

B. N. A. TOPICS

**Centennial Year
1867-1967**



**Official Journal
Of The
British North America Philatelic Society**

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
VOLUME 24 / NUMBER 2 / WHOLE NUMBER 252 / FEBRUARY 1967

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January 1, 1967

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2100 Curtis Wayne R., 311 Riverside Drive, Apt. 14, St. Lambert, Que.
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2010 Steinhart, Allan L., 80 Grand Ravine, No. 907, Downsview, Ont.
2241 Taylor, William P., 416 Orangewood Drive, Dayton, Ohio 45429

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RESIGNATION ACCEPTED

White, Ernest W.

DECEASED

- 85 Kemp, C. George, 4402 King Edward Ave., Montreal, Quebec
1637 Orobko, William, DDS, 300 Birks Bldg., Edmonton, Alberta

DROPPED FOR NON-PAYMENT OF DUES

- | | | |
|--------------------------------|----------------------|------------------------------|
| 996 Allen, J. Millar | 2088 LaBonte, J. D. | 1071 Provick, A. M. |
| 148 Beckman, W. C. | 1622 Lainoff, Milton | 2008 Richardson, Mrs. M. J. |
| 2136 Bell, Dr. Peter A. | 386 Macaulay, Ian M. | 2170 Rivkind, Bernard A. |
| 1874 Collins, S. Graham | 1891 Marino, Joe | 1851 Spiers, E. J. |
| 895 Crouch, Robert G. | 962 McMurry, Jack W. | 1026 Totten, Mrs. Eleanor A. |
| 1802 Evers, Karl J. | 1784 Nault, M. L. | 1964 Vinsel, Thomas |
| 2076 Glazier, Frederick L. Jr. | 2014 Nicol, James W. | 1027 Watrous, John H. |
| 1585 Goody, Harry | 918 Poole, W. J. | 1707 Weston, Douglas R. |
| 1614 Gratz, J. Roger | | |

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, December 1, 1966	1030	
NEW MEMBERS, January 1, 1967	7	
		1037
REGISTRATION, January 1, 1967	1	
DECEASED, January 1, 1967	2	
DROPPED FROM ROLLS, January 1, 1967	25	28
TOTAL MEMBERSHIP, January 1, 1967		1009

THE *Editor's* MAILBAG

Dear Mr. Young,

I wonder if members are aware of a new type of the current Combination Booklet, which the P.O. Department has recently issued, without fanfare, to Post Offices here in Montreal and presumably elsewhere.

The new type consists of a completely re-arranged format to the inside front cover, the most noticeable change being the omission of any reference to the 'Local' letter rates. I think the most interesting point here is that to correct this omission, the Dept., have applied an overprint to the inside front cover which reads "LOCAL LETTERS / 4c / LETTRES LOCALES" in red ink. These new style booklets were on sale in Montreal on November 23rd at 2 downtown P.O.'s.

This 'overstamp' was applied after the booklets were assembled, as proven by the fact that the pane of stamps opposite the front cover shows traces of the red ink. To apply this by hand would incur high labour costs, bearing in mind the quantity involved.

I enclose a sample inside front cover in case you may wish to publish this letter (feel free to edit same if space is a problem) and illustrate the 'overstamp'.

Sincerely

M. B. Dicketts (#2115)

Dear Sir,

The following information may be of interest to those members collecting current Canadian material, and who are also interested in minor varieties.

The writer noticed a used copy of the Newfie Floral that had a break in one of the arms of the red portion of the flower. Examination of a mint sheet showed that, not one, but four relief breaks showed up. Checking sheets from the other three plate positions showed these same breaks in the same positions on each sheet. Curious as to the reason for this I wrote to Ottawa and received the following reply from the Postage Stamp Division.

"This stamp was printed by both the intaglio and offset printing process. Intaglio portions of the stamp include Coat of Arms, all wording, demonination, border and background. In this case the two colors in the flower from the offset portion of the stamp.

To arrive at the litho printing plate, required for the offset printing, for these stamps the original image is hand drawn, one drawing for each color. Each are photographed and duplicated by a process known as stepping and repeating. This process is done by a step and repeat machine which

LETTER RATE WITHIN CANADA

LOCAL LETTERS

LETTRES LOCALES

LETTER RATE WITHIN CANADA

5¢ 1st ounce
3¢ each additional ounce
For rates to other countries
enquire at Post Office.

POST CARDS - 4¢ to all countries

TARIF DES LETTRES AU CANADA

5¢ Jusqu'à une once
3¢ par once en sus
Pour les autres pays: s'informer
au bureau de poste.

CARTES POSTALES - 4¢ pour tous les pays

In answer to my enquiry, the P.O. Department advised that "approximately 2,500,000 booklets were prepared some time ago without specifying the rate for local letters and it was necessary to overstamp them so the rate information appearing on the inside cover would be complete. The first group of overstamped booklets were issued early in October 1966".

can be set to transfer a single image onto a sensitized area the required number of times. This is the method used to prepare a fifty-on positive transparency which was used in the preparation of the type of deep etch plate for this particular stamp. The same method is then used to transfer the fifty-on transparency to a sensitized plate for the required number of panes of fifty images each to arrive at a plate of 300 impressions.

It would appear that the minor relief breaks which you have described are due to minute scratches on the original negative of fifty stamp impressions."

The breaks noted are as follows;

Stamp 13 The center of the left flower has a white break from west to east through the red on an approximate 20 degree angle.

Stamp 31 — Break in the upper red arm of the left flower.

Stamp 39 — Center of the left flower has 45 degree angle line through the red .

Stamp 41 — Break in south east arm of the right flower.

Yours very truly,

A. W. Stewart (1087)

Dear Sir;

The list of the awards given out at the Calgary Annual Convention is short one name.

Harold W. S. Wilding of Winnipeg won a Bronze for his excellent display of selected pages of the early Manitoba cancels on stamps of the 19th Century.

The writer had to twist his arm in order to get him to exhibit, so would much appreciate if you had this noted in the next issue.

Thanks and season Greetings,

Sincerely,

A. W. Stewart (1087)

Dear Mr. Editor,

A letter to Mr. Brotide

I was very pleased to read your letter, in the B.N.A. Year Book for 1966, with reference to Mr. McCready.

I do not know him personally but I did subscribe to "Popular Stamps" for a number of years, and was disappointed when the Magazine ceased publication, for I found more interesting reading in it, than in some of the other magazines I subscribed to. — Gossip, Stamps, Emco, and Etc., Etc.

I think, possibly, no one thought too much of his name being dropped from the membership rolls of the B.N.A.P.S. but I certainly agree, with you, That it would be a fitting tribute, to make him an honorary LIFE member in the B.N.A.P.S.

I do not know, what I can do to help bring this about, but am with you 100%, and I will be pleased to do anything I can to this end.

Thanking you for bringing this matter to the attention of the Members, and the B.N.A.P.S.

Yours sincerely

H. L. Paine

B.N.A. 313

Gentlemen,

I have been making a study of the 1963 G overprints and I have come up with some additional facts that can be added to Mr. Bileski's findings.

The stamps of course are the 1, 2, 4 & 5c denominations. The information from Mr. Bilinski is contained in the December, 1965 issue of Topics.

The normal setting of the "G" is 24½ mm in width and it appears the vertical setting is 21½mm, but I have a L.L. Block of 4, showing the upper pair 24½mm, and the lower pair at 25 mm, on the horizontal measurement. I could find no variation in the Vert. setting, however, the placement of the "G's" appear to differ in their location on the stamps. In my Books of 4 I find in an upper left Blk the "G's" on the upper 2 stamps are 1 mm from the "D" of Canada and the lower 2 G's or ¾ mm from the "D". On the same block, the G's on the upper 2 stamps are 2½ mm from the right side of the stamp and the 2 lower G's are 3 mm from the side of the stamp. It appears as though there was some slippage in the G's! An UR Blk shows the G's all 3 mm from the edge, but the G's only 1 mm from the top of the D on the upper 2 stamps, and ¾ mm on the lower 2 stamps. On a L. L. Blk the G's are 2½ mm from the right side of the stamp, but on the U.R. stamp of the Blk the G is 2 mm from the top of the D. The U.L. stamp of the Blk show a 1½ mm in distance. The L.L. stamp shows 1½ mm, as does the L. R. stamp. The L.R. Blk shows the "G" 3 mm from the right side and 1½ mm from the top of the D on the UR stamp. The UL stamp of the same Blk shows the G 1½ mm from the top of the G and 3 mm from the right side. The L.L. stamp of the block shows the G

3 mm from the right side, and $1\frac{1}{2}$ mm from the top of the D. The LR stamp of the Blk shows the G 3 mm from the right side and $1\frac{1}{2}$ mm from the top of the D. Another L.L. Blk of 4 shows the G on the UL stamp 3 mm from the right side and $1\frac{1}{2}$ mm from the top of the D. The UR stamp measures the same, as do the LL and LR stamps. Another Blk, but not a corner Blk, the LL, UR & LL all measure the same, except that the LR stamp is $2\frac{1}{2}$ mm from the edge and not the usual 3 mm. The distance from the top of the G is the same. On a single stamp I have one that measures $2\frac{1}{2}$ mm from the right and 2 mm from the top of the G, another that measures $1\frac{1}{2}$ mm from the D, & one that measures 1 mm from the top of the D, another that measures $2\frac{1}{2}$ mm from the right side & 2 mm from the top of the D, & yet another that measures $2\frac{1}{2}$ mm & $1\frac{1}{2}$ mm from the side & top of the D. Another single stamp shows the G 3 mm from the right side & $\frac{3}{4}$ mm above the top of the D.

So much for the 1c and now on to the 2c with its missing "G" & wide G's.

A L.L. Blk of 4 shows all G's a uniform $2\frac{1}{2}$ mm from the right side, but the UL & UR stamps are $\frac{1}{2}$ mm from the top of the D & the L.L. stamp & LR G's are $\frac{1}{4}$ mm from the top of the D. All measurements are with the help of a 15 power glass & a Gibbons Instanta gauge by the way.

On a plain Blk of 4 all stamps show a uniform $2\frac{1}{2}$ mm from the right side of the stamps, & all G's are $\frac{1}{2}$ mm from the top of the D. On another UL Blk the G's are 2 mm from the right side & $1\frac{1}{2}$ mm from the top of the D. Thank the Lord for the D's! The UR Blk shows the G's $3\frac{1}{2}$ mm from the right side of the stamp, but all G's are touching the top of the 2nd A in Canada & in fact cover part of the tip of the A. A L.L. Blk of 4 shows the G's on the UL, UR & LR $2\frac{1}{2}$ mm from the side, but the LL stamp is 2 mm from the side, with the "G" on the L.R. & L.L. stamps 1 mm above the D with the UL & UR 2 mm above the D. On another LR Blk of 4 the G's are $3\frac{1}{2}$ mm from the right side of the stamp. Two other stamps show the G being less the $\frac{1}{2}$ mm above the D, & with the LR G touching the top of the 2nd A in Canada.

On single stamps, 2 G's touch the 2nd A, with the G $3\frac{1}{2}$ mm from the right side of the stamp. Two other stamps show the G

2 mm from the right side, & 1 mm from the top of the A. Another stamp shows $3\frac{1}{2}$ mm from the side & $\frac{1}{2}$ mm above the A, & last but not least, one stamp shows the G $3\frac{1}{2}$ mm from the right side, but the G is touching the top of the 2nd A. in Canada. A pair shows the G $\frac{1}{2}$ mm from the top of the D & $2\frac{1}{2}$ mm from the right side of the stamp.

It appears that the normal vertical setting is $21\frac{1}{2}$ mm & the normal Horizontal setting is $24\frac{1}{2}$ mm but I find 2 Blks with the setting 25 mm. The top of the G's appear with both a flat top & a rounded top, with the flat tops and two round tops appearing in the same blocks, with the round tops much harder to find, at least in my collection. The opposite for the 1c.

Now on to the 4c. Here the normal Horizontal setting appear to be $24\frac{1}{2}$ mm. The vertical setting appears to be $21\frac{1}{2}$ mm. On an UL Blk of 4 the G's are $3\frac{1}{2}$ mm from the right side & 1 mm from the top of the D., an UR Blk show all stamps $3\frac{1}{2}$ mm from the right but all the G's are overlapping the top of the 2nd A in Canada. A L.L. Blk shows the G's $3\frac{1}{2}$ mm from the right side & $1\frac{1}{2}$ mm above the tip of the 2nd A in Canada. To add to this, on the LL stamp the tip of the bar of "G" is missing & the G is overlapping the hair on the Queen. A LR Blk shows the G's 4 mm from the right side of the stamp & $\frac{1}{2}$ mm from the top of the 2nd A. in Canada. Another LL Blk shows the G's $3\frac{1}{2}$ mm from the right side, with the G's touching the hair of the Queen & being 1 mm from the top of the 2nd A in Canada. In relation to the flat & round top G's, the round-topped G's are harder to find.

On the 5c stamp, on an UL Blk of 4 as well has LL, UR & LR the vertical setting appears to be 21 mm & the horizontal setting appears to be 24 mm, with the flat top G's harder to find.

An UL Blk shows the G's to be a uniform 4 mm from the right side & less than $\frac{1}{2}$ mm above the top of the 2nd A in Canada. An UR Blk shows the G's to be 3 mm from the right side & the UR & LL Stamps appear to be $\frac{1}{2}$ mm from the top of the 2nd A in Canada & the LL & LR stamps the G is less than $\frac{1}{2}$ mm from the top of the A. The LL Blk shows the Gs to be $3\frac{1}{2}$ mm from the right side, & $\frac{1}{2}$ mm above the 2nd A of Canada. A LR Blk shows the G's to be 4 mm from the right side & $\frac{1}{2}$ mm above the ever present 2nd

A of Canada. A plain blk shows the UR, LL & LR G's ½ mm above the 2nd A, but the UL G is touching the top of the 2nd A of Canada. Another plain Blk shows the G's 2½ mm from the right side, & ½ mm above the D of Canada. Another LL Blk shows the G's 3 mm from the right side & ½ mm above the 2nd A of Canada. Here again the round top G's appear harder to find. I have 1 Blk of 4, a LR Corner Blk, that shows the G's touching or overlapping the Queens neck & 3 single stamps showing the same overlapping.

The 2c missing G shows the vertical setting to be 21½ mm with the G 4 mm over the top of the N in Canada, with almost all of the "G" showing on the Queen's hair & neck. I have not had the opportunity to inspect a wide "G", which would have to be in the Block of 4, or a pair, so I cannot comment on that variety. It appears that there are many settings of the "G" in relation to the Vertical & Horizontal, & many more in relation to the location of the 'G' on the stamp. In estimating the number of possible missing G's & misplaced "G's" Mr. Bileski's article of 12/65

is accurate. It would be proper to itemize the exact locations of the G's regarding the wide & missing G's so that dealers & collectors will know what they are buying.

I wonder how many "home-made" missing & wide G's have been bought so far? I have been offered 2 prs of the missing G so far, but the measurements are off by 1½ mm on the vertical axis & 1½ mm in regards to the G's location over the N of Canada. It should also be noted that the measurement of the G from the left side of the stamp should be 10-10½ mm & from the right side of the stamp it should be 6-6½ mm. I feel that anything outside those distances are open to inspection.

I have found no Flying G's, or High Flying G's etc. in the 1963 G overprints and I estimate that I have inspected over 1000 copies of each stamp, both mint & used. I hope this study will shed a little more light on our knowledge of this issue, & bring to others, as it has to me, a better understanding of our Hobby.

Very Truly Yours

C. L. Cole. No. 1687

BNAPS REGIONAL GROUPS

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Application sent in during	Admission Fee	Dues	Amount to Remit
January, February, March	\$1.00	\$5.00	\$6.00
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July, August, September	1.00	2.50	3.50
October, November, December	1.00	1.25	2.25*

* Applicants may elect to include \$5.00 dues for following year.

Canada's Semi-Official Airmails

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

That all existing literature in the field of the Semi-officials contain a number of errors and require some careful revision is well pointed up in a letter that I have recently received from Squadron Leader Dick Malott. Dick recently purchased at auction a Laurentide cover, Rouyn-Larder Lake, October 3rd, 1924, signed by the pilot, C. B. Cardinet. At least that is the name of the pilot as it is listed in Morgan's 1931 Catalogue and in the Catalogue of the A.A.M.S., but Dick, who is somewhat more knowledgeable about the names of the early pilots than most of us, took a closer look at the signature and saw that—although at a casual glance it certainly does appear to read C. B. Cardinet—it actually reads C. S. Caldwell. Although I have not seen Malott's actual cover, I have checked the facsimile of the "Cardinet" signature that appears in the frontispiece of the 1931 Morgan Catalogue, and once you know what you are looking for there can be no question that the name reads Caldwell.

We know that there was a C. S. Caldwell who flew originally for the Ontario Provincial Air Service in the early 1920's and we know that many of the Laurentide pilots were recruited from this source. (Caldwell was killed in a crash in Montreal in 1929). After receiving Dick's letter I further recalled that I had had some correspondence with H. H. Parsons, one of the Ontario Air Service pilots, and at one point asked him if he knew Cardinet. He replied that neither he nor any of his friend among the surviving pilots of that period recalled his name.

Thus it becomes evident that there probably never was a pilot named Cardinet, he is a sort of a flying ghost, a figment of the imagination born of a poorly written signature misread by an early cataloguer—probably Morgan—but given substance and stature through the years and perhaps destined to fly on forever had Dick Malott not bought that particular cover. I will certainly try to see that the revision of the A.A.M.S. Catalogue corrects this error,

but it gives rise to wonder how many other errors have crept into the literature and are well on their way to perpetuating because so many catalogue editors simply copy their earlier colleagues or their earlier editions without review or research.

I know for example that several pricing errors in the Holmes catalogue, wherein the price of a complete sheet of eight stamps is listed at less than eight times the price of a single of that stamp, have been carried on from edition to edition. I have also heard on good authority that every illustration of the Grand Army of Canada Toronto-Hamilton stamp of 1920 that appears in many catalogues is actually the illustration of a forgery of this stamp, since an early illustration was made from a forgery and many subsequent illustrations were made from this original.

Returning briefly to the subject of the Patricia Airways and Exploration Co. stamps, I mentioned in my last column that many of the different overprints of the third issue can be found on cover, flown between various points in the Red Lake area, all dated March 9th, 1928. I wondered if these were some sort of "last day" fling or "made to order" covers after the company had gone into liquidation.

I have since noted that the first day of usage of the stamp of the Patricia Airways, Ltd. was March 9th, 1928 and I have also noted the remark in the A.A.M.S. Catalogue under Patricia Airways, Ltd. as follows: ". . . prior to the issuance of its own definitive stamp on March 9th, 1928 some mail was flown franked with the Patricia Airways and Exploration Company's stamps, as a matter of courtesy."

While the A.A.M.S. Catalogue notation seems to imply that the P.A. & E. stamps were only used on Patricia Airways, Ltd. flights prior to March 9th, it seems to me that in all likelihood they were also accepted for flight on March 9th and that these P.A. & E. covers are actually a part of the first day of regular service flights of Patricia Airways Ltd. I will appreciate any comments or information in this regard.

WHY DON'T YOU WRITE A CENTENNIAL ARTICLE

CANADA 1875

THE 5c "LARGE QUEEN"

by A. Graham Fairbanks

Probably the first Dominion issue, the so-called "Large Queens" of 1868, would have the vote as the best designed and produced stamps of Canada, at least for the 19th Century.

Generally included with these is the large 5c value, although by rights it should be grouped with the later "Small Queens", as it was not issued until Oct. 1, 1875.



Fig. 1

Of all values, perhaps the 5c could be termed the "ugly duckling", as the design appears a bit fussy compared to the classic simplicity of the others — also, its rather drab olive-green color does not help. A die for this stamp was made in 1867, along with the others, but it was not required until 1875 — during which interval, the single letter rate to the United Kingdom was reduced from 12½c to 6c on January 1, 1870, and then to 5c on June 30, 1875, via any route.

The 5c Large Queen was thus a "provisional", with a short official use of some four months, until the 5c "Small Queen" appeared about February 1, 1876. As the printers grouped their charge for both the 5c Large Queen and the 5c Small Queen to cover a total of two million copies — it has been estimated only that the 5c Large Queen had a printing of about 1,000,000 — certainly far less than for any other Large

Queen, as for instance the 3c with 29,300,000 copies. The 5c also had no papermaker's watermark, re-entries, paper or perforation varieties, nor much difference in shades — unlike most or all of the other values.



Fig. 2

With this rather bleak background and the lack of material, it is small wonder that the 5c has received little or no attention from writers. Nevertheless, I will try to present some data of interest, I hope, on this elusive stamp.

Perforation is 11½ and 12, as with some later printings only, of the ½c and 15c; Boggs lists an imperforate pair, unused — but I can find no record of this ever offered

— perhaps a proof, they do exist on thin wove paper. Single copies are hard to find well centered and any pairs are quite scarce; strips — 2 of 3, 1 of 4 and 1 of 5 recorded, and the few blocks must be at least as rare as those of other values.

Coloured or fancy cancels are rarities on this stamp — again due to its short life and small printing.

The few covers that appear are undervalued, I think as the 10-volume 1868 collection of the late J. D. Smart and rated the finest known, had only 6 covers (with singles).

Illustrated herewith are some pieces selected from the writer's collection, with brief comments:—

—Photo No. 1 shows what most would term a Progress Die Proof — rather than an Essay, as the design is identical with actual stamp — less the wording "Canada Postage" and "Five Cents". Note that the circle is framed by a "rope" design, not used on other values.

This proof is engraved in black on India and there are two double circles about 35mm in diameter enclosing it, which do not show in the cut. I am not quite sure of their significance.

There are completed die proofs of this and other values with a 2-line imprint below — but I cannot find a record of progress proofs for any Large Queen in Boggs, Jarret, etc — nor in any "name" auctions — so perhaps this item is unique.

Photo No. 2 portrays a block of six, printed in blue, directly on heavy card. These plate proofs formed part of an original block of 24 (8 x 3) which was unfortunately cut apart — leaving two blocks of six, two blocks of 4 and 2 pairs. Block No. 2 had positions 5-6-15-16-25-26 — so

that an imprint should appear above 5 and 6, but there is no trace. Position No. 16 has an unrecorded flaw, a lump on the Queen's neck, which I hope is noticeable here. I call it the "Goitre" variety, but cannot find an example on the actual stamps — nor have others reported it. This fact, plus the lack of imprint on block No. 2, old Ottawa imprint type 3 on next photo No. 3, and the horizontal setting of the 2 blocks is 3 mm apart, whereas my block of stamps in photo No. 4 plus pair I have — are only 2-2½ mm apart — is all evidence that possibly an initial plate was made in Ottawa, between 1867 and 1874, with imprint type 3 at bottom only — but discarded due to damage at position 16 and perhaps other faults.

The second block of six (not illustrated) is a TR corner, with positions, of course, 9-10-19-20-29-30.

Shown in photo No. 3 is a strip of plate proofs, in green on card, with a bottom imprint. The positions are therefore 95-96-97-98.

A curious feature here is that the imprint is Boggs type 3 — "British American Bank Note Co. Montreal and Ottawa", whereas Boggs states the 5c has type 5 imprint only, wording as above, but" . . . Montreal", and he shows this imprint above an unused block of 8 stamps.

The facts were that the B.A.B.N. Co. moved all their plant to Montreal in late 1874. All their plates made there after — 1874 — bore their new imprint type 5, with all printings made in Montreal up to 1887.

As the only plate for the 5c was prepared in 1875, I cannot account for the old "Montreal and Ottawa" imprint on this piece — unless two plates were made, which seems unreasonable in view of the stamps small printing and short life; also note that



Fig. 3

two plates only were sufficient for the 3c, with a printing of some 29 million.

Possibly the first plate was damaged or broken? (see previous remarks on photo No. 2.



Fig. 4

Photo No. 4 shows an unused block of four, with full gum (which should be brownish and streaky, for this stamp).

Between the Jarrett & Reford collections, there were 4 unused blocks, 2 used and one of 8 unused; none in Smart, so I can record 9 blocks — including the one here and one shown in Boggs.

If any, there are probably a few more and I believe the 5c blocks of four are rarer than those of any other value; this, of

course, apart from larger multiples of other values — a block of 6 of the 1c orange being evidently unique.

A rare use of the 5c is shown, on Photo No. 5, where the stamp was used to pay the combined rate of 3c postage, plus the registration fee of 2c. Such usage was disallowed by the Post Office in 1876. The stamp is tied by the Circular Date Stamp of Annapolis, N.S., De 2-75, and addressed to Middleton (N.S.). Few of the covers existing (or stamps off cover) are dated in 1875, as of course only 3 months could appear — October, November and December, so that most are postmarked in 1876, 1877 and 1878. There may be the odd letter beyond 1878, but by that time the "small queens" should have taken over.

Photo No. 6 illustrates the proper use of the 5c, that is, the single ½ oz. letter rate to the U.K. — in this case, to England.

The stamp is tied by an unusual type of Halifax CDS—MY 16-76 (note the inverted "MY") plus the other part of the duplex — a large "H" in grid.

On the face is the usual "PAID LIVERPOOL BR. PACKET" (26 MY 76), in red — a receipt marking.

Another odd use of the 5c is shown on Photo No. 7, a letter with a pair of 5c, barely tied through the perforations by a black target cancel, plus a 1c orange-yellow "small queen".

This is a large legal envelope, with Straight Line "REGISTERED" and I account for the 11c rate by:—2c registered fee and triple postage rate 9c (3 x 3). The origin is denoted by a Circular Date Stamp



Fig. 8



Fig. 5



Fig. 6

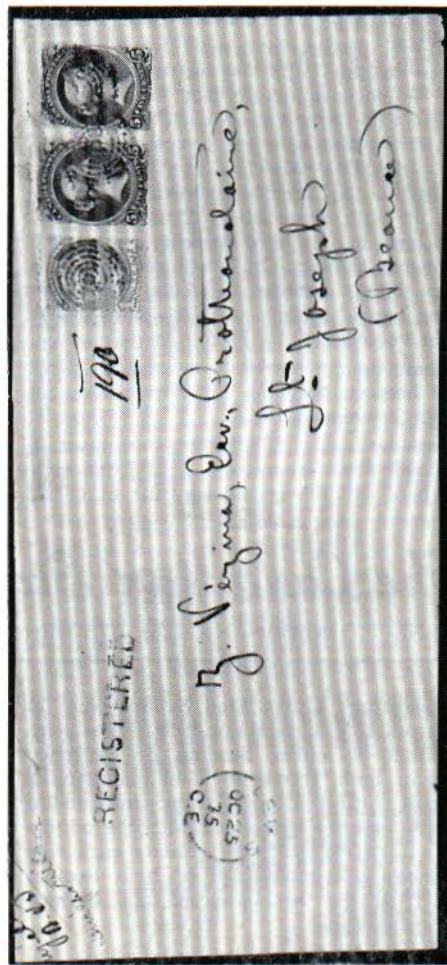


Fig. 7

"LEVIS, OC 25-75, C. E." with destination — St. Joseph (de) Beauce — both in the Province of Quebec.

The sender could not use the 2c registered stamp, only issued November 15, 1875, so postage stamps had to be used for combined rates until a P.O. notice on October 1, 1876 proclaimed that "postage stamps cannot prepay registration charges" — nor vice-versa, but this rule was later relaxed.

A real puzzle, in several ways, is presented by the weird — and unique, I am sure — cover in photo No. 8. This has a 5c and a 3c Large Queen, each tied by black "PAID 5", also by a red circular "AMERICA — PAID — MY 7 — 81 (?) — LIVERPOOL" — the latter being Jarrett's type No. 549, in with some other Canadian "paid" markings, but nothing on what town — if applied in Canada. On face is also part of a large black circular marking, the only letters legible being "FFA" — which could be for Buffalo, N.Y.

There are no markings on reverse, probably because only the top flap of the envelope remains.

The destination, Rochester, is a town in England, some 30 miles east of London.

Where was the origin, why the rate, and

why the Paid 5 killer, certainly not Canadian?

The BNA cancel sage from Michigan, Mr. Frank Campbell, has opined this cover is genuine, but has no explanation to offer.

There was an 8c rate, effective January 1, 1870, to Great Britain via New York, by British Packet, and several covers exist with a 6c and 2c Large Queen in accord, but this rate was cancelled in June 30, 1875 and changed to 5c, via New York or any other route and of course this cover cannot be earlier than October 1, 1875.

I thought the letter may have been sent — or taken — from Queenston, Ontario — across the Niagara river — to Buffalo — both border "exchange" towns and from there (uncancelled, except for the Buffalo transit) to New York, where the "Paid 5" was applied — but Campbell remarks that after 1875, such letters to the U.K. were carried in sealed bags, permitting no border markings.

The "Paid 5" is also obscure, but I finally located it on P201 of Herst-Zareski's U.S. cancel book, with the not "1842" (!) — but no town given — perhaps New York?

Here it stands, and I would give much to know the answers!

The Canadian Stamp Collector

GLENN F. HANSEN, No. 2203, 375 Jefferson Ave., Winnipeg 17, Manitoba

Handstruck Ocean Mail Stamps were in use from 1840 until about 1859. These were expressed in either Sterling or Currency rates or both. It was in 1840 that Samuel Cunard (1787-1865) of Halifax and Landon entered into an agreement with the admiralty to provide two trips monthly each way between Liverpool, Halifax and Boston. This was the beginning of the Cunard Steamship Lines.

The rate for letters between Canada and England was set on July 6th, 1840 as 1 Shilling 2 Pence which was equivalent to 1sh4d Currency. The rates were reduced in 1854 to 8d Stg or 10d Currency by British Packet to New York or 6d Stg: 7½ d Currency if sent by Canadian Packet via Quebec or Halifax. Covers bearing the proper markings of the period are valued at \$3.00 to \$15.00.

After the American Revolution postal re-

lations between Canada and the United States were slowly established. The first postal convention between the two young countries was concluded in 1792. By its terms letters from Canada to the United States had to be prepaid to the lines (the border) but the United States rate could be prepaid or not. Letters from the United States to Canada could be prepaid to the lines or sent entirely unpaid but the Canadian rate could not be prepaid in the United States as the U.S. Post Office did not allow any of its offices to act as agents for the Canadian Post Office.

The 20% commission paid to the Canadian Deputy Postmaster General for collection of American postage charges was a lucrative form of additional income to both Sutherland and Stayner in Canada and the practice continued until 1844 when Stayner's stipend was changed to a straight salary

of £2500. By 1847 the United States was issuing its own adhesive postage stamps and the 20% commission on their sale was wiped out. As a result in November of 1847 Stayner issued a directive stopping the collection of American postage by Canadian post offices.

To prepay a letter all the way to a point in the United States a Canadian would have to have the proper United States stamps and affix them to his cover as well as prepay the Canadian rate. This condition continued until May of 1849 when agreement was reached between the United States, Great Britain and its North American Colonies making full payment in advance optional. This agreement was continued after Canada assumed full control of her postal services in 1851 and was not materially changed until prepayment in full became required in 1875.

Paid To The Lines covers from Canada to the United States and from the United States to Canada are amongst the most interesting postal material of the pre-adhesive era. Some of the Canadian covers were en route to Europe via New York and Boston or other ports and on these the American postage rates had to be paid as well. During the period of usage (1792-1875) postal rates in both Canada and the United States changed many times. In the beginning both countries had rates based on distance and the number of sheets of paper involved. For instance the United States postage on a single sheet letter from Quebec to New York was 18¾c from 1825 to 1845. This was based on a distance of between 150 and 400 miles and was automatically doubled if even the smallest additional piece of paper was enclosed.

In 1845 the rates in the United States were based on weight and distance and in 1855 the rate became a straight 3c for distances up to 3,000 miles and 10c for any greater distance. Canadian rates followed a similar pattern.

Covers of the period bearing the postal markings of both countries are valued according to the rarity of the particular markings involved. The more common types are valued at \$2.50 to \$5.00; rarer types are valued at up to \$50.00. From 1847 till 1851 the American postage could be paid with United States Postage stamps and covers bearing these early stamps correctly used on mail from Canada or to Canada are highly valued and bring prices in the \$250.00 to \$400.00 range in auctions.

From April 23rd, 1851 till June 30th, 1851 it was possible to prepay the Canadian rate with Canadian stamps and the United States rate with American stamps and these covers are as valuable as those bearing the United States stamps and in some cases much more valuable.

After July 1st, 1851 it was possible to prepay postage to either country entirely with the postage stamps of the country of origin.

The collections which can be formed of "Paid to the Lines" correspondence can tell many interesting stories of early life in Canada. Until the use of envelopes became general the letters themselves formed their own covers and the contents, at times, make history live. Speaking generally it was the more literate element of the population which made use of the mails and the letters of the period reflect a high level of educational background.

VARIETY ON THE TWO CENT PURPLE NUMERAL

What was taken for an ordinary ink splash on a copy located several years ago, now appears to be a constant variety as another identical copy was recently discovered in an accumulation. Fortunately, the first copy found was put aside.

Not having seen this variety illustrated or described, this is sent along to enable other members to see if they have any copies. The variety is a large solid ink splash extending down from the "C" of "Cents" and is quite apparent with the naked eye.

S. S. Kenyon



Rounding Up Squared Circles

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

HALIFAX '4' ABOVE THE DATE A MYSTERY

By Dr. Alfred E. Whitehead

The above was the title of a short article I wrote for TOPICS, appearing in the issue of January, 1960. I quote briefly from it (there are abbreviations and modifications) for the sake of newer BNAPSers and as an introduction to additional material.

"During the Halifax squared circle period, 1893-99, the time-marks 1, 2, 3, 4 were in use, and it was naturally assumed by collectors that '1' would indicate the first clearance of the day, '2', the next, and so on. This was correct for 1, 2 and 3, but questionable for '4'. Halifax covers with '4' above the date show the peculiarity that they invariably carry receiving marks of the same date as that of the Halifax cancellation. (Of course, this didn't apply to letters addressed to distant points, points beyond the Maritimes). When the cover shows 1, 2, or 3 above the date, the receiving date is what one would normally expect — one day or so later."

Then I listed covers sent to Londonderry, N.S., Moncton, N.B., Guysboro and Bridgetown, N.S., etc., all with '4' above, which showed receiving marks of the same date — an impossibility if '4' represented the final clearance of that date.

Two letters were later received, from which I now quote:

- (1) From F. W. L. Keane (BNAPS 565), TOPICS, April 1961: ". . . It is possible that the use of '4' above the date arose from a difference between the calendar date and the P.O. working day . . . The night shift at Halifax worked until, say, 1 A.M. or 2 A.M. each night . . . At some suitable time in this shift, the date of the cancellation would be altered to the new day, but from the point of view of the staff, the clearance and the time-mark '4' would remain the same, that of the old day. The mail thus cancelled was then despatched by the early train of the new day and would have a whole day in which to travel and to be struck with the date stamp of destination on the same day."

- (2) From J. J. Bonar, Edinburgh (BNAPS 892), TOPICS, May 1961: ". . . '4' above Halifax dates . . . may have been reserved for mail which reached the P.O. after the last evening despatch . . . such mail was cancelled with the date stamp of the following day, the '4' serving as a clue for the postal authorities in the event of being asked as to delay in despatch . . . I am basing my idea on the long series of Edinburgh cancellations in which the c.d.s. on letters arriving late for despatch contained the words 'Posted Since 7 (or other hour) Last Night' . . . These 'Posted Since' cancellations, familiar to all who have collected 19th century issues of Great Britain, were in use from 1856 to 1883 . . ."

I have no doubt that the two writers quoted have given us, with slight differences, a correct insight into the matter of '4' above the date on Halifax squared circles. Since 1960-61 I have accumulated more such covers, all of them agreeing with the theory set out above. There are, however, other and quite different proofs of its correctness, which I propose now to bring to the attention of the many students of Halifax squared circles.

- (A) After the first brief use of Halifax Hammer I (only 3/ Jy 1, '93 is known) there was a gap of several weeks before it reappeared on Au 26, '93, during which the c.d.s. was in use. I have the following group (indeed, my earliest matched group for Halifax):
Au 26, '93 — 1, c.d.s.; 2, 3, both Hammer I squared circle; 4, c.d.s. It is evident here that '4' was a carry-over from Au 25, followed by '1', Au 26, c.d.s. The use of Hammer I began with time-mark '2' and the squared circle then continued in use. I have never seen 4/ Au 26, '93 for Hammer I, but everything is possible in our hobby! The next day, Au 27, was a Sunday and I have only '3' for that date; the squared circle was, of course used.

(Continued on page 50)

Buffalo Chips

Editor: C. T. WALKER, BNAPS 1725, 14350 Ravine Drive, Edmonton, Alberta

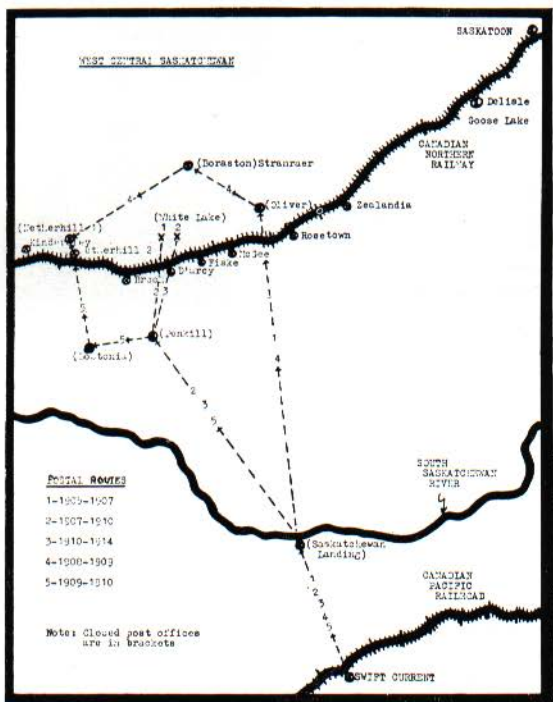
WEST CENTRAL SASKATCHEWAN

Much has been written about the postal services of the territories but little is documented between this period and the development of the postal services as we know it. One area which was settled between 1905 and 1914 is located Southwest of Saskatoon and Northeast of Swift Current. Today the largest part of this district is known as Hillsburgh.

In the early 1900's the Canadian Pacific Railroad had passed through Swift Current and on into Alberta. The mail from the East came to Swift Current by rail and was then taken North to Saskatchewan Landing by wagon or horse. Between 1905 and 1907 the mail from Saskatchewan Landing was carried by horse to Oliver. This post office served an area of 50 square miles and each settler collected his own mail. It served the area around what is known today as Brock

(General Brock) and D'arcy (Thomas D'arcy McGee). When Oliver closed in 1907, Minor White opened a post office closer to D'arcy and Brock. The mail now came by horse from Saskatchewan Landing to Penkill and on to White Lake. In 1910 the post office was moved to another location but retained the name under postmistress Monteith. This post office was open only on Saturday, 10:00 a.m. to 5.00 p.m. The mail still came by horse from Penkill to this new location until it closed in 1914.

Further Westward, the Netherhill area (Beith Ayrshire Scotland) was served by a farm post office under J. Craig, opening in 1908. The Eastern mail came via Swift Current, Oliver to Boraston post office. The postmaster, J. McGill, then sent the mail by horse 26 miles to Netherhill. This lasted about one year and the mail was then sent to Netherhill via Swift Current, Saskatchewan Landing, Penkill and Bostonia.



In 1910 the post office moved to the town-site, retaining its name and postmaster.

While the mail was coming from Swift Current during this time (1905-1909) the Canadian Northern Railroad was being constructed from Saskatoon (1907) passing Goose Lake (Goose Lake Line) to Zealandia by 1908. By 1909 the rails had passed through D'arcy, Brock and Netherhill to Kindersley. The mail came by rail to D'arcy in 1911, Brock in 1909 and Netherhill in 1910, and the era of horseback delivery had ended in this area.

Cancellations Noted

Saskatchewan Landing 1880-1946? 34-19-15-W3 closed

(a) Broken circle 19½ mm.

(b) Circular killer 23 mm 8 bar.

Oliver 1905-1911- (12-31-16-W3) closed.

Boraston 1910-? (6-32-18-W3) now Stranraer

Boraston — no cancellations noted

Stranraer

(a) Closed Circle 23 mm.

(b) Moon 7665 28 x 25 mm.

White Lake # 1 1907-1910 (36-29-20-W3) closed

No cancellations noted.

#2 1910-1914 (32-29-19-W3) closed

No cancellations noted.

Penkill 1909-194? closed

(a) Broken circle 19½ mm

Bostonia 1909-? (-27-22-W3) closed

No cancellations noted.

Netherhill #1 1908-1910 (32-29-21-W3) closed

No cancellations noted

#2 1910—open (11-29-21-W3)

(a) 11 Bar duplex with 22 mm head.

Brock 1909-open (35-28-30-W3)

(a) 11 Bar duplex with 23 mm head

(b) Closed circle 23 mm

(c) Moon 6192 28 x 24 mm.

D'arcy 1911—open (12-29-19-W3)

(a) D'arcy station closed circle 23 mm

(b) D'arcy station circular killer 22 mm 8 bar.

More Sketches of BNAPSers

DR. ROBERT V. C. CARR, 117 Robin Hood Way, Sherwood Forest, Youngstown, Ohio

#109 — MAX ROSENTHAL No. 1104

Felt it was about time to present to readers of TOPICS, our prolific writer of many and varied articles which have won him much praise — Max Rosenthal.

Max is one of our younger members in age but one of the older in date of membership. He is a native of Toronto (his present residence) but spent spent much time in early years living in small communities where he developed his great interest in the small post offices — particularly Owen Sound where, at the age of 10, he started collecting.

Max is not married and we can see why he has so much time to dig into the writings, documents, and old maps at the Toronto Library and the Ontario Archives. His next hobby then, as we can imagine, is reading, with time out for his love of music, naturally the classics. Max wrote that besides all of this, "I have to work in the clothing business" — spoken like the true collector!

Societywise, he also belongs to the Stratford Stamp Club (one of the founders), the North Toronto Club, and helps Jim Sissons run the Toronto Stamp Club.

Max literally travels for his postal history studies — he's a hiker, too. At Laskey,



he had this photo taken before the Laskey Emporium which once housed the early post office, the subject about which he so enjoys writing. In his collecting of Canada, he favors the postmarks of 1870-1910. All of these interests have appeared in his articles ever since 1954.

Let's hope that Max keeps up with his writings to help our TOPICS be the fine stamp publication that it is. May his enthusiasm for writing brush off onto a few other BNAPSers — many of you have the material and need only devote a little of your time to write it up and send it on to John Young. You owe it to your society and to philately.

☆ A CENTENNIAL ARTICLE ☆
BRITISH COLUMBIA
What is a "Paste-Up"?

By Stuart Johnstone

There seems to be a very definite increase in interest in the stamps of British Columbia, perhaps exemplified by the number of auctions dealing with these stamps.

I know I have been asked quite often by those who know of my obsession with the early express covers just what a paste-up is and it occurred to me that it might be of interest even to those collectors who do not collect the stamps of this Province.

In order to understand why the envelopes or as we know them, covers were used in the manner to be described it is essential that we deal first with the postal facilities of the time of their use, or someone is liable to ask why the dickens did they do that anyway.

Generally speaking there was no postal system as we know it today as the express companies handled virtually all of the mail for quite a span of years prior to confederation with the rest of Canada. Even when the Colony of Vancouver's Island had its own stamps in 1860 United States stamps had been sold and continued to be sold in the Victoria Post Office to pay the postage on mail leaving the Colony.

Previously the Colonial postage had been collected from the colonists and the Express Companies, by handstamping Envelopes with a succession of Handstamps for which the sum of 2½d or 5c was charged and these stamps, for that is what they really are, create a most fascinating story of their own. All of them are scarce and some of them are positively rare even though they are ignored by the Catalogue publishers and the auction people refer to them as Postmarks thereby creating happy hunting grounds for the Knowledgeable collector.

When the American miners thronged into Victoria when word of the discovery of gold in the Fraser River Valley reached San Francisco, the Express Companies followed immediately, and virtually took over the handling of the mails.

Without trying to localize the activities of the various Companies, Freeman, Ballou, Dietz & Nelson and Barnard took their own envelopes in quantities to the local Post

Office and had them Handstamped with the aforementioned stamps which satisfied the charge on all mail handled in the Province.

Now is when the use of a "Paste-up" took place.

1. Mrs. X, a resident of Victoria — or a lawyer — or a merchant wanted to write to someone who had gone to "the diggings" in the interior so she took her letter to Dietz & Nelson who sold her one of their envelopes on which the local postage had already been paid and it was then addressed to the recipient. Knowing that her husband would have neither stamps nor envelopes she arranged with Dietz & Nelson to have them paste her envelope to another addressed to herself and into which he would place his reply. In all probability she paid D & N for all the services required. They would then stamp both sides of the Paste-up with their paid stamp and would take the letter as far as Fort Yale where it would be handed over to Barnard for ultimate delivery in the Cariboo and Barnard and D & N would later settle for agency fees between themselves. Husband Bill in the meantime has read his wife's letter, tears off her envelope and hands to Barnard on his next trip around the return envelope. Naturally both covers suffered in the tearing apart, hence the all too often description "back badly damaged".
2. Every once in a while one is lucky enough to acquire a still-joined Paste-up showing both outgoing and return covers and they really tell the story of the period.
3. Mr. X in his reply asked for some sox to be sent along so dutifully. Mrs. X takes her reply along with the parcel To Dietz & Nelson and they, knowing the difficulties of delivery in this still Wild territory paste the envelope to the parcel and once again we finish up with "Back badly damaged."

If one can appreciate that the Island Colony, and even more so the Colony of

(Continued on page 50)

Perfin Study Group

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

PS. This design, being one of the so-called semi-official perfins is of more than average interest. Used by the Province of Saskatchewan from various offices throughout the Province. We have recently had some notes from Mr. Joseph Meyer, BNAPster #1454 of Regina who tells us that the several departments housed in the Administration Building used punched postage stamps only on mail going out from their offices after 3.30 p.m.

Prior to this time mail is handled through the Legislative post office and is metered. Other departments that are located in buildings other than the central administrative building use punched stamps exclusively. This would also seem to apply to branch offices located in other cities and towns throughout the Province. From the limited information so far available it would seem that there is the one machine in use and that all departments and offices through the Province are supplied with stocks of stamps on indent with the exception of the meter usage mentioned.

LA. This design has previously been mentioned as punched on C9a, the booklet stamp. Mr. Albert Kreger, BNAPster #1931 of Rainy River posed the question as to whether this item was on a single, pair or complete pane, or could it be a C9 which had been clipped.

P. D. Q.

MERV QUARLES 17344 Mahoney Parkway, Hazel Crest, Illinois 60429

Editor Young on July 28 suggested P.D.Q. material submitted for BNA Topics is better suited for a handbook. The proposed BNAPS PRECANCEL HANDBOOK could be organized along the following lines, Introduction, Chapter I, Forerunners Chapter II, Early Classics, (Small Queens) III Late Classics IV Edwards V Early Admirals (original colors and War Tax) VI Late Admirals (1920 color changes and new values) VII 1928 Scrolls VIII 1930 Issues IX — 1932 Medallion, X—1935 Dated Dies, XI — 1937 George VI, XII — War Issue XIII 1949 George VI XIV Elizabeth Issues, XV Precancelled Perfins XVI Uncatalogued

As Russ McNeil BNAPster #649 had reported this item we asked his opinion and in his reply he reported that he had had used pairs and that there was no doubt as to their being genuine stamps from panes of C9.

The writer is able to provide a clue as to how these could have been put into use. The one dollar gift booklet containing panes of the 3c, 4c and 7c air did not achieve the popularity hoped for by the Post Office Department and were very slow sellers. After all, you were paying one dollar for ninety-eight cents worth of postage stamps. The Post Office Department eventually broke them up and sold them as single stamps and panes over the counter. Your scribe remembers buying such stamps at the Adelaide Street post office in Toronto.

No doubt an order was filled for 7c air mail stamps for the L.A. from this stock of exploded booklets and used at the L.A. post office. This is a more likely explanation than that the LA postmaster bought complete booklets and exploded them thereby involving his accounting in the loss of two cents per booklet.

If you worry about the Adelaide Street postmaster losing the two cents. He didn't. Provision was made for a credit of two cents for each cover returned from the exploded booklets.

Varieties XVII, Roller Precancellations XVIII Precancelled Stationery, XIX Precancel Forgeries.

In my opinion such a handbook will not replace the catalog as prices will not be included. Such data as dies in the late admirals, dates of issues where known, quantities issued; shades; narratives about the stamps in that a condensation of all information available at this time will be included in this book.

Such names as Walburn, Heffie, Kraemer, Manley, Sonne, Campbell, and Weston come to mind. Who else may step forward to help. The more information the better the handbook.

Constant Plate Varieties of the Canada Small Queens

PETER J. HURST, 3445 Cote Des Neiges Rd., Apt. 329, Montreal 25, Quebec.



Fig. 1

Illustration No. 1 shows the "CANADA" flaw on the 3c, which has been known to specialists for a considerable time. This is one of the strongest plate flaws of the second Ottawa era, and of diminishing nature as proven by eight dated copies seen, extending from July '94 to Sept. '96. A horizontal strip of five exists with the variety as the second stamp.

It is interesting to note that an almost identical flaw occurs on the 1c during the "Montreal" period, one copy being dated Aug. 13/87. As yet, it is not known whether this flaw is of progressive or diminishing nature, since obviously it would take at least two dated examples to establish that point; however, it would seem logical to expect comparison with the 3c variety.

In an additional sense, the 1c flaw is found in two stages, inasmuch as the upper left corner ornament is doubled through re-entry on some copies seen, and plain on others. I have recorded a used block of four with the lower left stamp showing the variety.

Additional data regarding a prominent early variety is represented in Illustration No. 2. This is Shoemaker's variety No. 6 and Reiche's No. 48.

As proven by a horizontal imprint pair, the position is No. 6 on the second "M. & O." plate (capital letters throughout), pane unknown. Examination of a number of dated copies, ranging from '74 to Dec. '79 — most of which were, logically, perf. $11\frac{1}{2}$ x 12 — bears out the following.

Main scratch through "E" of CENTS: of diminishing nature. In the earliest copies



Fig. 2

the scratch extends as shown in the illustration, running downward well into the bottom horizontal bar of the "E". Intermediate copies show less of the scratch, until the late copies it has disappeared from the oval and shows only within the vertical bar of the "E".

Additional scratch near lower left corner: I know of only one, very early copy showing this, but it is defined enough to assume constancy.

Additional scratch and dot in right margin: two copies are known, one in a pair, dated Apr. 8/77 and July 13/77 respectively. Later copies with sufficient margins at right, which were unobstructed by cancellation, emphatically do not show this variety.

Small flaw at lower right corner: I have seen this only on two very late copies. Similarly, there is a suspicion that the lower left ornament shows doubling on certain late copies recorded, but for the time being this observation must be accepted with reservation only, since the material seen so far makes proof of constancy impossible.

While going through various notes and records during the compilation of this column, I happened across one referring to

(Continued on page 50)

POSTAL SERVICE IN THE EARLY DAYS ALONG LAKE SUPERIOR'S NORTH SHORE

by Max Rosenthal

In 1859 the steamer *Rescue* arrived at the future site of Port Arthur on Thunder Bay, carrying a mail intended for the Red River Settlement at Fort Garry. It also brought Fort William's first settlers, the McVicar's. Robert McVicar was to be Crown Lands Agent and the first postmaster at Fort William. This was in the Algoma Territory, set up the year before, which extended around Lake Superior and indefinitely west.

Fort Kaministiquia had been completed by the North West Company in 1805. In 1807 it was renamed Fort William in honor of William McGillivray, its head. After the North West Company merged with the Hudson Bay Company, Fort William became the headquarters for the great fur trade of the West. The fur traders had to keep knowledge of the country's resources from the outside world, for, if mining, lumbering and farming opened the country the fur animals would disappear. Mail service was strictly private, so one finds little mention of it during their time.

By 1856 the mail was brought by the steamer in summer and an overland post in March.

All that the fur traders could do, however, did not prevent civilization from pressing in. The valley of the Kaministiquia River became known. In the spring of 1858 a deputation consisting of several leading merchants of Toronto waited on the Governor-General to obtain assent to the petition of the *Rescue* Company formed to open up the distant territory of Lake Superior and establish a mail route through to the Red River settlement, on the understanding that the government would aid the project in the shape of a subsidy for the carrying the mails. The project was approved.

An exploring party was soon sent to Lake Superior, and the site of Port Arthur was pitched upon as the most desirable location for landing. A clearing of 30 to 40 acres was made, a wharf, large warehouse and cottages erected, and a wagon road towards Dog Lake begun. The mails were carried regularly from then on. In summer the mails

went from Collingwood to Fort Garry twice monthly, in winter coming by dog team via Duluth twice a month.

In 1860 Robert McVicar became postmaster of the Fort William post office, the one farthest west in Canada until Confederation. Miss C. McVicar took over the post in 1864.

In the spring of 1862, just as orders were given for a fleet of light-draft ships, suitable for navigation of the lakes and rivers of Dog Lake, the government transferred the mail subsidy to another company. The government was not strong, and it was felt that such a break of good faith must have been because of the exigencies of the party, which required the aid of votes to maintain its position.

In 1868, when the government hired S. V. Dawson of Fort William to rebuild the wagon trail westwards, he selected the same site of the future Port Arthur as its beginning. Thunder Bay post office was established there in 1869.

The beginnings of Port Arthur were clustered in a small clearing on the shores of Thunder Bay in 1870 when Colonel Wolseley and his troops arrived that spring on the journey overland to the Red River to quell the Riel Rebellion. It was then known as the "station", and the reason for its existence was the building of the Dawson Route to Fort Garry, and nearby mines. There was a general store and trading post, built by Thomas Marks, a number of houses and a small dock.

When Colonel Wolseley came in on the *Chicora*, on board was Marks. Upon leaving the steamer *Wolseley* asked Marks the name of the place, and, on being told, said "We will call it Prince Arthur's Landing." Then serving with the British forces in Canada, later Prince Arthur, as Duke of Connaught, was to be a Governor-General of Canada. The name took kindly among the 200 inhabitants, and held until 1874, when the municipality of Shuniah was created and officially fixed the name. However, the post office continued as Thunder Bay.

On this island at the tip of eastern peninsula landing Thunder Bay silver was discovered in 1868. During the summer of 1870 Silver Islet came into the hands of American businessmen and a mine was established. Wooden cribbings were built around the edges of the island, and on them five large houses were built, besides the engine house and office. Silver Islet post office came into being in 1871. Frank Campbell writes. "In its heyday much mail from an island 100 feet square was an oddity."

Red Rocks post office was opened in 1872 two miles upstream from the mouth of the Nipigon River. Here was an Indian mission, containing about 500 aborigines. At this time the government entertained the idea of making it the Lake Superior terminus of the transcontinental railway. Important improvements were made by the man in charge, of the Hudson Bay Company post, Robert Crawford. Docks, houses, stores were rapidly constructed, in anticipation of the promised terminus. Crawford was the first postmaster. A change of government occurred, and abandoned the north shore terminus.

Although the post office and company's stores were called Red Rocks, the railroad station was named Nipigon. In the mid 1880's the post office for a while was called Nipigon, or its older version Nepigon.

Almost 20 miles west of Port Arthur, on the Dawson Route, was established Kaministiquia post office in 1875.

During the summer of 1871 a number of large mines were opened, which brought hundreds of people into the region. While the boats were running, the mail service was satisfactory. In the winter there was an understanding with the American mail carriers to bring the Canadian mail as far as the boundary at Pigeon River. The Canadian mail carrier met him and brought the Canadian mail to Fort William, by dog sled.

That winter the Canadian mails were not coming to the Pigeon River as usual. The Canadian couriers reported that they had heard that there was too much mail for the Americans to handle expeditiously. By mid-winter the people at Fort William were getting desperate. Writing in the Thunder Bay Historical Society Report of 1912-13, Donald McKellar related.

"A meeting was called and it was declared that someone must go to Duluth, to find out what the trouble was. It was ar-

ranged that I should take five Indians. It means 400 miles on snowshoes, there and back, along the north shore of Lake Superior, a rough and rocky coast. The citizens' committee prepared telegrams to be sent to Ottawa, and a number of Americans largely interested in the silver mines, who were there for the winter, prepared telegrams to be sent to Washington, each urging their respective governments to have their mails forwarded.

"We found the ice very good for traveling to Pigeon River, but from there on the lake ice was floating, so we had to go to the shore, through the woods, until we arrived at Grand Marais. That night the wind turned off lake and moved the ice out from the shore, leaving a clear sheet of water, permitting a rowboat to be used to good advantage. Next morning the ice was again piled up on the shore. We had to take to the woods, and two days later arrived at Beaver Bay. The Wieland Brothers had a large sawmill and store at this point.

"When we told Mr. Wieland that we came for the Canadian mail, he said: "I have the contract for carrying that mail. I took it some years ago when there were only two or three letters and perhaps one or two papers each trip. This was not very much along with the Grand Portage mail that I had to carry anyway. I never expected that the mail would increase the way it has. It would be ruinous for me to carry it now at the price I am getting. Look into this room and see the number of bags I brought here, but I could not send them on."

"I proposed that we send four of my men back with the mail that was here, and asked Mr. Wieland to come up to Duluth and we would see what could be done here. Duluth is about 50 miles from Beaver Bay. We arrived in Duluth in two days, went to the post office and found one of the rooms there filled with Canadian mail bags. The postmaster said that he did not know what to do with them. I sent my dispatches off to Ottawa and Washington. In three days the postmaster received orders to forward all Canadian mail without delay, at any cost.

"We were busy the next two days getting mail carriers away with the mail. On the third day we started for home, and had to take four Indians along with my man to carry all the mail that was left. After a very hard tramp we arrived home safe and sound, 30 days from the time we left. The mail service during this time was once a week

during the winter until the Canadian Pacific Railway was completed."

In 1874 efforts were being made to locate the Red River Railway, afterwards the Canadian Pacific Railway, at the mouth of the Nipigon River. After much effort a committee from the Lakehead persuaded the government that Thunder Bay should be the terminus. The first public meeting at Prince Arthur's Landing was held in 1875, when the C.P.R. was begun, and the subject discussed was "the coming of the railway."

SMALL QUEENS

(Continued from page 47)

Variety No. 3 of my first column, in the December issue of "Topics", and hasten to include it today. Eleven years ago, I wrote this memo (to myself):

"3c, see top marginal strip of "H" pane, Montreal plate, as illustrated in Boggs, page 284.

"Position No. 3 shows variety, flaw in

BRITISH COLUMBIA

(Continued from page 45)

British Columbia was populated by a pretty rugged type of individual and that offices with filing cabinets and organized office procedure as even then known to the other

It meant much to those people so isolated from civilization, cut off so many months of the year from all communication east and west.

In 1883, the C.P.R. being under way, the name Shuniah was changed by the railway's wish to Port Arthur, supposed to be partly as a compliment to Prince Arthur, and as a companion to Port Hood, the Pacific terminus. That year the name of the post office was also changed from Thunder Bay to Port Arthur.

right margin near top of 3".

Looking at the picture of this strip, I feel strongly inclined to accept this graphic evidence, my conviction being based upon the remarkably faithful likeness of the flaw, the location of the stamp in question under the "Counters", and the absence of a position dot at the lower left corner, all of which is in agreement with the criteria outlined in the December column.

provinces were virtually unknown, it is a wonder that so much has survived and if some of the truly rare covers are a bit scruffy they all tell a story if one has imagination enough to visualize the romance or tragedy involved.

SQUARED CIRCLES

(Continued from page 42)

(B) Another interregnum occurred in November of 1893, during which the c.d.s. was again used. Consider this: No. 3, '93 — 1, 2, both Hammer I; 3, c.d.s.; 4, Hammer I.

It is evident that the interregnum began with 3/ No. 3, '93 and that '4' was a carry-over from the use of Hammer I on No. 2, '93. A similar state of affairs marks the end of this interregnum. Consider these:

No. 14, '93 — the last complete day of c.d.s. use.

No. 15, '93 — 1, 2, both Hammer I; 3 (not known to me); 4, c.d.s.

Again, '4' is a carry-over.

(C) We now come to the period of Hammer II, which had its first use from De 21, '96 to Ja 22, '97. My records for December, 1896, are not complete, but for the end of this period: Ja 22, '97 — all Hammer II.

Ja 23, '97 — 1, 2, 3, all Hammer I; 4, Hammer II.

Here '4' is a carry-over of Hammer I from Ja 22, '97.

(D) Hammer I remained in use until late March, 1897, when Hammer II returned. Consider this:

Mr 30, '97 — 1, 2, 3, all Hammer II; 4, Hammer I.

The '4' on Hammer I is a carry-over from the preceding day.

(E) In 1898 there was occasional revival Hammer I. Dates in September and October are known, but the chief days are Oc 17-20. Of this period, I have two complete days:

Oc 19, '98 — all Hammer I

Oc 20, '98 — 1, 2 both Hammer I; 3, Hammer II; 4, Hammer I

The '4' of Oc 20 is a carry-over from Oc 19.

(F) My final example concerns the closing days of the Halifax squared circles, except for the brief revival of Hammer II in 1908, which will be dealt with in a later article. For some years I thought Fe 9, '99 was the last date of normal use of squared circles at Halifax, but several years ago I was most surprised to find a copy dated 4/ Fe 10, '99. This is the

(Continued on page 52)



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SQUARED CIRCLES

(Continued from page 50)

only Halifax squared circle of this date known to me and I can only

conclude that we have here one of the most interesting examples of the characteristic use of Halifax '4'; it must be a carry-over from Fe 9, '99.

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