATIONS PENDING

Hewitt, Alan H., 68 Southview Drive, Concord, Ontario
Hodsoll, E. C., 66 The Kingsway, Toronto 18, Ontario
Horning, L. Ray, 515 Denbury Avenue, Ottawa 13, Ontario
Kissuk, Michael, 19 Virden Crescent, Transcona 25, Manitoba
Levy, Edward, 411 Tarrytown Avenue, Staten Island, New York 10306
McGregor, Alan Francis Lorimer, 339 N. Deeside Road, Cults, Aberdeen, Scotland
Tacon, Dr. Paul H. D., R.R. #1, Fredericton, New Brunswick
Waterman, Russell, 7451 Mount Avenue, Montreal 16, Quebec
Woodman, Ralph, 11119-65 Avenue, Edmonton, Alberta
Ewing, Scot F. 409 South Ninth Street, DeKalb, Illinois 60115

APPLICATIONS FOR MEMBERSHIP

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

- BAILLIE, C. P. F., Box 428, Adelaide St. P.O., Toronto 1, Ont. (C-CX) CAN—19th century mint & used postage. Large Queens on cover. Coils. O.H.M.S.-G Mint booklet panes. Mint Airmails, 2 & 4 ring numeral, squared-circles and duplex cancellations. SPECIALTY—Large Queens, esp. 15c. Proposed by A. H. Insley, No. 1301. Seconded by R. J. Woolley, No. 359.
- BROWN, Ken A., 86 Elvaston Dr., Toronto 16, Ont. (C) CAN, NFD, PROV—Plate Blocks, Coils. O.H.M.S.-G. Complete booklets. Precancels. Mint & semi-official Airmails. Postal Stationery entires. SPECIALTY—Plate Blocks and booklets. Proposed by J. N. Sissons, No. L 17. Seconded by R. A. Chaplin, No. 1710.
- BUSHELL, George W., 404 N. Turner St., Olympia, Wash. 98501 (C-X) CAN—All phases. Proposed by E. A. Richardson, No. 168.
- FEINER, Melvin, 1137 So. 2nd St., Alhambra, Calif. 91801 (C-CX) CAN, NFD, PROV—All phases. Proposed by C. A. Westhaver, No. 1442.
- HANSEN, Glenn F., 375 Jefferson Ave., Winnipeg 17, Man. (C-X) CAN—19th & 20th century mint & used postage and blocks. Pre-stamp, stampless and 1st Day covers. Plate Blocks. O.H.M.S.-G. Mint & used booklet panes. Provincial Revenues. Literature. 2 & 4-ring numeral and squared-circle cancellations. SPECIALTY—Plate Blocks. Large Queens. Queen Elizabeth "G". Proposed by R. J. Woolley, No. 359. Seconded by J. Levine, No. L 1.
- HOTT, Gordon E., 1051 Warrington Rd., Dearfield, Ill. 60015 (C-C) CAN, NFD—19th & 20th century mint & used postage and blocks. 1st Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Mint panes and complete booklets. Mint, used & semi-official Airmails. Postal stationery entires. Flag, slogan and own cancellations. Paper & die varieties, 'jump' coils. SPECIALTY—1898 Maps. Proposed by J. N. Sissons, No. L 17.
- LANGER, Otto J., 654-26th Avenue, San Francisco, Calif. 94121 (C-C) CAN—19th & 20th century mint & used postage and blocks. Pre-stamp, stampless, 1st Day and 1st Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Mint, used panes and complete booklets. Precancels. Federal. Provincial & Tax-Paid Revenues. Mint, used & semi-official Airmails. Postal stationery. Proofs & Essays. Proposed by C. P. Arnold, No. 1398.
- deLAROQUE, E. W., 11340-79 Avenue, Edmonton, Alta. (C) CAN, NFD—19th & 20th century mint & used postage. 1st Day Covers. Plate Blocks. Coils. O.H.M.S.-G. Mint panes & complete booklets. Precancels. Federal. Provincial & Tax-Paid Revenues. Mint & used Airmails. Proposed by S. S. Kenyon, No. 1676. Seconded by L. F. Wilson, No. 1338.
- MACMORINE, David R. L., 354 Northcliffe Blvd., Apt. 3, Toronto 10, Ont. (C) CAN, NFD—Mint & used postage. Precancels. Squared-circle and town cancellations on Small Queens. SPECIALTY—Small Queens. Proposed by A. H. Insley, No. 1301.
- MARTIN, Howard L., 4 Timothy Ave., San Anselmo, Calif. 94960 (DC-X) CAN, NFD, PROV—19th & 20th century mint & used postage. Federal, Provincial & Tax-Paid Revenues. Mint & used Airmails. Proposed by W. C. Rockett, No. 249.
- STORCH, Clarence L., Tamaqua Natl. Bank Bldg., Tamaqua, Pa. 18252 (D-CX) Proposed by R. V. C. Carr, No. 1427.

CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 2047 Beaver, James E., 13730-42nd Place N.E., Seattle, Wash. 98125
1409 Bernard, Eugene, 1100 Harwood St., Apt. 403, Vancouver 5, B.C.
1904 Cubell, Elliott S., 12 Colbourne Road, Brighton, Mass. 35
1076 Dale, Mrs. L. Boyd, P.O. Box "U" Red Bank, N.J. 07701
1899 Doull, R. M., 22 Madsen Ave., Beaconsfield, Que.
2154 Endres, Ray, 7352 North Seeley, Chicago, Ill. 60645
1584 Greeman, W. A., 39 Binkley Crescent, Hamilton, Ont.
1995 Gareau, John M., 1420 Carlyle Road, Calgary, Alta.
2086 Harwood, Robert L., 1472 Crescent St., Montreal, Que.
L164 Hedley, Richard P., 200 Farmington Drive, Camillus, N.Y. 13031
1402 Hollands, Hedley J., 135 Fenelon Drive, Apt. 1608, Don Mills, Ont.
822 Kenney, James H. F., 243 Clemow Ave., Ottawa, Ont.
1500 Mifsud, Austin V., 216 Rushmore Lane, Apt. 3, Los Gatos, Calif.
1021 Newcomb, Simon J., Takla Lake Post, Takla Landing, B.C. (via Fort St. James)
1481 Nicholson, Eric Anthony, Box 567, Squamish, B.C.
1440 Smythies, E. A., Castle Morris, Tralee, Ireland
2162 Toms, Margaret, 321 Crawford St., Orillia, Ont.

RESIGNATIONS RECEIVED

- 1383 Frasch, Zoltan, 9 Normandy Blvd., Toronto, Ont.
1545 Nielsen, Henry, Box 11, Station F, Toronto 5, Ont.
2134 Stone Robert L., 9351-83 Street, Edmonton, Alta.
1857 Tuck, Joseph B., Morrisville, Mo.

RESIGNATIONS ACCEPTED

- Baker, B. M.
Echlin, Robert E.
Furneau, F/L Robert
Jackson, W. L.
Knechtel, C. E.
McVey, George S.
Menzies, Robert W.
Och, Frederick A.
Osborne, Roland H., M.D.
Riley, Sgt. John R.
Slimmon, Donald Hood
Smith, Morry

DECEASED

- 66 Laing, E. Bruce, P.O. Box 6, Dowagiac, Mich. 49047
1764 Wood, Albert T., 3620 Ventura Circle, Brookfield, Wisc.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, February 1, 1966	987	
NEW MEMBERS, March 1, 1966	5	
		992
RESIGNATIONS, March 1, 1966	12	
DECEASED, March 1, 1966	2	14
		978
TOTAL MEMBERSHIP, March 1, 1966		978

OFFICIAL NOTICE

NOMINATIONS

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. All elected officers shall assume and perform the duties of their office on the first day of January in the year immediately following their election. All retiring officers shall continue in office until their successor shall have qualified and assumed the duties of the office.

Nominations for the offices to be 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 and 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 by BNA TOPICS at least ninety (90) days prior to the election date.

Report from the Library

STEWART S. KENYON, 15205-74 Ave., Edmonton, Alberta

The entire Library of the B.N.A.P.S. has now been transferred from the capable care of Dr. E. C. Black in Vancouver to Edmonton and at this time is once again in operation. There are still many details of storing and indexing to be ironed out but requests for material should encounter little delay.

As new Librarian, I would like to express my appreciation to Dr. Black for the excellent job he has done without which the changeover would have been much more complicated. The task of unpacking this material was made relatively simple by the systematic packing done in Vancouver by Dr. Black. It is my earnest hope that I can carry on in the efficient manner instigated by my predecessor.

In an endeavour to bring to the attention of the Members of the B.N.A.P.S. the wealth of Philatelic Literature that we have in the Library, we will try to reproduce in "Topics" a copy of our Library Index Card featuring our "Book of the Month". This will provide Members with information as to the contents of the book and thus create more interest. Only through the use of the Library by the members, is the time and effort spent in maintaining it, justified.

Donations to the Library

Mr. Kasimir Bileski, Station B, Winnipeg, Man.

Canada Federal Revenue Catalogue & Album Sheets.

Saskatchewan Law Stamps Catalogue & Album Sheets.

Saskatchewan Electrical Stamps Catalogue & Album Sheets.

Manitoba Law Stamps Catalogue & Album Sheets

Bileski Canada Basic Catalogue (3rd Edition) Two Copies

Bileski Plate Block Catalogue—6th Edition, Two Copies.

Mr. Ivan J. R. Deacon

34 Canadian Airmail Route Maps

Mr. W. H. Kiefaber, Jr.

B.N.A. Topics (Volumes 1 to 20)

Maple Leaves (Volumes 1 to 6)

Maple Leaves (Partial file for Volumes 7 to 9)

Popular Stamps (12 issues)

The Canadian Map Stamp of 1898 by Tomlinson

Mr. H. G. Walburn

Official Catalogue of Canadian Precancels (7th Edition) by H. G. Walburn

R. S. Thwaites

Cash donation of \$1.00

NEWS ITEMS

H. R. HARMER'S PRESIDENT DIES

Henry Revell Harmer, founder and President of H. R. Harmer Ltd. died on March 13 at the advanced age of 96.

He collected stamps as a youth and after leaving school whilst training as an analytical chemist commenced dealing in stamps. He probably travelled more miles prior to the first War than any other professional philatelist.

His memories went back to the early days of philately when stamps now worth pounds were available in bundles of a hundred.

In 1918 he founded the auctioneering firm of H. R. Harmer in London, opening in New York in 1940 and Sydney in 1948. He was elected to the Roll of Distinguished Philatelists in 1948.

Rarities from the many great collections he sold over the years are in the British Royal collection. King Fuad of Egypt, King Carol of Roumania, two presidents of Republics and Oriental rulers were amongst the firm's clients during his regime.

Many great collections and almost all of the world's classic rarities including six "Post Office" Mauritius passed through his hands. He retired from active work in 1958.

H. R. Harmer Ltd.

AUCTION REPORT

Robert A. Siegel's Third Annual Rarities of the World Sale was a gala affair. The 218 lots realized over \$285,000; essentially full catalog. The B.N.A. items included a Canada 7½p wide margins (next stamp

showing at bottom) on Quebec 1859 cover, Liverpool Packet at \$2600; a mint Seaway Invert centered slightly to right at \$1350; a Newfoundland C1 3c Hawker unused at \$3900; a C5 Columbia on Oc 9 30 Harbour Grace cover at \$1300 and a set of ten different Nova Scotia sheets (No. 8-13) at \$600.

Most of the interest was in U.S. such as a complete plating of the Brattleboro, Vermont 5c at \$32,000; a Milbury, Mass. 5c at \$11,000; a 2c Pan American Invert extremely fine at \$8500; a 24c airmail invert extremely fine, a new record of \$18,000; a lovely group of Fredericksburg, Va. provisionals and other goodies too numerous to mention.

The first part of H. R. Harmers "Hoffman Airposts" sale will occur next week with ten Canada lots and 27 Newfoundland complete both unused and on cover, plus die proofs and imperforates.
J. Gordon No. 1030.

**\$100,000 Philatelic Gem.
Unique Canadian Postmaster's Provisional
on show at SIPEX
America's Rarest for Washington**

As a highlight for Stanley Gibbon's Catalogue Centenary Exhibition last year at the Festival Hall, London, the Managing Director of Gibbons, Mr. A. L. Michael, was able to persuade the American owner of the world's rarest and most valuable stamp — the British Guiana 1856 one cent black on

magenta — to show it for the first time in Britain since 1923.

Now he has managed to persuade the British owner of the rarest philatelic item originating in the Continent of North America to allow this to be shown For The First Time In America at Washington for the International Stamp Exhibition (SIPEX) to be held at the Shoreham Hotel from 21st to 30th May, 1966.

The item in question is the only known example of a Canadian Postmaster's Provisional.

On March 14th, 1851 an official notification was circulated to all Provincial Postmasters informing them that control would pass to them, under the new Postmaster General James Morris on April 6th, 1851. The first Canadian stamp was not issued until 23rd of April, and during the interim period no doubt most Postmasters carried on as before. Not so, however, Mr. W. Kelly the Postmaster of New Carlisle, Gaspé. He followed the example previously set by certain Postmasters in the United States and on his own initiative prepared a small stock of pre-stamped envelopes ready for use on taking over responsibility.

So far as is known, only one has survived. Now, insured at Lloyds for £35,000 (\$100,000) this fabulous philatelic gem will be on display on Stanley Gibbon's stand at SIPEX.

It may well prove to be the biggest attraction in the whole Show.



SPECIAL FIRST DAY COVER

May 26, 1966

TIPEX, HAMILTON, CANADA

To coincide with the opening of the Royal Philatelic Society of Canada's three-day national stamp exhibition at the Holiday Inn, Hamilton, Ontario, May 26-27-28, 1966, the Canadian Post Office will issue on May 26 the five-cent London Conference stamp. The Hamilton Philatelic Society will service specially cacheted envelopes featuring the London Conference Stamp and

Tipex. A special Tipex cancellation provided by the Canadian Post Office will be used. Collectors may purchase unserviced covers at 2 for 15c, or 4 for 25c, or serviced covers at 20c for a single stamp and 35c for a block. Cheques must include exchange.

The London Conference was the last of three major conferences that led to Canada's Confederation in 1867. Prepaid orders for the covers should be sent to Mr. F. A. Baldwin, Tipex F.D.C., 39 Fairholdt Road South, Hamilton, Ontario, Canada.

THE *Editor's* MAILBAG

Dear Mr. Young:

For some years I have been accumulating material on the Canada One Cent 1859 and at the present time am doing a study on the imprint positions.

It is quite important that I have the opportunity to examine a strip of 4 or more showing at least a portion of the Imprint on the left.

If any members have such an item, I would appreciate hearing from them. I would prefer to examine the stamps myself but if necessary the owner could provide me with the information I need. All postage and registration charges will be paid by me on any items sent.

Yours very truly,
Stewart Kenyon



This rare block of 12 of the inverted Seaway comes up at Auction on the High Seas on May 16th 1966, by the firm of one of our advertisers Robson Lowe

Rounding Up Squared Circles

Editor: DR. W. G. MOFFATT, Hickory Hollow, R.R. 3, Ballston Lake, N.Y.

BELLEVILLE

Very little has been written about Belleville Squared Circles, but this town must rank as one of the most interesting because of its three Hammers with a complex chronology and because of inverted letters, figures, dates and time-marks, and broken letters and figures. The writer has just completed a study of about 500 copies and the information in this and succeeding articles is based thereon in conjunction with the information in Dr. Whitehead's Handbook.

Let us first bring the Handbook up to date with respect to chronology (some repetition is unavoidable).

First Hammer

1893 In use only from June to October, inclusive.

1894 In use only from March to December, inclusive.

1895 In use in January only.

Second Hammer

1893 Frequent use in October, November and December.

1894 Extensive use throughout.

1895 Infrequent use in February, March, April and May. Extensive use in other months.

1896 Extensive use from January to June, inclusive. Infrequent use thereafter.

1897 Infrequent use throughout.

1898 Fairly frequent use until end of June. Rare thereafter.

THIRD HAMMER

1893 Infrequent use.

1894 Infrequent use in January, February, March and April. Very rare thereafter.

1895 Frequent use from February to June. Infrequent use July to November. Rare in January and December.

1896 Infrequent use in January, February and March. Rare in April and May. Extensive use for balance of year.

1897 Extensive use throughout.

1898 Extensive use until end of May. Infrequent use thereafter.
Number above the date

1893 **First Hammer** — 3 and 4 only (4 is rare)

Second Hammer — 3 and 4 only.

Third Hammer — 2, 3 and 4

1894 **First Hammer** — 2 only

Second Hammer — Blank (very rare), 3 and 4 only.

Third Hammer — 3 and 4 very rare. 2 in general use.

1895 **First Hammer** — 2 only

Second Hammer — Extensive use of 3 and 4 throughout. 2 rare in all months except February, March and April.

Third Hammer — 2 rare until July. 3 and 4 rare in January then in extensive use until July. Rare during remainder of year.

1896 **First Hammer**

Second Hammer — Extensive use of 3 and 4 until end of June. Rare thereafter. 2 very rare until July. Infrequent thereafter.

Third Hammer — 2 in fairly frequent use until July, and rare thereafter. 3 and 4 rare until end of June. Extensive use thereafter.

1897 **First Hammer**

Second Hammer — 3 and 4 very rare. 2 is fairly frequent.

Third Hammer — 2 very rare throughout. 3 and 4 in extensive use.

1898 **First Hammer**

Second Hammer — 3 and 4 very rare until May and then infrequent. 2 is fairly frequent.

Third Hammer — 2 very rare until May. Scarce thereafter. 3 and 4 in extensive use throughout.

From the foregoing details of the use of Time Marks 2, 3 and 4 a definite pattern is established for the Second and Third Hammers. Collectors should examine carefully their Belleville Squared Circles as it is anticipated that further information will fill the gaps in the fascinating chronology and time-marks of this popular town.

RESERVE NOW — SEPTEMBER 15-18

BNAPEX '66

THE CALGARY INN, ALBERTA

FIFTH CLASS MATTER

1888—1898

by Dr. R. A. Chaplin

The Postmaster General's Report of 1887 states that:—"Provision has been made for the transmission by mail between all places in Canada from 1st February, 1888, of small articles of ordinary goods and manufactures in packages, open to inspection, on payment of a postage charge of one cent per ounce. Also a new convention with the United States Post Office providing that from 1st March 1888, the same class of matter will be admitted to pass between Canada and the United States, subject to customs inspection." (1)

Subsequently the mail was classified into five groups. First class matter included letters, post cards, and legal and commercial documents. Second class matter was newspapers and periodicals posted from the office of publications for regular subscribers. Third class matter was a large miscellaneous group including transient newspapers and periodicals, book packets, various printed articles, patterns and samples, etc. Parcel post was fourth class matter. Fifth class matter is described as follows:

"Postage rate one cent per ounce or fraction of an ounce, to be prepaid by postage stamp. Miscellaneous articles of merchandise, included seeds, bulbs, etc., to United States and generally all matter permitted to pass by mail in Canada, which is not of a nature of a letter, and therefore subject to letter rate of postage, and not entitled to be posted at a lower rate than 5th class under one or the other classes, may pass as 5th class when addressed to any destination within the Dominion or United States. Fifth class matter must be so packed or put up as to be open to examination of contents and must not exceed five pounds in weight, nor two feet in length by one foot in width or depth. When passing between Canada and the United States, it will be subject to customs regulations if liable to duty. The registration charge on 5th class matter is five cents in addition to postage.

"A packet of fifth class matter may contain invoices and accounts, provided they

relate exclusively to the contents of such packet; it is also permitted to enclose a card or slip of paper giving in a brief manner necessary directions for the identification or treatment of the articles or articles contained in the packet. Care must be taken not to abuse this privilege by converting such notes or marks designed solely for the facilitation of business between the sender and the addressee, into what might properly be called correspondence. A packet of fifth class matter containing a letter or any writing intended to serve the purpose of a letter in the ordinary sense will become liable to letter postage, and the sender will incur the penalty provided by law." (2)

Parcel post within Canada was six cents per four ounces. Third class matter was rated one-half cent for a single newspaper weighing one ounce or less, one cent per two ounces for a diversified group of matter largely made up of printed paper products, and one cent per four ounces for transient newspapers and periodicals weighing over one ounce and also for patterns and samples of merchandise.

Because of the nature of most fifth class matter, it is unlikely that many covers were saved. The illustrated envelope is made of very heavy paper. The flap is partially folded under so that it could not be sealed and the hole perforating it and the envelope could have been caused by a device such as a split pin which would have kept the cover closed and yet convenient for inspection. It was forwarded on 15 November, 1897 by Geo. H. Lees and Company, manufacturing jewellers, (3) from Hamilton, Ont. to Charlottetown, P.E.I.

A one cent yellow and a six cents red brown small queen prepaid the five cents registration charge and the two cents double rated postage. A seven cent rate at this time was commonly used to prepay the five cents registration charge and the two cents postage on a drop letter which would be delivered by a carrier.

(1) As quoted by Howes, Clifton A., Canada, Its Postage Stamps and Postal Stationary — The New England Stamp Co., Boston, U.S.A., 1911, Page 135.

(2) Canadian Almanac — Copp Clark, Toronto, 1899, Page 148.

(3) Business Directory of Western Ontario Cities — Bards & Company, Toronto 1898 Page 273.



Postal rates were changed on January 1, 1899 and fifth class matter was discontinued." Postmasters and the public will notice that the class of matter here described as Fourth Class is the same class which in the last issue of the Postal Guide was designated Fifth Class. The postage on letters having been reduced to Two Cents

per ounce the continuance of what was before the Fourth Class is considered unnecessary. Packets of any kind closed against inspection can now only be sent by post at letter rate." (4)

(4) Canada Official Postal Guide, Government Printing Bureau, Ottawa, January, 1899, Page XVI.

Canada's Semi-Official Airmails

by DANIEL G. ROSENBLAT (BNAPS 1445) Apt. 404, 2235 Laguna St., San Francisco

The time has come to return to the subject of the Patricia Airways & Exploration stamps and in particular to the first issue, generally referred to as the issue of July 1st, 1926 since this is the date of their first usage, the perforated rather than rouletted stamp printed on yellow paper. The stamp was printed in sheets of eight (2 x 4) with margins all around and considerable margin inscription, including a plate number. There seems to be general agreement that this issue consisted of 12,800 stamps, although I have never seen anyone state definitely if this figure is for the unoverprinted stamps only or includes all of the many and various overprintings.

Sanabria lists no less than twenty-five varieties of this issue and I believe that there are at least two more that I shall mention later. Sanabria 517c, the "Official" stamp described as having route inscription in blue

black can be confusing to collectors who have not previously seen a copy. The route inscription is that printing on the stamp which reads, "Special Delivery Sioux Lookout to Pine Ridge and Red Lake." On the normal stamp this inscription appears in a medium shade of green, on the Official stamp the blue-black ink on the yellow paper merely produces a somewhat darker green — the difference can easily be missed. The easiest way to tell the difference between the two types is to compare the shade of the inscription with the word "LARK" which is always in a darker green. If the two greens definitely contrast you have the normal stamp, if there is very little contrast between them you have the official stamp.

Another source of confusion is in the two listed shades of the Haileybury and Rouyn overprint, described as red and red brown.

There is really not too much difference between these shades and unless one has examined both side by side it is not easy to tell which is which.

It should be noted that Sanabria 517d, the variety with small "t" in "TO", is a variety of the Official stamp only, being constant as the number 8 stamp in each official sheet but never appears in the normal sheets to my knowledge.

Although Sanabria does not list it (at least in my 1963 Edition) there does exist a Haileybury and Rouyn overprint in red brown on the Official stamp, I believe not more than two sheets, and therefore the variety with small "t" overprinted in this fashion must be one of the scarcest Semi-officials of all since only two can exist — one from each of the overprinted sheets.

I have never been able to find any concrete information regarding the plate numbers of this issue. I have only seen Plate No. 1 myself, although in the subsequent rouletted issue I have seen plates numbered as high as 20. It seems rather odd that such relatively small issues should require more than one plate and I wonder if more than one was used to produce this Issue of July 1st, 1926. With plate data so sought after by collectors of regular postage issues it seems strange that no catalogue has attempted to even mention the plate numbers of the P.A. & E. issues, and I would certainly appreciate hearing from anyone who has any definite information in this regard in order that I could publish it here for the benefit of all.

Another point that has confused me is in

regard to Sanabra 517 which is described as "Initialled F.E.D.", these being the initials of the president of the company, Fred E. Davidson. Sanabria does not indicate either the form or the color of these initials, but Holmes indicates that they were "hand-stamped in pale red" and Morgan states "handstamped in green". Additionally, I have a cover, one of the Company's own envelopes addressed from the head office in Toronto to Red Lake, whose stamp shows the initials F.E.D. in manuscript in red ink. Is this what Sanabria is referring to or is it yet another variety?

One further variety which is unlisted by any of the references is of the type of Sanabria 519a with the five line surcharge in red but descending from upper left to lower right. The Matthews collection which was sold by Kessler in 1960 contained a full sheet of this variety which realized the rather ridiculous price of \$71.00. Incidentally, all catalogues indicate that the variety with the five line surcharge in black, descending, exists in only 8 copies — I rather doubt this figure for I have one copy myself and know of several others which leads me to believe that there may have been at least two and possibly more sheets of these. Indeed, all of the quantities of the varieties are somewhat suspect, for while they certainly do not exist in profusion, nevertheless they do seem to be available in somewhat larger numbers than the catalogue figures would indicate and if the catalogue figures were truly correct the prices at which these varieties sell would be astoundingly low.

WANTED

BNAPSer in the Toronto area who will volunteer to take over the duties of the circulation editor and will work closely with the Editor.

SECRETARY'S CHANGE OF ADDRESS

Jack Levine
7061 Old King's Road South,
Jacksonville, Florida

THE "HALO" EFFECT ON CANADIAN STAMPS

by William Pekonen

Cancellations that show up white when exposed to short-wave ultra-violet light are an exciting "discovery". However, this phenomenon is not as exciting as its' promise!

On envelopes, the bleached out halo effect is in proximity to the cancellation lines. Stamps soaked-off paper and now in your collection will also show this effect.

Being ignorant of the cause, I wrote to the Post Office department and asked them what causes the bleached-out appearance and why it was being used. Several letters were received. The department wrote. "This was something completely new to us and was not the result of any deliberate change in our ink." The letter went on to state that investigations were being carried out.

The results of examinations by specialist members of the Post Office engineering branch were given in another letter. "You will have noticed that the fluorescence associated with the postmarks occurs in areas surrounding the heavily pigmented impressions and it is easy to deduce that the fluorescence results from a characteristic of the oil vehicle in the ink or of components of the ink soluble in the vehicle. In fact, fluorescence is common in oils of all origins and is to be observed, for example, in various degrees in common lubricating oils. To this extent, cancelling inks of the type now in use by the Post Office Department and having the characteristics currently considered necessary are likely to exhibit the type of fluorescence you have noted.

As pointed out in Mr. Côtés letter, fluorescence of this kind does not give us concern in mail handling techniques and processes we are now using."

Just what is meant by "now is use" and "having the characteristics currently considered necessary" is not too clear. Is this just polite phraseology with accidental vagueness, or does it mean that we should keep our eyes open for future variations?

Is there a possibility that graphite or magnetic inks or the plastic experiments being carried out by the Russians or other methods are being considered? Of course, the answers to these speculative thoughts are not available to us at this time.

We can expect some changes because, quite obviously, research is being carried out along lines designed to handle mail more efficiently.

The above reasons would have been obvious to some people who are associated with oil and its properties. The explanations given by the Post Office Department will help to settle any doubts held by others. The reverse might also be true — as new questions may be raised. What about the older stamps — has the paper absorbed the "fluorescence"? Does the fluorescence deteriorate and if so after how long? Is any deterioration constant and therefore a guide to determine when a stamp was "cancelled"? Perhaps some petroleum expert can come up with some answers. Perhaps these questions have already been answered. If so, perhaps they could write a companion article and "spread the word".

In addition to the ink question, I asked about the use of bleached paper in envelopes. The P. O. Department stated that they "have never specified fluorescence as a required property of our (envelope) papers, but have not found it objectionable in our operations to date, excepting cases where we once considered use of similar materials for address coding. Conversely, we have found some commercial papers to exhibit phosphorescence and under certain conditions this can give difficulty where tagged stamps are used. We have some investigations proceeding in conjunction with paper and envelope manufacturers on the latter subject."

All of the foregoing seems to prove that there is something new happening all the time in the world of "little pieces of paper with sticky stuff on them".

CONTINUE TO GET NEW MEMBERS

Perfin Study Group

R. J. WOOLLEY, Secretary, 1520 Bathurst St., Toronto, Ontario

The Perfin Study Group is a very loosely organised group at the moment consisting of a secretary and any other members of BNAPS who care to write either for information or reporting something unusual they may have found in their collecting. After this column appears I would like to hear from any member who has something of interest to report which might warrant inclusion in the handbook revision. Any new design should be sent to the secretary for photographing and reproduction in this column.

One of the difficulties of collecting Perfins is the lack of commercial sources of supply. Very few dealers have any stock at all, probably for the reason that there is a limited market for them and that they would hardly warrant the time a dealer would expend on them for the possible financial return. This in a way is an advantage to the collector as Perfins have not been subject to swiftly advancing prices, although one has still to seek far to find them. In connection with Perfin pricing we have been asked a few times how to relate the rarity factor to value. Please note that this is a personal opinion and reflects my opinion only but is based on the knowledge of how the factors were derived and adjusted to the market law of supply and demand.

In general the common perfins up to and including a RF of 12.5 on common stamps should only be valued at a penny or two. From RF 15 to RF 45 a rate of one cent per unit of RF would be reasonable. Perfins with a RF of 50 or over should be worth two to three times the RF with the higher multiple used against the higher RF.

As in all rules there are exceptions worth mentioning. The Canadian Government Perfins—OH/MS or both types — are well covered in Roy Wrigley's check list and catalogue and other dealer price lists. The MD and ND, also Canadian Government issues are worth much more than quoted above, and the Provincial Government issues which are also in stronger demand are all worth a premium over the values quoted for private perfins. These Provincial issues are, LA (Ontario), PS (Saskatchewan), WCB (British Columbia), Q/CLQ/C (Quebec) and

PEI (Prince Edward Island), the latter being quite scarce—RF 50.

We should include TN/OR as this Railway is owned by the Province of Ontario and is still in operation as the Ontario Northland Railway. This was omitted from our original list of Provincial Government issues as the writer was under the erroneous impression that it had been a private company when known as the Temiskaming and Northern Ontario Railway. I think the Temiskaming study group might have corrected me on this one. In any event the facts are that it was constructed by the Province of Ontario commencing in 1802 to open up the lumber country to the North of North Bay. The silver strike at Cobalt in 1903 and gold discoveries a few years later at Timmins, Porcupine and Rouyn were all helped in development by expansion of this line. The name was changed in 1946 to Ontario Northland Railway but no new Perfin prepared. Confession being good for the soul I already feel much better for having written these last few lines. Will owners of TN/OR Perfins please advise me of their holdings, Scott numbers, for inclusion in the new edition of the handbook.

A suggestion which I think would be an advantage to Perfin Collectors would be to organise an active Perfin Study Group with a new Secretary having the time available to run an exchange and sales department. Frankly I haven't the time, handbooks and other BNAPS activities in the interests of BNAPS limits the time I have to devote to Perfins. Any volunteers?



IS IT OR ISN'T IT

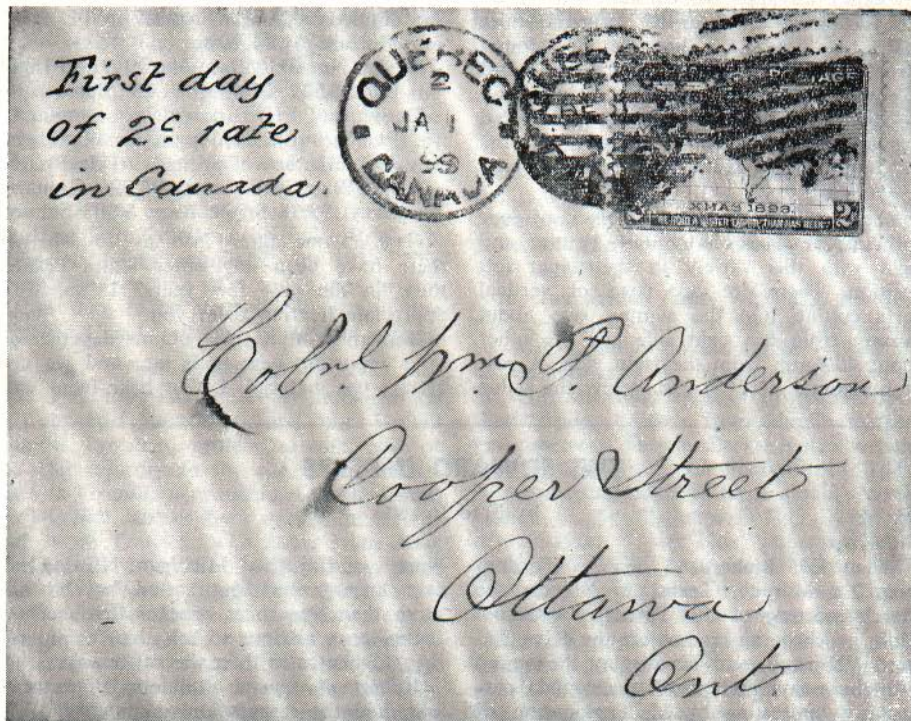
by Chris Moore

In the collecting of covers you often acquire those which tell a very interesting story. Just how would you classify this illustrated cover? It is both a last day cover and also a first day cover of the new rate.

The actual letter is dated Quebec Midnight 31st Dec. 1898 and says "Thought you might perhaps like one of the first 2c stamps used in Canada on the new Rate. Will post this just after midnight" and is signed John. He also marked the envelope "First day of 2c rate in Canada". However John must have reached the Post office well before midnight as the first cancellation reads "Quebec Canada Dec 31st 98" and the address to Ottawa had as postage

only a two cent map stamp. This cancellation was by Clerk No. 4 who must have been a knowledgeable chap. He took the cover out of the stream of cancelled letters and handed it to Clerk No. 2 on the incoming shift. Thus we have a second cancellation by Clerk No. 2 "Quebec Canada Ja 1 99".

Thus the cover is cancelled on the last day of the three cent rate for use between two points in Canada and also on the first day of the two cent rate between two points in Canada. Also illustrated is the fact that the two postal employees were on the alert as to correct rates and did indeed fulfill the senders wish.



EXTRA COPIES OF BNA TOPICS
MAY BE OBTAINED FROM THE
CIRCULATION EDITOR
WHEN WE APPOINT ONE. CAN'T YOU HELP US.

Canadian Revenue Study Group News

LEO. J. LA FRANCE, 27 Underhill Rd., Ossington, N.Y. 10562

New Precancel Variety

Your column editor has recently acquired a vertical pair, straight-edge at top of the 1934-48 Three Leaf Excise, 3c Blue (Sissons No. R305), each with a handstamp Red X in a horizontal position. The X is 19mm high and 16½mm wide at the top and 17½mm wide at the bottom. Preliminary inquiries indicate that this may be a new variety. Can anyone report others or information as to the source and reasons for this precancel?

Interesting B.C. Law Variety

Ed Richardson noted in the Sept. '62 newsletter an apparent constant variety on the 10c value of the Fifth Issue (Holmes BCL 18—Sissons R 20). He had found three copies in which after the word "Cents" in the bottom panel there is a small "—5", the dashes appearing in the shaded portion after the word, "Cents", and the "5" appearing in the white border between "Cents" and "10".

Yours truly recently got a block of four with imperf sides on the left, bottom and right with this variety in the upper left position. There are two rows of vertical perfs cutting into the stamps, one about 9½mm from the right side and the other about 40½mm from the right side. A row of horizontal perfs is just below the value

panels of the top pair. Any more wierd perfs such as this around?

Unemployment Insurance Stamps

It has been noted in March '65 Newsletter that the 1960 issue of regular unemployment stamps were not included in the last issue of Holmes. They are therefore repeated here for the benefit of all.

Design No. FU38 (same as the 32c 1955 issue) 40c Brown

Design No. FU65 (new design, similar to FU40, but the value is printed separately in black) 78c Green, 92c Bistre Brown, \$1.08 Yellow.

Design No. FU40 (the old design with engraved figure of value in the \$1.32 Mustard \$1.44 Rose.

Design No. FU65 (see above) \$1.56 Light Blue \$1.72 Mauve, \$1.88 Slate.

Design No. FU73 (new design, similar to FU48, but central panel is blank and denomination is printed in black)

\$3.12 Blackish Gray; \$3.72 Greenish Gray; \$3.38 Bright Blue; \$4.08 Salmon

Can anyone offer info as to whether there have been any other issues besides these in the past few years? If so, we'd appreciate hearing from you.

Remember that this column depends on your reporting new finds etc. and we can always use material. Let us hear from you.

THE EDWARD IMPERFS

by Fred Jarrett

When Ed. Richardson flew to Toronto from La Marque, Texas, to address the March meeting of the Toronto Collectors Club, he chose as his subject the King Edward VII issue, and his display, beginning with the essays and proofs, was made particularly interesting by his explanation of some of the controversial aspects of this issue, including the question as to whether the imperf. Edwards (barring the 2c Plates 1, 2, 13, 14) are proofs or imperfs. Well, they are proofs, as the following will show.

These came from two sources only, Chas. N. Robertson in Montreal (one sheet each of 1c, 5c, 7c and 10c) and from Frederick T.

Norris, of Bay City, Michigan. No one will ever know what Morris had but he had more than one sheet of each, and seemed to be more anxious to sell the 1c imperfs. in a higher ratio than the other values.

Robertson was a philatelic opportunist who had the respect and confidence of R. M. Coulter, then P.M.G. When Coulter retired he called in his friend Robertson and produced all the philatelic material that had accrued during his term of office, consisting of sample sheets, die and plate proofs, and imperf. sheets of the King Edward VII of the denominations mentioned above. These

(Continued on page 99)

EARLY POST OFFICES OF THE WELLAND CANAL REGION

by Max Rosenthal

At the close of the 1812-14 War William Hamilton Merritt engaged in several business enterprises in the growing hamlet of St. Catharines, among others a milling business. During the summer his business was interrupted by a scarcity of water for his mill. He surveyed a proposed channel in 1818 from the Welland River to the Twelve Mile Creek, to bring in additional water. The result of this survey led him to believe that the connecting of Lake Erie with Lake Ontario through Canadian territory with a ship canal, to avoid the portage around the Niagara Falls, to be practicable. In 1823 he founded the Welland Canal Company.

The First Welland Canal was built between 1824 and 1829. It followed the Twelve Mile Creek valley from Port Dalhousie, on Lake Ontario, to Merriton, and then proceeded by cut and lock up the Niagara Escarpment to the top at Port Robinson. It then followed the Welland River to the Niagara River at Chippawa. The canal was extended from Port Robinson south to Port Colborne, on Lake Erie, this extension being completed in 1833. The growth and decline of communities in this region were to be strongly affected by the Welland Canal, reflected in its post offices.

St. Catharines

It was the Twelve Mile Creek which first attracted the Merritts and other United Empire Loyalists settlers at the end of the 18th century to the site of St. Catharines in Grantham township, Lincoln County. The first settlers there were John Hainer and Jacob Dittrick, who came from New York State after the Revolutionary War. The only other building there then, owned by Robert Hamilton, of Queenston, was a storehouse for goods which he brought by boat from Queenston for the settlers. Thomas Adams built the first tavern in 1797. Within a year it had been purchased by Paul Shipman. His name replaced The Twelve for the community, which became Shipman's Corners.

By 1800 the Queenston-Grimsby Road and the Lakeshore Road from Niagara had been opened to Burlington Inlet. After the 1812-14 War William H. Merritt built a large house at Shipman's Corners, a portion

of which he intended for a store, it being on the main road from Niagara. In 1816, when Merritt bought the land on which it stood from Robert Hamilton, the name St. Catharines came into general use. Hamilton had called the place after his wife's first name, and Merritt's wife was also called Catharine, so he liked it also.

In 1820 St. Catharines' post office was opened with Merritt as postmaster. Until 1860 the second "a" was replaced by an "e" in its postal name, St. Catherines. On a letter from Merritt to W. W. Baldwin, York (William Allan Papers, Toronto Public Library), written January 8, 1821, appears his manuscript postmark in the lower left corner: "St. Cath., 9th Ja. 1821, per W. H. M., P.M.", joined by a bracket.

A letter from Merritt to Peter Robinson, York (Peter Robinson Papers, Ontario Archives), sent December 18, 1828, also has a manuscript postmark, "St. Catharines" and the date written in two lines, all in red. According to Edward McGrath there was a straight-line postmark in use from about 1820 to 1830.

A letter written January 29, 1831 by Merritt to William Allan is already postmarked with a small double circle broken by St. Catherines, with "31 Jan. 1831" written in. This marking appears in red through that decade. A letter from Merritt to Surveyor-General Thomas Parke, Kingston (Ontario Archives) sent on February 17, 1843, is postmarked with a large double circle broken by St. Catherines, U.C., with the date in type. It is in blue, whereas a letter of November 19, 1847 from Merritt to J. Papineau, Commissioner of Crown Lands, Montreal, has the same postmark in red.

Being so busy with his canal and other business activities, it is not surprising that Merritt had little time to attend to the St. Catharines post office, and deputized others to look after it. On March 3, 1832 Deputy Postmaster-General T. W. Stayner wrote him from Quebec (Merritt Papers, Ontario Archives):—

"Mr. Mittelberger, who has for several years conducted the duties of the St. Catharines office under the title of your appointment, writes me that he has intimated to you

his intention of resigning at the close of the present quarter, except he is appointed principal in the office. 'The whole emoluments of the office accruing out of postages and the privilege of franking being' (as he says) 'little enough, without being deprived of the latter.'

"Not having heard from you on this subject and unaware of what steps you may be inclined to take I am anxious to know what you propose doing, and in endeavoring to learn this, I think it right candidly to state that the way in which the St. Catharines office has been conducted for a long time not consistent with the regulations of the Department and that I shall not feel myself satisfied in permitting a continuation of it. Every Post Master has, no doubt, a right to employ an assistant (or more than one if the business of the office requires it) to act for him during his occasional absence, or when there is more to do than he can himself attend to, but it has been altogether different in the case of the St. Catharines post office, in which you never officiate, nor never sign a voucher, tho' you have exercised the right of franking as well on your own concerns, the latter being, as I conceive, all wrong. Having said this much in reference to the manner in which things have heretofore been managed, and which I should have noticed before, but for the very efficient way in which Mr. Mittelberger has performed his duties, I beg to add that if Mr. Mittelberger does resign as he talks of doing, I must expect that you will maintain the office yourself in the same way other Post Masters do."

Merritt remained postmaster of St. Catharines until 1845. The appointment of his son, J. P. Merritt, to the position, dated April 4, 1845, is in the Merritt Papers, Ontario Archives. He did not fill the office to everyone's satisfaction either, as C. Phelps wrote to W. H. Merritt, Jr. on January 12, 1850 about "a letter of mine which I wrote some time ago and which contained some important papers, having been mislaid and kept in the office for a week. The letter referred to was directed Brantford and instead of being mailed it was put into a box and remained there till the party to whom it was addressed in Brantford came down on purpose to find out what was the matter. On enquiry I found that the letter had just been mailed the evening before, having been kept in the office fully a week.

"Besides this, I have myself seen some half a dozen others of the same nature. It

has happened to me before. I received two weeks (four papers) at once, they having been put back, instead of into my box. I have heard the same thing from several other parties when Mr. Copeland has happened to be absent. I can say that I have seen at least four instances where letters have not been promptly mailed." W. L. Copeland was to succeed J. P. Merritt as postmaster in 1863.

In 1851 St. Catharines became a principal station for mail delivery. When the Great Western Railway opened in 1853 from Niagara Falls to Hamilton, all through mails were carried by rail, with distribution from St. Catharines still by stage-coach. On April 23 postal inspector, John Dewe, wrote from Toronto to J. P. Merritt; "Commencing on 1st May you will please correspond and make up mails direct with Thorold, and enter any letter bills you may send to and receive from that place as the letter bills you send to and receive from the offices on the Hamilton and Niagara route."

From 1851 on, for several decades, the post office was designated as St. Catharines, West, to distinguish it from one of the same name in Quebec.

SMALLER COMMUNITIES

South from Grantham the first township is Thorold, in Welland County. The first settler in it were of Dutch or German descent, mainly Lutherans. The whole Niagara Peninsula was originally named Lincoln County, its township nearly all called after the subdivisions of old Lincolnshire. Grantham is the subdivision where the Thorolds had their seat.

On Ten Mile Creek south of Thorold village, Beaver Dams was the oldest settlement in Thorold Township. It was very early connected with the neighboring settlements by roads. Before the 1812-14 War there was a tavern at the corners. It afterwards became a regular stop for stage-coaches from Hamilton. Opposite the tavern was a general store owned by George and Jacob Keefer. They apparently received and sent mail for the settlers, although there was no official post office there.

When work began upon the Deep Cut of the Welland Canal the Keepers moved their store to the canal bank. As early as 1790 they and a few others had begun to clear the forest in the north-east corner of Thorold Township for farms. However, so little progress had been made in clearing the land that, when a small collection of huts

had sprung up with the building of the canal, the place took the name of Stump Town. The slope of the Niagara Escarpment, down which the canal was cut, gave easy access to water-power. The village was situated at the top of this slope, and within its borders began the wealth of water-power caused by the descent of the canal. In 1827 the first mill in the village was built by Jacob Keefer.

Through the influence of W. H. Merritt a post office was established there in 1826, called after the township, Thorold, with Jacob Keefer as postmaster, succeeded in 1834 by Peter Keefer. A letter from Duncan McFarland, Port Robinson, to W. H. Merritt, then in Toronto as a Member of Parliament, written January 29, 1835, is postmarked with a small double circle broken by Thorold "30 May, 35" written in, in red.

St. John's is the oldest village in Thorold Township, situated where the Twelve Mile Creek crosses its western boundary. John Darling had a grist mill there in 1801, and built a saw mill farther up the stream. Zenas Fell, another early settler, owned a general store. St. John's post office was opened in 1831, and he became its second postmaster the next year. A letter from R. Rich, St. John's, to Robert Baldwin, Montreal, (Baldwin Papers, Toronto Public Library) is postmarked with a medium-sized double circle enclosing Saint-Johns, U.C. in red, "24 June 1848" being written in.

After 1851 it was named St. John's West, to distinguish it from a post office of the same name in Quebec. The water-power furnished by the Welland Canal, and the railway facilities to the towns and villages along its banks, caused them to outstrip St. John's, which shrank, being farther away.

Port Dalhousie, at the Lake Ontario entrance of the First Welland Canal, originated with its construction. A post office came into being in 1831. In 1837 Nathaniel Pauling, a merchant became postmaster. A letter he sent to W. H. Merritt on November 20, 1833, is signed Nathan Pawling. At the time of the completion of the Second Welland Canal, 1842 to 1845, Port Dalhousie contained only 14 houses, erected on land owned by him.

At the other end of the Welland Canal, where it empties into Lake Erie, Port Colborne, in Humberstone Township, Welland County, came into existence with the construction of the Lake Erie extension of the canal. The first lock, built in 1832, was near the lake, and there a small collection of boarding houses and canal shanties began.

In 1834 Merritt purchased most of the land on which the village stood and had it surveyed into village lots. He also succeeded in having a post office established two years later, named in honor of Sir John Colborne, Lieutenant-Governor of Upper Canada at that time.

On February 9, 1836, James Black, the first postmaster of Port Colborne, wrote to Merritt: "Mr. Berczy (postal inspector) was here yesterday and unless he is called upon by the House to attend any investigation of Post Office affairs, he promises an office on the 5th April. At present Mr. B. will only give us a mail once a week unless there should be a packet from here to Toronto. Then it might be daily."

A letter from Black to Surveyor-General, Thomas Parke, Kingston, is postmarked with a medium-sized double circle enclosing Port Colborne, with "17 June 1841" written in.

For a number of years Port Colborne made no progress. The few houses and one small store near the old lock, in which the post office was kept, constituted the village, until after the government purchased the canal and built the second Welland Canal. The new lock was built at the same distance from the old one and was destined to become the central point of the village.

Port Robinson, in Thorold Township, also began with the canal. At this place was dug a side-cut from the main channel to form a junction with the Welland River. The height of water of the canal above the river necessitated the building of locks. When navigation was commenced a port of entry was established. A post office was opened at Port Robinson in 1836. Both were looked after by Duncan McFarland. The village had first been called Port Beverly, after William Beverly Robinson, a member of the canal company. The post office took his surname instead. A letter from McFarland to Robert Baldwin is postmarked with a medium-sized double circle enclosing Port Robinson, in blue, with "27 Sept 49" written in.

A line of packet boats plied daily from Port Robinson to Dunnville, the mail and passenger west route connecting with the four-horse stage from Hamilton, St. Catharines and Niagara. It was also the centre of mail distribution for Fonthill and St. John's, West, Chippawa, Port Colborne, and intermediate points, but the completion of the canal and the construction of railways had the effect of diverting traffic from Port Robinson, and its importance declined.

Allanburgh, named after another member of the canal company, William Allan, of Toronto, is about two miles north of Port Robinson, also in Thorold Township, at the lower end of the cut. A fall in the canal level at this point necessitated the building of a lock. Mills built in 1833 gave life to the village; they were later owned by Baruch Tucker and John Rannie. A post office was established in 1844, with Rannie as postmaster. The postal name was spelled without the final "h",—Allanburg.

The first township north of Humberstone is Crowland, also in Welland County. In the early 1840's Crowland post office was opened at Dean's Mills, on the road north of Lyon's Creeks, between sideroad 10 and 12, with William Vanalstine as postmaster. The Welland Canal was the means of establishing Stonebridge, officially called Petersburg, where Humberstone post office was opened in 1851. Before the canal a creek passed through the site of the village and the settlers, to cross, sank stones in the water, hence the first name, Stonebridge. Humberstone is one mile north of Port Colborne, and was the more important of the two in the earlier days, but the enlargement of the harbor at Port Colborne about 1850, and its railway facilities from 1854 on, gave the latter an impetus which made it out-rival Humberstone.

The building of the Welland Canal also made necessary the construction of an aqueduct to convey the artificial channel over the Welland River. The first aqueduct was of wood, and when the canal was completed in 1829 the settlement there was known as "The Aqueduct." By 1842 the government began the enlargement of the old canal and proceeded to replace the wooden aqueduct with one of stone. The village changed its name to Merrittsville, under which designation a post office was opened in 1851. Real development began when Merrittsville became the capital of Welland County in 1856.

In 1851 the Welland Canal Loan Company, in which W. H. Merritt was a partner, bought up a large section of the future Merritton, just north of Thorold village, in Grantham Township, to develop the water-power and industries. The communities of Centreville, Westport, Protestant Hill and Slabtown, which were on this site, then united to form Welland City.

In 1858 an unusual transaction took place between two growing communities in the newly formed counties of Lincoln and Wel-

land. Merrittsville took the name Welland from Welland City, the present Merritton. At the same time the residents of the former Welland City chose the other name, with a slight alteration, as Merritton, having considered the name of the canal's originator more fitting closer to his home. When first established the Merritton post office was called Thorold Station. In 1869 the name was changed to Merritton. In 1858 the Merrittsville post office had its name changed to Welland.

On May 4, 1859 the St. Catharines Constitutional reported, "New post office at Ten Mile Creek — 'The Ten' dons a new name and in future will be known by the classic name of Homer." Homer stretches along the present Highway 8 between sideroad 4 and 7 and Grantham Township. When the last Welland Canal changed its course from the Twenty Mile to the Ten Mile Creek Homer was cut in two.

Among the Loyalists who settled in Humberstone Township after the American Revolution was Michael Sherks. In 1862 Sherks-ton post office was opened in the village, stretching along the slanted road in concession I between sideroads 2 and 4, and seven miles from Port Colborne. General merchant William Sherks was the first postmaster. Sherks-ton is a station on the CNR, formerly the Buffalo and Goderich branch of the G.T.R. The same year a post office was opened at Netherby, located in the north-east corner of Humberstone Township. About two miles directly west of Netherby on the same northern boundary road of Humberstone Township is Brookfield Station, on the Toronto, Hamilton & Buffalo Rwy. Its post office was opened in 1876, and E. W. Brookfield first postmaster.

In 1880 was opened Air Line Junction post office, in Humberstone Township where the Great Western Rwy. line, from Ft. Erie to St. Thomas, called the "Air Line", was crossed by the Welland Rwy. between Welland and Pt. Colborne. In 1910 Air Line Junction had its name changed to Welland Junction.

In 1887 the old village of Fonhill, on the present Highway 20, moved from Pelham Township east across its boundary into Thorold Township. In the same year a larger Welland Canal was opened, making the southern section straighter to Port Colborne.

In Grantham Township, McNab, named after Colin and John McNab, who settled

(Continued on page 98)

ROLLERS USED AS PRECANCELS

by E. A. Smythies

The article in December Topics by Merv Quarles gives some interesting information on (parcel) Rollers used unofficially as Precancels, with details of ten such cases before the official order prohibiting this practice was issued in 1904. Since that list of ten cases was compiled, some more examples of these Rollers being used as precancels prior to 1904 have been recorded as follows:—(all on Q.V. 1c numeral)

- 1 and 2 **Brockville, Ont.** Two different types types as illustrated. (The 2nd type was used for P.O.s with long names).
- 3 **Toronto Station B.** On cover dated 1902.
- 4 **Tilsonburg, Ont.** On cover dated 1901. The early Tilsonburg Rollers had one L only, which was later changed to two Ls.
- 5 **Woodstock, Ont.** On cover dated 1902.



These early examples are excusable, since there was no stern official order prohibiting them, but it is certainly surprising — in face of the very emphatic order of 1904 — that so many P.O.s used the small Roller as precancels after that date. Here are some examples.

Toronto, Ont. Two different Rollers on Admiral 1c green (1912-18).

Swift Current, Sask. A complete sheet (in the Hetherington collection?) on Admiral 2c green (1922-28) with original gum.

Kingston, Ont. 1926. A complete sheet in the Keane collection of the modern type 1926 Roller (with horizontal lines) on Admiral 7c red-brown (1922-28) with original gum.

Ponoka, Alta. A complete sheet in the Goodall collection on Admiral 1c green (1912-18), with original gum.

R. L. Stone of Edmonton reported that Dr. Orobko also of Edmonton) remembers as a boy seeing the postmasters of **Chamberlain, Sask** and **Craik Sask.** precanceling Admirals by the sheet, and he had some examples.

Hetherington has recorded the unauthorised use of Rollers as precancels on Q.E. II stamps at **Brampton, Ont.** and **Cobden, Ont.** (1953-54), for which the post-masters were "severely reprimanded". This shows that the prohibiting order of 1904 was still in force.

Still more surprising is a crop of Precancel Rollers on Postage Due stamps on a fairly large scale. A. L. Steinhart of Toronto has kindly sent me examples from **Montreal** (on 1c or 1st issue), five different Rollers from two different P.O.s of **Toronto** on three different values (1c, 2c, 5c) of the 2nd issues (1930-32) and also records an example of the rare Roller **St. Roch de Quebec** as a precancel.

Most surprising of all is the use of the modern type of Roller, with the name of P.O. between six thin horizontal lines, on a variety of values of the current issue of Postage Dues, e.g. I have 1c, 4c, 6c, 10c in blocks with original gum!

Now Postage Due stamps are not used by the general public but used exclusively by the Post Office. The question arises — has the official order of 1904 been modified to allow postmasters to use Rollers to precancel blocks of Postage Due stamps, and thus save the labour and time for cancelling them separately later? It seems a reasonable proposition. A note in Topics (page 311) reads:—"At present the Postage Due is a receipt for insufficiently prepaid postal service". I understand this explains the origin of the "mint" blocks mentioned above. Has anyone any further information?

This brief summary of Rollers used as precancels will suffice to show that this time — space continuum — like the Universe — is a much bigger proposition than originally estimated, in time from 1896 to 1966, in space over four or five Provinces.

(Continued on page 98)

BNAPS at SIPEX

MAY 21-30, 1966

Several BNAPS'ers; expressed their opinion, to the Officers of the Society; that we should have a Lounge at this forthcoming event; as we did at CAPEX in '51 and FIPEX in '56.

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Therefore, by authority of the Chairman of the Board of Governors, and the President, the undersigned has been authorized to solicit donations for same. We have had some donations to date, thus assuring our having a lounge at the Shoreham Hotel, in Washington, D.C., the site of SIPEX.

Any amount that you wish to donate to this cause, will be appreciated by the Society; and the names of all donors, will be published in the May issue of TOPICS (but not the amount contributed).

Kindly make checks, or money orders, payable to the BRITISH NORTH AMERICA PHILATELIC SOCIETY, and send to ALFRED H. KESSLER, (BNAPS No. 334), 7934 PICKERING ST., PHILADELPHIA, PENNA. 19150.

To those who attended either, or both of the above mentioned shows it is not necessary to point out the convenience of a lounge by YOUR SOCIETY; but to those who did not, and expect to attend this one; believe us it is well worth the cost. WILL YOU HELP?

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by N. W. Scales



Two postal stationery covers, the three cent purple and the five cent blue. Both franked with the same stamps, the ½ cent black, the one cent deep green, the six cent carmine lake and the two cent red orange. The large R being a bright purple on both covers.

The three cent envelope going to Bern, Switzerland by the way of London, Eng-

land; the London postmark one in black and the other in red 15 My 95.

The five cent envelope going to South Norwalk, Conn., postmarked in purple with a St. John's barred circle 11 Jy 95 and back-stamped Boston, Mass., JUL 16, 1895. Registry Div. in large purple oval. All stamps tied with black bar cancels.



On making photos of the two covers, had to make the two postmarks separate to bring out the dates. If the dates come out plain in making the covers, the stamps showed up all blurred in black, so to get the stamps in fine appearance, had to make

them separate. The two covers with the bright colored stamps, make a nice page for any collection or exhibit.

Covers in collection of N. W. Scales, B.N.A.P.S. 1058.

"Secret Date"

or

Dated Dies

of

Canada

No. 26

1946

8c Farm Scene

—R. H. Larkin No. 958



(Continued from page 95)

Official Precancels have been systematically studied for three decades or more, Rollers not even for three years. This extensive use of Rollers as Precancels is one of the many surprises that these very interesting and

hitherto utterly neglected cancels are showing.

It is certain that the list to date of Rollers used as precancels is incomplete. If any BNAPSers have some not recorded, I should be very grateful for the details.

(Continued from page 94)

near Eight Mile Creek, was an early stopping place for travellers going westward along Lake Shore Road. It got a post office in 1900, the same year Gas Line post office was established in Humberstone Township on the slanted road in concession 2, at sideroad 14.

This area pioneered in the production and use of Hydro-electric power. The first electric railway in the world was built to connect Merriton and St. Catharines in 1887.

Famous as the cradle of hydro-electric power, the Decew Falls Generating plant was built a decade later on the banks of Twelve Mile Creek, just below the Niagara Escarpment. DeCew Falls, (itself, is on the historic Beaver Dam Creek. About a mile to the north-west is Power Glen, in Grantham Township. Power Glen post office was opened in 1904. In 1904 Shisler Point post office was opened on sideroad 4 in Humberstone Township, just north of Lake Erie.

The widening and improvement of the Welland Canal was begun in 1913 but was not completed until 1942. The Twelve Mile Creek route was abandoned and the Ten Mile Creek was used instead. It now left the Twelve Mile Creek valley at Merritton, heading almost due north to Lake Ontario at Port Weller, Humberstone village was annexed to Port Colborne in 1852.

In 1961, St. Catharines swallowed part of Grantham Township and annexed Merritton and Port Dalhousie, and thus more than doubled its population. Thus, the development of this area, begun by William Hamilton almost a century and a half ago, continues, with the Welland Canal its central feature.

(Continued from page 90)

sheets were date stamped in the upper left corner, and bore a handwritten scrawl that was identified as Wm. The date shown was prior to the date of issue of these stamps, and the initials were those of Wm. Mulock, P.M.G. Given to Mulock for his reference files, they were passed on to Coulter later, and were proofs in every sense of the word. Being on stamp issue paper and in color of issue, they went into my collection as imperf. even though I was aware of their origin. I am not aware of the source of the Morris sheets. Under the circumstances the present owner, who acquired these 5c blocks from the Sissons' sale, can call them whichever he prefers — it seems to be a case six for one and half a dozen for the other.

P.S. There's more to the story of the Robertson-Coulter relationship which can be told later when our Editor needs a space-filler. F. J.

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