

B. N. A. TOPICS

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1867-1967**

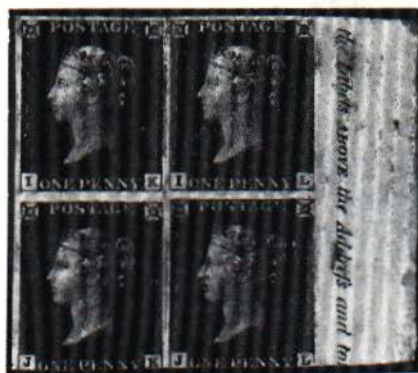


**Official Journal
Of The
British North America Philatelic Society**

VOL. 24, No. 6-7, WHOLE NUMBER 256, JUNE-JULY, 1967

Published June 5th, Printed June 8th

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BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
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HIGH VALUE NOVA SCOTIA PENCE COVERS

by John T. Pratt

CANADA — ONE CENT 1859

A STUDY OF PLATE VARIETIES

by Stewart S. Kenyon

EARLY POST OFFICES OF

THE KITCHENER DISTRICT

by Max Rosenthal

A DIE PROOF OF THE 3c VALUE OF

THE 1897 JUBILEE ISSUE

by Vincent G. Greene, L40

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Monthly Report from the Secretary

JACK LEVINE, 1029 Nichols Dr., Raleigh, North Carolina 27605

May 1, 1967

NEW MEMBERS

- 2283 Arthur, Mrs. R. M., 6545 Sherbrooke Street West, No. 8, Montreal 28, Quebec
2284 Gregory, Neil T., 509 Lansdowne Avenue, Saskatoon, Saskatchewan
2285 McMillan, Alex, 1827 Regent Street South, Sudbury, Ontario
2286 Purrington, Clarence E., 23 Winn Street, Wakefield, Massachusetts 01880
2287 Southey, Thomas W., 16 Jill Crescent, Islington, Toronto, Ontario
2288 Winter, Charles W., 390 East Edith Avenue, Los Altos, California 94022

APPLICATIONS PENDING

Stone, Robert L., 9351—83 Street, Edmonton, Alberta
Stulberg, Dr. F. G., 15 Westgate Crescent, Downsview, Ontario
Waters, Rev. Moir A. J., 224 University Crescent, London, Ontario

APPLICATIONS FOR MEMBERSHIP

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

- ABELS, Robert H., 1070 Darby Road, San Marino, Calif. 91108 (DC) CAN, NFD—19th & 20th century mint & used postage and blocks. Plate blocks. Coils. O.H.M.S.-G. Mint & used Airmails. Proposed by J. Levine, No. 11.
- BARON, John F., 18204-48th Ave. W., Lynnwood, Wash. 98036 (C-CX) CAN, NFD, PROV—Mint & used Blocks. Federal, Provincial & Tax Paid Revenues. "Locals". SPECIALTY—Tobacco. Proposed by W. F. Haley, No. 1674.
- CHAPMAN, Sidney Ernest, "Thatch Cottage", Upton Hill, Upton St. Leonards, Gloucestershire, England (C). Proposed by R. S. B. Greenhill, No. 749. Seconded by Dr. C. W. Hollingsworth, No. 896.
- DECKER, Robert L., 590 Mary Street N., Gravenhurst, Ont. (C-CX) CAN—Used Postage. Used Airmails. Postal Stationery entires. Flag, Slogan & Squared Circle cancellations. SPECIALTY—Early covers Muskoka District. Proposed by L. Armson, No. 1781. Seconded by G. Johnston, No. 721.
- DICKEY, Raymond A., 311 West Pitkin, Pueblo, Colo. 81005 (C-C) CAN, NFD—Mint postage. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes and complete. Federal & Provincial Revenues. Mint Airmails. Proposed by J. H. M. Young, No. 1523.
- FOURNIER, Capt. P. L., 7 Gloucester Road, Brampton, Hants, England (C-CX) CAN—19th & 20th century mint & used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Federal Revenues. Mint & used Airmails. Cut-squares. Postage Dues. Proposed by R. J. Woolley, No. 359.
- FWILES, George, 2 Cordwell Villa, Aston Road, Wem, Shropshire, England (C-X) CAN—Mint & used postage (20th century). Pre-stamp, stampless covers. Territorial, Flag, 2 & 4-ring, Squared Circle and Duplex cancellations. Proposed by C. R. McNeil, No. 649.
- JASPER-BATSON, Athol, 2 Victor Road, Glen Iris S.E. 6, Victoria, Australia (C-CX) CAN—19th & 20th century mint & used postage. 1st Day & 1st Flight covers. Coils. O.H.M.S.-G. Precancels. Seals. Semi-official Airmails and on cover. Postal Stationery entires. Literature. Proofs & Essays. "Locals" RPO, Territorial, 2 & 4-ring, Dog Mail & Stamp Exhibition cancellations. Varieties from 1910. SPECIALTY—Precancels & Semi-Official Airmails. Proposed by R. J. Woolley, No. 359.
- STIBBS, Norman C., 306 Silica St., Nelson, B.C. (C-X) CAN, NFD, N.B., N.S., P.E.I., V.I.—19th & 20th century mint & used postage and mint blocks, 1st Day covers. Plate Blocks. Coils. O.H.M.S.-G. Mint, used booklet panes. Mint & used Airmails. SPECIALTY—'97 Queen Victoria Jubilees. Proposed by R. T. Fraser, No. 1167. Seconded by J. V. Rogers, No. 700.

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(Notice of change MUST be sent to the Secretary)

- 2122 Berry, James D. Jr., 34 Aquidneck Ave., Portsmouth, R.I. 02871
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637 Lett, W. Ralph, 118 Montgomery Ave., Apt. 105E, Toronto 12, Ontario
1819 McKay, Doris Mrs., 10439—140 Street, Edmonton, Alberta
649 McNeil, C. Russell, Concord Apts. Ste. 3-C, 187 Park St. St., Hamilton, Ont.
1607 Potts, G. H., 941 Marchmont Road, Duncan, B.C.
2232 Toth, Ernest S., 2029 Montague St., Regina, Sask.

MAIL RETURNED

(Information to present address appreciated)

- 1734 Harrington, Dr. Paul, 88 Haddington Ave., Toronto 12, Ontario

DROPPED FROM ROLLS FOR NON-PAYMENT OF DUES

- 817 Compton, Richard A., 229 Ridgedale Road, Ithaca, N.Y.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, April 1, 1967	1009	
NEW MEMBERS, May 1, 1967	6	
	—	1015
DROPPED FROM ROLLS, May 1, 1967	1	1
TOTAL MEMBERSHIP, May 1, 1967		1014

**OFFICIAL NOTICE
NOMINATIONS**

FOR BOARD OF GOVERNORS:

Lawrence M. Bell, Saint John, N.B.
Sam C. Nickle, Calgary, Alberta
Robert H. Pratt, Milwaukee, Wisconsin

Respectfully submitted: Nominating Committee, E. A. Richardson, Chairman. Stuart Johnstone, B.C.;
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Alberta.

Annual Report From the Treasurer . . .

JAMES T. CULHANE, 119 Montgomery Ave., Coleston, Norristown, Pennsylvania

BRITISH NORTH AMERICA PHILATELIC SOCIETY

STATEMENT OF OPERATIONS

As of December 31, 1966

INCOME		EXPENSES	
Dues		B.N.A. Topics	
For 1966 paid in 1965 and earlier	\$ 164.20	Print 10 Issues	\$4,023.97
For 1965 and earlier ..	54.00	Cuts	455.98
For 1966	4,657.36	Postage	371.76
From Life Membership		Mailing Services	244.96
From Life Membership		Mailing Envelopes	252.02
Fund	155.00	Misc.	4.50
Fees	82.00		—————\$5,353.19
	—————\$5,112.56	Yearbook	
B.N.A. Topics		Printing	\$1,084.75
Advertising for 1966 ..	\$1,150.75	Postage and Mailing ..	78.22
Classified Advertising ..	60.83		—————\$1,162.97
Subscriptions and Back		Library	
Issues	41.00	Regular Expenses	\$ 172.21
Misc.	10.87	Special Purchase	140.69
	—————\$1,263.45		—————\$ 312.90
Yearbook		Miscellaneous	
Advertising	\$ 580.63	Discount on Canadian	
	—————\$ 580.63	Funds	\$ 115.39
Library		Canadian Bank Chges.	20.14
Rentals—Sale of Excess		Postage	261.04
Mat'l & Donations ..	149.76	Printing & Stationery ..	300.98
	—————\$ 149.76	C.P.A. Audit	50.00
Miscellaneous		Grand Award	
Handbook Sales	\$1,255.57	BNAPEX '66	54.20
Sales Dept.—Income in		Cost of Handbooks	
Excess of Expenses ..	704.27	Sold	957.17
Misc.	42.78	Office Equipment Rep.	18.38
	—————\$2,002.62	Misc.	20.58
Total Income	\$9,109.02		—————\$1,797.88
		Total Expenses	\$8,626.94
		1966 Surplus	482.08
		Total Expenses	
		plus Surplus	\$9,109.02

STATEMENT OF OPERATIONS

As of December 31, 1966

ASSETS	LIABILITIES
Funds on Deposit	\$3,723.02
Funds in Custody of Sales Manager	785.55
Funds in Custody of Handbook Agent	90.92
Funds in Custody of Librarian	27.55
Funds in Custody of Editor	21.09
Funds in Custody of Circulation Editor	23.50
Squared Circle Handbook	562.54
Postal Stationery Catalogue	89.75
Admiral Handbook	2.31
O.H.M.S. Catalogue	17.43
Accounts Receivable:	
Topics Advertising	\$286.00
Yearbook Advertising ..	292.00
Misc.	20.70
	\$ 598.70
	5,942.36
	\$5,942.36

President's Message

It is now some few months since the Society honoured me by electing me to the office of President. I do wish to thank you all for the confidence you have shown in me to lead the Society for the next two years.

As your President I feel that I should make some suggestions for the benefit of the Society in which I hope all members will take an interest and will participate.

We have a continuing problem of maintaining the membership at the one thousand mark. Annual fees and advertising income do not cover the costs of producing Topics and the Year Book, income from other sources, particularly the sales circuit, so ably handled by Jim Lehr make up the deficiency.

These are two fields in which the members can be active in support of the Society. Introduce new members and support the sales circuit, either by sending in your duplicates for sale or by purchases from the circuits.

Since my election to office I have come to appreciate the volume of time and effort contributed by all the officers and department managers for the benefit of us all and would suggest a word of thanks when you may have occasion to contact one of them.

A special word here for John Young, your editor, whose Centennial project is a full year of Topics having special articles with a Centennial background. Please give him your support by submitting suitable articles for publication.

Hoping to see many of you at the Alpine Inn. I understand that there is still accommodation available.

Faithfully yours,

R. J. WOOLLEY,
President.

Report from the Library

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

THIS MONTH'S FEATURED BOOK

THE HISTORY OF THE POST OFFICE IN BRITISH NORTH AMERICA 1639-1870

by William Smith

In the past two months we have featured two of the outstanding books on British North America philately. These books describe in great detail the many interesting points of the Postage Stamps of British North America. This month we are presenting to you a 356 page cloth bound book published in 1920 by the Cambridge University Press.

William Smith was associated with the Canadian Post Office for thirty-six years and was at one time Secretary of the Post Office Department of Canada. Material for the book was gathered from the General Post Office, London, the British Museum, the journals of the Colonial Legislatures, and the Public Archives of Canada. An item of great interest and value was Frank-

lin's Account Book which is in the Boston Public Library.

This history begins with the early postal services in the American Colonies, through the Colonial post office under Queen Anne, the early Packet Service, the post office through the American Revolution, beginning of the postal service in Canada and up to the postal services in effect in 1870.

This is an extremely complete coverage of the Postal History of the period and as such will be of great interest to students of the development of the postal services in British North America.

This book is only one more of the many fine pieces of literature that we have in our Library and it is hoped that by bringing some of these to the attention of the members that we can encourage a greater number of members to take advantage of the Library facilities. Rental on this scarce book will be 50 cents for a 30 day period plus postage.

Several months ago, the Library was fortunate in obtaining a series of "Canadian Almanacs" from 1851 to 1895. We have now prepared a list of the contents which will likely be of interest to members. Needless to say there is a considerable amount of other information on such things as Lodges, Clergy, Customs Tariffs, Legislature, etc. These Almanacs are available to members at a rental fee of 50c each per month.

Canadian Almanacs — List of Contents

Year	Map	P.O. List	P.M. List	P.O. Rates	M.O.O. List	Special Contents
1851	Part of Canada West					
1852	Part of Canada West	X	X	X		P.O. Regulations
1853		S	S	X		
1854	Part of Canada West	X	X			
1855		S	S			Act to Regulate Currency
1856	Canada East				X	Future of West Can. (4pp)
1857	Canada West — Railways	X	X	X		Railway Policy (4pp)
1858	Canada West	S	S	X		Great North-West (4pp)
1859	Essex County	S	S	X		
1860	P.O.'s in Canada West	S	S	X		Monetary Institutions of Can. (5pp)
1861	Part of Canada West	X	X	X	*2	Our Municipal System (5pp)
1862	Part of Canada West	S	S	X		
1863	Part of Canada West	X	X	X	*2	
1864	Part of Canada West	X	X	X		Ten Reasons for Emigrating to Canada (5pp)
1865		X	X	X		
1866		X	X	X	*2	Engraving of Parliament Bldgs.
1867	Confederate Provinces of BNA	X	X	X		
1868	Dominion of Canada	X	X	X	*3	
1869		X	X	X	*3	
1870	North-West Terr. & Br. Col.	X	X	X		
1871	Ontario (see Note #4)	X	X	X		Province of Manitoba (½ pp)

Canadian Almanacs — List of Contents

Year	Map	P.O. List	P.M. List	P.O. Rates	M.O.O. List	Special Contents
1872	Part Ontario — New RR's	X	X	X		(a) Metric System (1pp) (b) Province of Br. Col. (1pp)
1873	Part Ontario — New RR's	X	X	X		
1874	Ontario (see Note #5)	X	X	X		
1875	Route of the C.P. Rlwy.	X	X	X		
1876	Manitoba	X	X	X		
1877	City of Halifax	X	X	X		
1878		X	X	X		
1879		X	X	X		
1880	City of Toronto	X	X	X		
1881	City of Quebec	X	X	X		
1882	City of Hamilton	X	X	X		
1883	Part of Ontario showing RR's	X	X	X		
1884	Part of Ontario showing RR's	X	X	X		
1885	CPR Montreal to Manitoba	X	X	X		
1886	Part of North West Terr.	X	X	X	#6	(a) Militia List (b) N.W. Rebellion of 1885 (5pp)
1887	CPR and Connections	X	X	X		(a) Militia List (b) Can. Pacific Rlwy (5pp)
1888	Ontario Railways	X	X	X		(a) Militia List (b) A Symposium on Commercial Union Between U.S. & Can.
1889	City of Toronto	X	X	X		
1890		X	X	X		
1891	Can. & Part of U.S. showing RR Connections	X	X	X		
1892	City of Toronto	X	X	X		
1893	City of Montreal	X	X	X		
1894		X	#7	X		(a) List of RR & Steamship Lines (b) Flag of Our Country (10pp)
1895		X		X		(a) List of RR & Steamship Lines (b) Imperial & Can. Flags (4pp) (c) Procedure of House of Commons (5pp) (d) Royal Military College of Can. (4pp) (e) H.M. Regular Forces in Can. (1pp) (f) Fortifications & Garrison of Esquimalt & Victoria (½pp) (g) H.M. Ships on Our Coasts (3pp)

Notes

1. X indicates Complete list, S indicates Supplementary list.
- *2. In 1861 Money Order Offices began to be indicated on the list in italics.
In 1863 Sub Offices began to be indicated on the list by an obelisk.
In 1865 Offices selling Bill Stamps began to be indicated by an asterisk.
- *3. Post Office List separate for each Province.
4. Map shows free grant lands and railways projected and in course of construction.
5. Map shows railway connections on the frontier townships between Toronto, Ottawa and Montreal.
6. Way Offices dropped from Post Office List.
7. List shows Post Offices and Railway Stations. Names of Postmasters dropped.

AIR POSTS OF NEWFOUNDLAND

by Gilbert A. Penny

Along with the famous and infamous who, in their early attempts to fly, met with either spectacular success or complete failure, were those with their feet on the ground and their eyes to the future use of the airplane. One such person was Postmaster General J. A. Robinson of Newfoundland, who in looking to the use of aircraft for carrying mail, gave to the Philatelic world a slice of aviation history rivaling the adventures of "Those Magnificent Men in Their Flying Machines". Thus, for the collector of airmails and for the collectors of British North America stamps, one of the most exciting collections to assemble, study and write-up is that of the airpost stamps of Newfoundland. The stamps are steeped in the history of aviation and with the lives of people that helped make aviation a way of life for "Man and His World".

The first of the Newfoundland airs (C1) was an overprint "First Trans-Atlantic Air Post, April 1919" on two hundred copies of the three-cent, red-brown Trail of the Caribou issue (117). This stamp is a rarity of the Philatelic world, as it was issued for an attempted (first) non-stop flight over the Atlantic from Newfoundland by pilot H. G. Hawker and his navigator Grieve. For this flight, Postmaster General Robinson had 200 copies overprinted at the "Daily News" office. Ninety-five of these copies were actually used on mail; eighteen others were either destroyed or damaged; eleven were presented to officials; and, seventy-six mint copies were sold to the general public for \$25.00 each, with the money going to the Marine Disaster Fund. Failure was the reward of Hawker and Grieve. Approximately 1500 miles out to sea, their aircraft was forced down. They (and the mail they carried) were rescued by a ship. The mail was later delivered to its destination as evidenced by the back stamp on the covers.

Another attempt at a trans-Atlantic flight also ended in failure. In this instance, the aircraft Raymor, piloted by Captain Raynham, crashed at St. Johns, Newfoundland. For this flight, PM Robinson prepared a small quantity of special stamps by overprinting in manuscript, the words "Aerial Atlantic Mail, JAR" (SG-142a) on the same 3 cent Trail of the Caribou used for the Hawker attempt. Since this stamp was manuscript overprinted, it is considered by

some collectors to be a provisional and not an attempt at an "official" air mail; but, since there was not a definitive air mail stamp in existence, this point is open to a bit of academic debate.

Actually, there were two attempts by the Raymor in 1919 (May and July), both ending in a crash. As a result, there are less than ten examples of this particular stamp in existence. It is here that PM Robinson demonstrated his faith in the future of "air mail". He had the overprint "1st Atlantic Air Post, Martinsyde, Raynham, Morgan", applied to the one-cent green; two-cent red; three-cent red-brown; five-cent ultramarine; and twenty-four cent bistre stamps (SAN, 3-7) of the 1919 Trail of the Caribou issue. Although these airmail stamps were prepared, they were not released for issue. Airmail was still in the crawling stage. A second attempt at an airpost stamp was the overprint "Trans-Atlantic Air Post, 1919. One Dollar" (C2) on the fifteen-cent scarlet, Seals stamp of the Cabot issue (70). This particular stamp was over-printed for use on the mail carried on the first successful flight across the Atlantic by Alcock & Brown (St. Johns, Newfoundland to Derrygimla, Clifden Co., Galway, Ireland). For this particular feat, Alcock & Brown shared a \$50,000 prize offered by the London Daily Mail, and in addition, received Knighthoods. As a point of interest, their Vickers-Vimey twin-engined biplane made an average speed of 120 miles per hour and completed the trip in sixteen hours and twenty-seven minutes.

Once again, anticipating a continued need for air mail stamps, PM Robinson had Mr. J. Withers of the "Royal Gazette" overprint another 10,000 of the fifteen-cent Seals stamp. For the specialist this overprint produced a series of varieties. The overprinted stamps were issued in sheets of twenty-five on which there were 17 normal surcharges: seven were without the comma after the word "POST" and one was without the period after "1919". Of the 10,000 stamps available, 6,800 were normal; 2,400 were of type B; 400 type C; and 400 of type D (see FIG. 1).

The third airport stamp was an overprint "Air Mail to Halifax, N.S. 1921" (C3) on the red thirty-five cent Iceberg off St. Johns stamp of the Cabot issue. There were 14,000

1	a	a	a	b	a
6	a	a	b	a	b
11	a	a	a	¹⁴ c	a
16	a	a	b	b	a
21	a	²² d	a	b	a

FIG. 1

stamps of this particular issue overprinted by the Post Office for use on the proposed airmail service from Botwood, Nfld. (a pulpwood and mining community of 1300 people situated on the North Shore) to Halifax, N.S. A number of attempts were made to carry the five-thousand or so letters scheduled for this service, but they were finally forwarded by surface mail. Another group of constant varieties was produced by this overprint. Of the 14,000 stamps issued, 3,920 were with normal surcharge; 5,600 had no period after "1921"; 560 had the first "1" of "1921" under the "f" of "Halifax" as well as, no period after "1921"; 2,240 had a spacing of 1.5mm between "Air" and "Mail" (normal has 2.75mm spacing); 1,120 of the small spacing, had no period after 1921; 560 had no period after "1921", and the first "1" of "1921" is under the "f" of "Halifax" (see FIG 2).

The fourth in the overprint series is the sixty-cent Henry VII (74) of the Cabot issue with the overprint "Air Mail De Pinedo 1927" (C4). Three-hundred of the Henry

VII stamps were overprinted by Robinson & Co. Ltd., of St. Johns, Nfld. for use on mail to be carried by the Italian Commander, Francesco De Pinedo on his attempted non-stop flight to Europe in the seaplane Santa Maria II. De Pinedo, like many a predecessor, developed engine trouble and was forced down at sea. At the Azores, repairs were made and he resumed his flight and finally reached Rome. Of the 300 stamps issued, 230 were used on correspondence; Commander De Pinedo was presented with 66 copies; and 4 were destroyed.

On October 9, 1930, the monoplane Columbia, piloted by Captain J. E. Boyd and Lt. H. P. Connor, left Harbour Grace (a fishing town of 2,000 population and the landing point for the cable from England) and flew to Croydon Airport, London, England. D. Thistle (of the Royal Gazette) had, at the request of PM Robinson, overprinted 300 of the thirty-six cent Trail of the Caribou stamps (126) "Trans-Atlantic Air Mail by B. M. Columbia, September 1930 Fifty Cents" (C5) for use on the flight. The New-

1	b	a	b	c	⁵ f
6	d	a	d	b	a
11	b	a	b	b	¹⁵ e
16	b	d	a	d	a
21	b	a	b	b	²⁵ e

FIG. 2

foundland post office, in order to prevent cornering the market, restricted the sale to the envelope. In order to reduce the risk of overprint errors, this stamp was overprinted in blocks of four. Less than one-hundred and fifty mint copies of this stamp are known to exist; twenty of which were in the original blocks of four. Experts have cautioned that forgeries of the "Columbia" overprint exist and care should be exercised when acquiring a copy from other than a reliable source.

In 1931, Newfoundland issued its first definitive series of airport stamps (C 6-8). They were designed by A. B. Perlin and were issued in three values; fifteen-cents, fifty-cents and one dollar. The fifteen-cent issue depicting an aircraft over a wooded snow scene with dog train was for use on local air mail; the fifty-cent depicting a Vickers-Vimey leaving St. John along with a sailing packet was for use on airmail to Canada and the United States; the one-dollar issue depicted the trans-Atlantic

routes of historic flights and was for use on trans-Atlantic mail. In May of 1932, at the direction of the Post Master General, 8,000 of the \$1.00 trans-Atlantic stamps (C8) were overprinted "Trans-Atlantic West to East Per Dornier DO-X May, 1932. One Dollar and Fifty Cents" (C12), for use on the return leg of the DO-X flight to Germany. Of the 8,000 stamps overprinted (by Mr. D. R. Thistle), slightly over 1,800 were actually on flight covers (these covers are dated May 19 or 20). For the specialist, C6 thru 8 were reissued on watermarked paper (C9 thru 11).

Nineteen thirty-three saw the issuance of a new definitive set of airmail stamps (C13-17). They were issued in values of five, ten, thirty, sixty and seventy-five cents. The five-cent stamp depicted a covey of Ptarmigan put to flight; the ten-cent stamp depicted a fishing and camping scene; the thirty-cent stamp depicted a group of sealers on the ice; the sixty-cent value depicted a schooner

(Continued on page 173)

Perfin Study Group

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



Newfoundland Revenues

A few months ago I tendered apologies to various correspondents who had been good enough to supply notes and stamps on loan for use in this column. Reviewing some old letters I find one from Mr. E. L. Piggott #629 of Kentville N.S. which warrants a few notes in connection with perfins on the Revenue stamps of Newfoundland.

He reported in November of 1964 that he had our C11, initials "CH" — 16½ m.m. high on the 50c orange and the \$1 green Newfoundland inland revenues, Holmes and Sissons numbers 4 & 5. This design had only been previously reported on the 5c caribou and the 10c salmon of the 1931 postal issue all known without postal cancellation which indicates that they could have been used for fiscal purposes. The reported use on the inland revenue stamps supports this theory.

Also reported in his letter is the same initials in a smaller size — 5½ m.m. on the \$1 green IR#6 on both thick and thin paper. This is a new design which has also been reported by Ed. Richardson and E. H. Hiscock and is now listed in the third edition of the handbook.

Another of his finds was initials "B & F" on the 1c green Newfoundland customs duty, R 48, also reported by Leo. La France and this also is now in the new handbook.

The 50c black, R 19, with initials "CSO" is the subject of a previous item in this column in December 1955 when Maurice Decarie of Montreal submitted the \$1 green with the same initials but with the additional letters above "CANL'D". As the scope of our Perfin listing does not include cancelling devices this item has not been included.

In connection with these notes I must repeat that I am still waiting for some one to confirm that either or both of the CH designs were used by the Customs House at St. John's and would also like to know the identity of the user of B & F.

NOTE

by C. Russell McNeil

Over the years since the first article appeared in BNA Topics relating to CANADIAN PERFINS, many articles have been written by as many authors, the last one of consequence covered the various precancelled perfins, and as ever, the President of our Organization and Secretary of the Perfin Study Group, has garnered continual information relating to the subject, from many sources, to make his monthly reports to interested members.

To enlarge one facet, particularly, the listing on last inside page of the THIRD EDITION OF CANADIAN STAMPS WITH PERFORATED INITIALS, Handbook No. 8, headed—"CHECK LIST OF GOVERNMENTAL OFFICES AND DEPARTMENTS", embracing those perforated CBC, LA, MD, ND, PEI PS, Q/CLQ/C, TN/OR and W/CB, W. L. Gutzman, J. L. Purcell, C. C. Sonne, R. S. Traquair, H. G. Walburn and A. E. Kreger, to mention a few, have made and continue to make their contribution towards securing a more detailed recording of the stamps issued, by Scott's numbering, and their perforation position—"A through H", following the pattern detailed by Roy Wrigley in his many editions of 5 & 4 hole OHMS Checklist and Catalog.

The prime purpose of the above information, will eventually bring about articles of a continuing nature. If perchance anyone does not have a copy of Roy Wrigley's Checklist and Catalog, they may secure the loan of one, from our Library or purchase from Mr. Woolley.

Anyone with information to add to the above group would be welcomed.

All correspondence relating to this phase will be acknowledged if addressed to: C. Russell McNeil, Suite 3C, 187 Park Street S., Hamilton, Ontario.

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Rounding Up Squared Circles

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

HALIFAX "BLANK" ABOVE THE DATE

by Dr. Alfred Whitehead

I have twice before dealt with these omitted Halifax time-marks, known as "blanks" (other indicia towns such as Ottawa, St. John, Peterborough, etc., present similar departures from normalcy); see TOPICS, December 1959 and October 1963. I am now able to add a little more on the subject.

Halifax time-marks, 1, 2, 3, 4, placed above the date were in use throughout the squared circle period and were quite rarely omitted. In my early collecting I regarded such omissions as evidence of neglect on the part of the clerks, but it gradually became evident that, with rare exceptions, a pattern was discernible, and that an explanation may be possible.

Consider the following partial list of matched groups:

- (a) DE 2, 93 : 1, 3, 4, blank
- (b) JY 3, 97 : 1, 2, 4, blank
- (c) NO 3, 97 : 1, 2, 4, blank
- (d) JA 4, 94 : 1, 2, 3, blank
- (e) FE 4, 99 : 1, 2, 3, blank

I think it is manifest that in (a) only a single '2' could be found in the type box and was necessarily used in the date, leaving none available as a time-mark. In (b) and (c) only one '3' could be found, and in (d) and (e) it was '4' that was in short supply. In all these cases, blanks above the date were the result.

Most of the several known complete groups which include blanks support this theory. Only two such dates are out of line and may be the result of negligence. I refer to these below.

Since the publication of the third edition of the Squared Circle Handbook, which listed the then known Halifax blanks, three more have come to light and the full list at the present time is as follows:

*NO 27, 93; *DE 2, 93; *JA 4, 94; AP 4, 94; MY 4, 94; MY 20, 94 (Sunday); JU 3, 95; SP 3, 96; SP 14, 96; DE 4, 96; MY 3, 97; *JY 3, 97; JY 21, 97; JY 29, 97; AU 4, 97; AU 12, 97; *NO 3, 97; DE 2, 97; *DE 4, 97; FE 4, 98; *MR 4, 98; *FE 4, 99; twenty-two, in all.

For those marked *, I have complete matched groups, as follows:

NO 27, 93: 1, 2, 3, blank
DE 2, 93: 1, blank, 3, 4
JA 4, 94: 1, 2, 3, blank
JY 3, 97: 1, 2, blank, 4
NO 3, 97: 1, 2, blank, 4
DE 4, 97: 1, 2, 3, blank
MR 4, 98: 1, 2, 3, blank
FE 4, 98: 1, 2, 3, blank

The first of these groups seems to challenge my theory; I can only conclude that the clerk was negligent when changing the indicia for the fourth clearance of the day. Or was he a new clerk on night shift (fourth clearance) and consequently uncertain as to the procedure at midnight? See my previous article on the mystery of the time-mark '4' at Halifax.

One other blank date, JY 29, 97, reported by Clarence Westhaver (I have not seen it), may possibly be explained in the same way. It is not in line with my theory, for I have 2, 3, 4, for this date.

For the remaining blank dates, I have the following incomplete groups; in parentheses I add the time-mark which I believe to be missing from my group in each case:

AP 4, 94: 1, 2, blank (3)
MY 4, 94: 1, 2, blank (3)
MY 20, 94: 1, blank (3, 4), or (2, 3)
JU 3, 95: 1, 2, blank (4)
SP 3, 96: 1, blank, 4 (2)
SP 14, 96: blank (1, 2, 3)
DE 4, 96: 1, blank (2, 3)

MY 3, 97: blank (in W. W. Laird's collection; a fine copy)

JY 21, 97: blank 2, 4 (3)
AU 4, 97: 1, 2, blank (3)
AU 12, 97: blank, 2, 3 (4)
FE 4, 98: 1, 2, blank (3)

I should indeed be obliged if collectors would report any of the above missing time-marks; my theory would then be further supported. Also, I should be glad to hear of Halifax blanks unlisted in this article.

PRICES FOR THIS MATERIAL

I dislike speaking of the financial side of collecting, but I am so often asked to do so that suggested valuations are given here for the kind of Halifax material discussed in this article. These valuations are not absolute of course; so much depends upon the various factors governing 'condition'—clearness and sufficiency of the strikes; the stamp

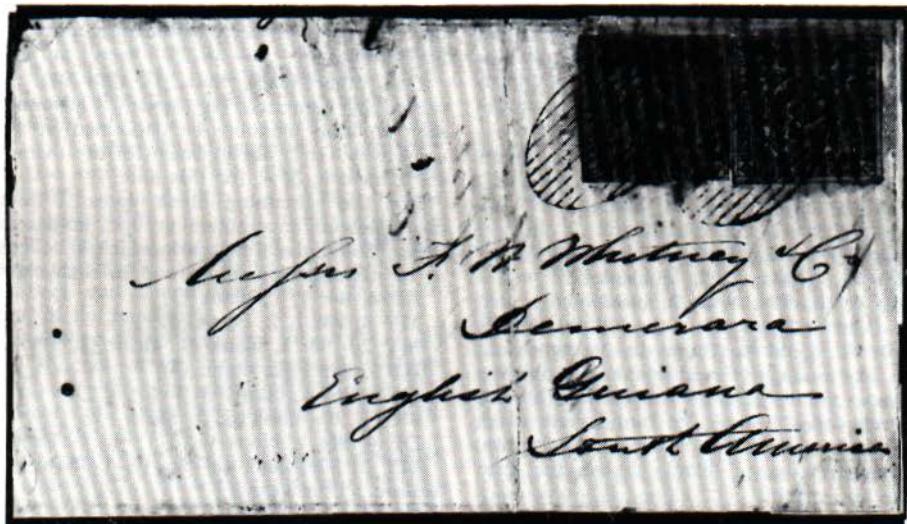
(Continued on page 172)

HIGH VALUE NOVA SCOTIA PENCE COVERS

by John T. Pratt

In the past few years the collectors of New Brunswick and Nova Scotia stamps and postal history have been blessed with two fine books that very completely discuss the postage rates of these two countries, and often mention specific rare covers. The writer has been fortunate over the years to acquire three extremely rare and possibly unique Nova Scotia covers of high pence value.

The second photo illustrates a remarkable quadruple 5 pence rate by Contract Packet to the United States. To make the 20 pence rate the cover has a pair of 1 pence red-brown, a 6 pence yellow-green, and a shilling red-violet. Addressed to E. W. Sargent, 17 Broadway, New York, the cover was mailed from Halifax, April 9, 1857. It was carried on the Boston British Packet 'NIAGARA' April 11, 1857 to Boston and thence to New York. Argenti mentioned



On page 99 of N. Argenti's 'New Brunswick and Nova Scotia' he mentions that the rate to Demerara (British Guiana, South America) was 10 pence currency via Bermuda and 2 shilling 6 pence via the United Kingdom. Mr. Argenti does not mention having seen a cover to Demerara but several years ago the author acquired one in a New York auction, plate 1. The cover was mailed from Mill Village, Nova Scotia on July 7, 1857. The only other cancel on the cover is a British transit mark of St. Thomas, Virgin Islands, August 19, 1857. The addressee was a F. W. Whitney, Demerara, English Guiana, South America. The cover bears the 3 pence blue and 1 shilling red-violet.

this cover on page 111 and reported it from the Colonel Green collection.

One of the most famous collections of Nova Scotia covers was the Lieutenant W. L. Inglis while he was stationed in India. On page 112 Argenti has a very complete resume' of this 30 pence rate and the five known covers which were franked with a pair of shillings and a six pence. Since the books publication the author has acquired a sixth cover. This cover, however, differs from the others in that it is franked with a pair of the 3 pence blue and a pair of the 1 shilling red-violet. Both pairs are tied to the cover with Nova Scotia cancellation #350 as listed on page 296 of Jephcott, Greene, and Young. The cover was mailed



from Sydney, Nova Scotia on November 20, 1852. It bears a Halifax transit mark of November 21, 1852; and a British transit marking 'PAID, December 21, 1852. There are no further date cancels but the cover was sent on to Lieutenant W. L. Inglis, H. M. S. 32nd Regiment, Pershawar, India. It is believed that these covers may have been mailed by Lieutenant Inglis' sister. This may be the fifth cover reported by Argenti in the Gibson sale of March 11, 1944; but

as Argenti believed it to be similar to the others he reported it may truly be a new reporting. If any of the readers have this Gibson sale in Philadelphia why not check and see if any description is given.

Mr. Argenti mentioned one cover with a higher rate than the 30 pence but thought that others might exist. If the readers know of them, why not write them up for an article in 'Topics'. It needs your support too.



Tagging Along

KENNETH G. ROSE, 87 Wildwood Dr., Calgary 12, Alta.

In deciding on the title for what may become a series of articles, the reference was intended to refer to the Phosphor Tagged stamps from the Winnipeg area. Having thought it over, I now realize that it applies as much to the writer as it does to the subject matter. However, at Dr. Mercantini's request, I am attempting to take over the compilation and publication of as much relevant material as possible on these most interesting issues from Winnipeg. Pressure of business has forced Dr. Mercantini to forego the writing of any further tagged articles, and in order for the writer to anywhere approach the calibre of articles to which we have become accustomed, it will be essential to receive the cooperation of every member who has anything to contribute to these articles. This cooperation is respectfully requested at this time.

Late last fall, the writer sent a letter to the Editor's Mailbag, voicing the complaint that sufficient prominence was not being given to modern issues, either in collecting, exhibiting, or in writing. I now find myself in position of having to "put my money where my mouth is", as it were. It was this latter which made me agree to keep on with these articles until somebody better qualified is ready and able to take over. One last request — your criticism is urgently requested, as are any corrections you are able to make.

The first point which may be "old hat" to many certainly was not known by all present at the local Calgary BNAPS meeting on Feb 28th. It concerns the two definite shades of the 3c value of the Cameo issue. The first is best described as purple—a cold shade at that. The other is close to a rose-violet, and is a much warmer color. Anyone familiar with these two shades will recognise each without the other for comparison. I have now ordered blank corners, and full sheets of this stamp (both tagged of course) from Ottawa on six different occasions. In each case, the rose-violet has been supplied, although I must admit that no order was placed when the stamp was first issued, at which time the purple may well have been the first one taken into the philatelic agency stock. If it was, it was very quickly sold out, and soon replaced by the rose-violet shade. Conversely, I usually visit Winnipeg twice a year, and in visits to at

least 20 different post offices in the Winnipeg area, only the purple shade has been available. The last visit was as late as Jan. 1967.

If you do not now own singles mint or used, matched blank corners, or full sheets whichever your preference, I suggest you waste no time in completing them, with emphasis on the purple shade, which has been long gone from Ottawa. Even Bileski's Basic Catalogue lists only one, but mark my words, there will be two in the next issue, and the price will not be the same for both.

The second point to make is the fact that apparently surplus stocks of the tagged Cameo issue were dumped either from Winnipeg or Ottawa in order to make room for the new definitives of Feb. 8th. I advised this a month or so ago, and now, after sorting some 80,000 covers from Western Canada, I am in a position to advise at least some of these areas to which a surplus was shipped. Remember, this is not official, but tagged Cameo issues have been mailed from the following centres in sufficient quantity to eliminate the factor of coincidence:—

5c Cameo:—

Virden, Winnipegosis, Hanna, Reston, Medicine Hat, Portage la Prairie, Brandon, Assiniboia, Altona, Beinfait, Bow Island, Calgary, Dauphin, Milk River, Kenora, Flin Flon, Lampman, Lethbridge, Maple Creek, Moose Jaw, Morden, Nanaimo, Neepawa, Prince George, Red Deer, Stratmore, Swift Current, Thompson, Kimberley, and Swan River.

4c Cameo:

Calgary

2c Cameo:—

Calgary Maple Creek.

5c Cameo cello-paq:—

Kelowna, Penticton.

Please bear in mind that the above mentioned mail was all from Western Canada — received in Calgary, which eliminates the possibility of mail being checked from Eastern Canada, and also limits the checking of values from the West, other than the 5c value, and the 44 for Calgary only, which is of course the local rate. Chances are that all values were distributed in a hodge-podge pattern as required. If this is so, then the

(Continued on page 172)

CANADA - ONE CENT 1859

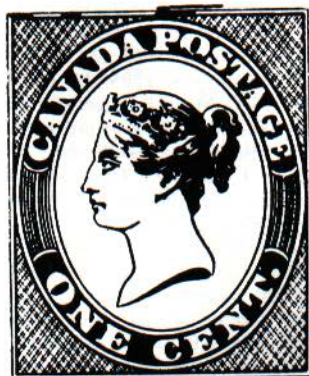
A STUDY OF PLATE VARIETIES

by Stewart S. Kenyon

The next re-entry that we are describing shows doubling in and above the north frame and small doubling in "O" of "Postage." Of the ten copies available for examination, three are perforated 11.6 x 11.6, three are 11.6 x 11.9 and four are 11.9 x 11.9. However, none of these are dated so I must rely on information from Major Chapman and Mr. Whitworth. The earliest dated copy recorded by Mr. Whitworth is October 30, 1862. Mr. Whitworth concludes that this re-entry developed with a repair to the plate during 1862 and continued well through the life of the plate with the latest dated copy being recorded by him as December 22, 1866. Major Chapman records dated copies of August 1865 and August 1866.

I have one specimen of this re-entry which seems to indicate that this variety could have developed earlier than 1862. This copy is in a deep rose shade and by matching it up with similar shades of dated copies, I believe that there is a possibility that it could be from a printing against an order placed about September 1860. If any members have dated copies of this re-entry prior to the earliest recorded date, it would be appreciated if they would advise.

Another very important fact regarding this variety is that Mr. Whitworth has been able to identify the stamp as coming from the west margin of the sheet and that it is position 51.



Frequent reference to Mr. Geoffrey Whitworth in these articles prompts me to draw the attention of all members, and particularly those interested in the 1859 Issue, to his remarkable book recently published by the Royal Philatelic Society, London. This book is reviewed elsewhere in this issue of "Topics".

The Library has available illustrations of all six values of the 1859 Issue. These are printed on good quality paper in a pale grey colour and can be used for illustrating collections. Single sheets containing one of each of the six values are 10c each or any separate value can be supplied at 2c each. Re-Entry No. 3

BNAPS REGIONAL GROUPS

Philadelphia—Meets the first Thursday of each month at 7934 Pickering Street, Philadelphia, Pa. *Temagami*—Meet every summer. Alfred P. Cook, Coy Glen Road, Ithaca New York.
Vancouver—Meets every Friday night at the Y.W.C.A., corner of Burrard and Dunsmuir, at 8 p.m. *Winnipeg*—Meets on a Monday in each month to be decided upon at previous meeting. Harold Wilding 135 Traill Ave., Winnipeg 12, Man. *Edmonton*—Meets twice a year in May and October in a public place, time and date to be announced. Out of town visitors to communicate with Secretary F. N. Harris, 11013-129 Street *Twin City*—Meets at members' homes on second Thursday of each month. J. C. Cornelius, 2407 Lake Place, Minneapolis, Minn. *Calgary*—Meets second and fourth Tuesday at 8 p.m., Murray Devlin, 1030—12th Ave. S.W., Calgary, Alberta.

EARLY POST OFFICES OF THE KITCHENER DISTRICT

by Max Rosenthal

Waterloo and Woolwich Township were part of a land grant made after the American War of Independence to the Six Nations Indians, for about six miles on each side of the Grand River to its mouth, which included the eastern half of what is now Waterloo County. In 1798 the Indians sold block No. 2, in Waterloo, and block No. 3, in Woolwich. In 1800 a group of Mennonites from Pennsylvania bought block 2 from Richard Beasley. They were the first of the German-speaking "Pennsylvania Dutch" people who were to populate the region around Kitchener.

In 1800 John Biehn, ancestor of the Beans of Kitchener and Waterloo, purchased land which included the site of the future Doon and New Aberdeen. At the same time George Bechtel purchased land touching the Biehn tract, including the site of German Mills. In 1803 John and Samuel Bricker were sent back to Pennsylvania. John had married the sister of John Erb, of Lancaster County down there, who later founded Preston, and of Jacob, Daniel, and Abraham Erb, who were to establish the village of Waterloo, 23 other farmers joined them to form the German Company, and 60,000 acres were purchased from Beasley, including the site of Kitchener. The German Company bought an additional 45,195 acres in the next township north, Woolwich.

Abraham Erb was the first settler in what is now the city of Waterloo, coming in 1806. He erected a sawmill, and in 1816 other mills, on Laurel Creek. Waterloo village became the trading centre of the district. By 1821 there were only 35 post offices in Canada, and the mails were carried by post riders. The nearest post office was at Dundas. 10 years later, in 1831, Waterloo obtained a post office. Daniel Snyder was the first postmaster.

John Erb laid the foundation of Preston, by building a grist mill and a sawmill in 1807 or 1809. The grist mill was of great importance to the early settlers, who before had to travel a long distance to procure flour. An Englishman called Scollick came at the beginning of the 1830's and christened the place Preston, after his native city, which has a similarly long main street. In 1837 a post office was assigned to Preston. Adam Ferrie, Jr., the founder of Doon, was

the first postmaster, while Jacob Hespeler, who built up the village named after him, was postmaster in the early and middle 1850's.

Captain Thomas Smith arrived about 1807 at a spot in Woolwich Township about two miles south of what is now Highway 86, where Cox's Creek flows into the Grand River. The creek was named for a blacksmith called Cox, and the village which sprang up Cox's Creek. John Davidson came in 1834, and built a house that was in part used as the post office called Woolwich, opened in 1837. Captain Smith ran a stage between this hamlet and Preston, via Berlin, until 1850. Captain W. H. Lamphier arrived in 1854, and built the first dam and mills there. He renamed the place Winterbourne, after his ancestral village in England, and the post office name changed to this in 1859.

Kitchener's beginning was on Queen Street South, until the 1880's called Schneider's Road, with a log cabin built in 1807 by Joseph Schneider, from Lancaster County, Pennsylvania. He built a sawmill in 1816 on Schneider's Creek. Phineas Varnum built a smithy and tavern on King Street West between 1820 and 1824. The earliest name of the community was the Sand Hills, and later Ebytown. In May 1826 a number of workers, gathered together in a carpenter shop, were discussing the need for a new name, when Benjamin Eby appeared. He suggested calling it Berlin, knowing that most of the men were either from Berlin, or from places not far from the Prussian capital, and this was accepted.

When Waterloo got a post office, Berliners trudged there two miles for their visit. After the Preston post office was established, letters for Berlin were addressed to Preston. Before the close of that year, 1837, Bishop Benjamin Eby, Henry Bowman, and H. W. Peterson were sent to Toronto to petition the Deputy Postmaster-General for a post office. However, they had to be satisfied with only a partial compliance. The stage driver was instructed to drop a mail pouch biweekly at Peterson's weekly newspaper, the Canadian Museum.

For five years the citizens of Berlin called there for their correspondence. An increase of population at last led the authorities to

open a post office in Berlin in 1842. George Davidson, a merchant, was the first postmaster, and kept the post office in his store at King and Queen Streets until 1845. The Ontario Archives has a letter written to the Commissioner of Crown Lands by Peterson from Berlin on December 7, 1842. It is stamped in red PAID, in slanting letters, with the value written in after this word in the same colour. Apparently a circular date canceller had not yet been received. Handwritten in red is "Berlin P.O., 3 Dec. 42."

Soon after the opening of its post office the village obtained a weekly service, and in 1845 a daily mail from Preston. Also written to the Commissioner of Crown Lands, another letter at the Ontario Archives, sent by Enslin, the editor of the German Canadian, from Berlin on Sept. 5, 1848, has the same PAID marking, but it is already cancelled by a double circle broken by BERLIN V.C., and the date, SP. 8, 1848, is inserted in type. All markings are in red also.

In 1916 Berlin became Kitchener. Many collectors and dealers are under the impression that because of this change that all Berlin postmarks are valuable, and should command a premium. Actually, the ordinary circular Berlin post marks are quite common. Any Berlin markings which are valuable, like its squared circle, are so because they were not used much, and are scarce.

Bridgeport post office also appeared in 1842, at the Grand River two miles east of Waterloo. That portion of the village on the west side of the river was founded by Jacob D. Shoemaker, who came in 1820, and built mills. This part was long known as Shoemaker's Mills. John V. Tyson began a settlement on the east side of the river which he called Bridgeport, and this was the name the post office took

Hespeler was first settled in 1824, and called Bergytown after Michael Bergy, who built the first foundry and sawmill there in 1830. In 1835 the name was changed to New Hope. Around this time a young German called Jacob Hespeler came from the United States to Preston, and opened a store. In 1839 he erected a store and grist mill on the north side of King Street. However, finding the waterpower and space inadequate for his needs, in 1845 he bought a water privilege in New Hope and soon commenced to build mills there. In 1848 New Hope post office was opened, with Jacob Hespeler as postmaster. In 1858 it was in-

corporated as the village of Hespeler and the post office name changed accordingly.

John and Edward Briston came to the site of Elmira in 1835. Edward opened a store and hotel. The place was then called Briston's Corners. When a post office was opened in 1849 it was named West Woolwich, and Briston was appointed postmaster. Its name was changed to Elmira in 1866.

Two years earlier a post office had been established at New Aberdeen, in Waterloo Township. It was first settled in 1824, and was laid out in 1846. It was situated a mile west of Strasburg, where the road crosses a stream. Strasburg, opened in 1877, replaced it. Its location can be found further on in this article.

Doon had its origin in 1834 with the purchase by Adam Ferrie, Jr. of a farm a few miles west of Preston which included what is now that village. He built a town in miniature on the west bank of the Grand River, including mills, cooperage, store, blacksmith shop and workmen's houses. A post office was established in 1851. Doon is the name of both a river and a lake in Ayrshire, Scotland.

In 1830 Daniel Musselman bought the land where the village of Conestogo, or Conestoga, stands, watered by the Conestogo River, 2½ miles east of St. Jacobs, and Spring Creek, on which he built a sawmill. A stream in Pennsylvania gave George and Benjamin Eby the name for this one. In 1844 Musselman built a dam across the river, and erected more mills. A hamlet sprang up, known as Musselman's Mills, and a post office followed in 1852, called Conestogo.

Jacob E. Snider in 1848 bought a farm on the south side of the same river, where the present Highway 85 crosses it, also in Woolwich Township, and, after constructing a dam across the river, erected mills. St. Jacobs post office, opened in 1852, was named after him.

Freiburg was established the same year in Waterloo Township, at the corner of the roads at lots 1767 and 81 in the German Company Tract. New Germany post office was opened less than a mile east in 1879, replacing Freiburg, at the corner two miles north of the present Highway 7, and one mile west of Waterloo's east boundary. Since 1940 it has been called Maryhill. I was there a few years ago, looking for the hammer which produced its scarce thinned squared circle, but the post office has shifted its location several times, and the hammer could not be found.

Opened in 1853 was Creek Bank post office, listed in postal guides of the 1850's as being in Woolwich Township. It was actually in Peel Township, Wellington County, a mile north of the extreme northerly apex of Woolwich, where Carol Creek crosses Peel's boundary road with Pilkington Township.

Heidelberg, opened in 1854 just east of Woolwich's western boundary on the county road south of the Conestogo River, was named after the University city in Germany, probably by John Kressler, its first postmaster. In the last century one often finds it spelled Heidelberg. Just east of the Grand River and south of Highway 7, Breslau was laid out by Joseph Erb in 1856, when the railway came through, and the post office was established the same year. Cyrus Erb was the first postmaster.

In 1808 Daniel and Jacob Erb had decided to build a grist mill where the road from Preston meets the road to Galt. The village which sprang up was called Carlisle, but the post office which came in 1858 was named Blair.

Shantz post office existed in Waterloo Township from 1859 to 1863, where the Canadian National Railways crosses the county road two miles east of Breslau. It was named for Samuel Shantz, descended from pioneers of Swiss ancestry who had come from the United States.

On the county road north from Breslau, about two miles south of Waterloo's northern boundary, Bloomingdale was established in 1861, and Erbsville in 1863 one mile southeast of the northwest corner of the

same township. The latter year saw the opening of Freeport, on the present Highway 8 just south of its crossing of the Grand River. For many years it had been known as the Toll Bridge. The toll was abolished when the post office was established, so it was called Freeport. Floradale, in Woolwich 147 miles northwest of Elmira, was first called Musselman, after Joseph Musselman, a Mennonite settler from Pennsylvania. In 1860 Thomas Quickfall built mills there, on Canagagigue Creek. In 1863 Flora post office was opened there. Then, because letters to Flora were often missent to Elora, the Post Office Department in 1876 added the word "dale," making it Floradale.

Kossuth was opened in 1869 in Waterloo Township, four miles northwest of Hespeler, halfway between the eastern township boundary and an easterly loop of the Grand River. Weissenburg appeared in Woolwich Township in 1875, on the present 86 just west of its boundary with Pilkington Township, Wellington County. When that part of Woolwich traded at Guelph, teamsters watered their horses at Weissenburg.

Strasburg, less than a mile west of the present county road from Doon and 2½ miles northwest of it, was opened in 1877, and German Mills; also in Waterloo Township, on the same county road about four miles south of Kitchener, in 1878. With New Germany, already mentioned, opened in 1879, the need for new post offices in Waterloo and Woolwich Township was apparently filled, because no new post offices were established up to the coming of rural mail delivery after 1910.

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NEWS ITEMS

The following items have been reported by E. L. Piggott.

1) 5c Blue Admiral with "Inland Revenue War Tax" overprint. In the old C.R.S. Revenue catalog published by Dr. French there were two varieties listed of the above. One with Hairlines and one Precancelled. Having seen both of these, the Hairline variety has many lines particularly in the letters CANADA in the oval. The pre-cancel has two fine lines, black in color, spaced $4\frac{1}{2}$ mm. apart across the stamp. Can others report having copies of these varieties?

2) Also from Earle are the following Proofs and Essay. In the Oct. 1949 issue of the Essay Proof Journal the following items were listed:

1900 Electric Light Inspection—E9TC. 50c. Trial color small die proof on India paper Imperf., stamp size, dim dusky b-green.

1897 Gas Inspection—G20TC 25c. Trial color small die proof on Indian paper. Imperf. stamp size, dim dusky b-green.

1897 Weights and Measures—WM 34aE. 2c. Small die essay on India paper, Imperf., stamp size, dismal v. dusky o-r orange (brown).

WM38TC. 30c. Trial color small die proof on India paper, Imperf., stamp size, dismal v. dusky o-r orange (brown).

It was reported that only one copy of the above four items was known, all in the hands of E. L. Piggott. Can anyone else report having these items? We'd sure like to hear from you if you have or have seen similar items.

MORE ON THE GEORGE VI 25c SUPREME COURT LAW STAMP

It has come to your editor's attention that Dr. French listed a 25c value in the C.R.S. Catalog of 1942, but not priced. Nelson Bond in his catalog published in 1953 also lists a 25c value as being issued in 1953 but with no control code letters. In the past few weeks we've had reports from about 20 members indicating that they

have from one to four copies of this stamp. One member believes that this issue could have been in use for nearly 10 years as a copy on part document has been reported cancelled 1962. Can anyone verify this?

At this point, with the information at hand it appears that all the 25c George VI Supreme Court Laws have come from the Isaac Pitblado holdings which were purchased by K. Bileski. Surely there must have been others that rest in someone's collection.

YUKON-DAWSON PROOFS

In the last column we asked for info on these scarce items. To date through Ed Richardson's column in the CANADIAN PHILATELIST and from Phil Little we can report the following:

Yukon—On India on card 10c small in Blue, 10c orange, 25c in blue, 50c in black, \$1.00 light claret, \$2.00 red brown.

Dawson—Same sizes as above with the following denominations. 10c green, 25c carmine, 50c scarlet, \$1.00 carmine.

Can anyone add to this list of most attractive items? If so, let us hear from you.

30 DOLLAR OVERPRINT ON SUPREME COURT LAW

It has been reported that this stamp exists in both blue and milky blue colors with the 12 small squares at the top and 8 small squares at the bottom serving as the blankout devices for the \$1.00.

WILDLIFE STAMPS

Expect that the next column will give as complete a listing as possible to date on the ALBERTA WILDLIFE issues, thanks to Jack Folinsbee.

Thanks to Phil Little for noting in the last column that overprinted "Honoraires Fee" of Quebec should have been Sisson's R-73 for the 10c instead of R-74.

Many thanks again to all who help make this column possible and keep up the good work. Here's hoping that the future months bring forth many more interesting notes and discoveries.

SUPPORT "TOPICS" WITH ARTICLES

The Canadian Stamp Collector

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

The vastness of Canada's Railway Post Office system about 1950, when it was probably at its peak, staggers the imagination. Stretching from coast to coast, with branch lines reaching out into every nook and cranny of the vast continent, Canada's two major railroads had survived over the years and had played a major role in opening up the new frontiers and pushing them ever further back.

It all began in 1836 when 16 miles of track were laid between LaPrairie and St. John's in Quebec and called the Champlain & St. Lawrence Railroad. By 1852 about 200 miles of track had been laid and from that time forward the railroads streaked across the land. In 1853 the practice of having mail clerks on the trains to help speed up mail service began with cancellers being ordered for service on the Ontario, Simcoe and Huron Railroad and the St. Lawrence and Atlantic Railroad.

By 1867 the system of railroads in Canada had grown extensively and it was the promise of a connecting link from Ontario to British Columbia which brought the latter province into Confederation.

The collecting of Railroad Postmarks in Canada is quite extensive with a specialized catalogue available. The field is further broadened with not only railroad cancels but cancels involving the R.R. termini of the various runs and with the cancellers designating whether the train was running East, North, West or South, in the daytime or at night, as a special and, in the early days, whether it was running Up or Down the track. In later years the West or South-

bound trains bore odd numbers while the East or Northbound runs bore even numbers.

In the 1870s special Registered Railway markings were used to designate registered mail carried on the train. In most cases the word "REGISTERED" appears with the initials of the railroad. These markings are relatively rare as they were in use for a very short period of time.

Another interesting item was the "END OF STEEL" marking used during the construction of the Grand Trunk Pacific to Prince Rupert, B.C. The post office moved forward as the construction crew laid track and was used basically by these men for their mail.

The use of travelling letter boxes was also of interest. These were metal boxes carried in the baggage car of a train which did not have a railway postal clerk on board. At stops on the route the boxes were attached to the door of the baggage car thus allowing persons at the station to deposit mail directly aboard the train. At the terminals the post office took charge of the boxes and any mail in them was marked with a stamp reading "Travelling Letter Box." This system began about 1893 and was in use at least until 1950 or so.

Because it is possible to find interesting and even rare Railway Postmarks on very common stamps this is one field in which each collector of Canada should take at least a passing interest. A page or two in a collection devoted to these historic items will add interest for many viewers.

A DIE PROOF OF THE 3 CENT VALUE OF THE 1897 JUBILEE ISSUE

by Vincent G. Greene, L40

One of my best friends in my youth (and all through life) was the late Major Arthur C. Ryerson. He was the son of Major-General G. Sterling Ryerson who lived in a big house at 66 College Street, Toronto, where the British American Oil building now stands. On the east wall of the large drawing-room was a frame of 1897 Jubilee

stamps and I can remember standing in front of it and saying to myself how I'd like to own one of those dollar stamps! (Even in those days I was a stamp collector).

Many years passed before I saw that frame of stamps again, but in the early 1940's I was shown it by the late Jim Smart of Oshawa who told me he had purchased it



17 May 1897

J. M. M. L. L.

Postmaster General

from one of the heirs of the Ryerson Estate. Walter Bayley also saw the frame of stamps and somehow persuaded Jim to part with it because the next time I saw it Bayley had removed the frame and behind the glass he found the following typed notice: Toronto, July 20th, 1897.

I had occasion to be in Ottawa on the 17th and 18th of May last. On the morning of the 17th I was in the Postmaster General's room. It happened that the President of the American Note Company was present with samples of postage stamps in commemoration of the Queen's Diamond Jubilee and that a selection was to be made that morning. There was also present Mr. Mulock and the chief of the postage stamp branch of the G.P.O. A difference of opinion arising between these gentlemen my opinion was asked. I favoured the design and colouring now adopted. I believed it

would be a mistake to depart from the general colours in use for so many years. In the end this view carried. Mulock gave me the blue three cent stamp as a souvenir of the occasion. The other stamps were purchased.

G. Sterling Ryerson

* * *

When Jim Sissons sold the stamp collection of the late Walter Bayley I was able to purchase this interesting historical item so my wish of 60 years earlier was finally granted.

Mulock was Ryerson's brother-in-law and the die proof of the 3c stamp is the only one I know of which bears the Postmaster General's full signature. However, several examples are known with his initials only which were in the Reford collection which was dispersed several years ago.

TAGGING ALONG

(Continued from page 164)

3c purple mentioned previously may also have been disposed of, which may make it that much harder to procure.

It is also interesting to note that very small towns such as Milk River, Alta have received supplies, while major centers like Edmonton seem to have been skipped.

Lastly, I would appreciate any reportings of the 1966 5c Xmas tagged in a very pale orange. One UR block of 10 was received in Calgary direct from Ottawa. Individually

it is not too noticeable, but besides the normal it is quite distinct, either viewed by the naked eye, or under the UV lights.

For the next article, it is proposed to list all the reported tagged perfins, with all positions as per the OHMS reference booklet. Following that, a list of all the "errors" is being contemplated — not minor shifts of the phosphor bars, to the left or right, but complete misplacements, showing one bar where there should be two. Any findings in either of these two categories would be very greatly appreciated, so that they may be included.

ROUNDING UP

(Continued from page 161)

bearing the cancellation, its catalogue value, its popularity rating, etc.; the presence of covers or multiples in the group. It is recognized that a matched group on the same kind of stamp is more desirable than on a mixed lot. But it must be said that a matched group in which all four stamps are equally fine is a rarity, therefore collectors should be slow in refusing a group in which one specimen is a little below the level of the others in condition or shows a less good strike. As long as the date, time-mark and town name are identifiable, such a group must be considered collectible.

Blank above, any date,
 any stamp \$5.00 and up
 As above, on cover 7.50 and up
 Blank above, in a matched
 group of three stamps 8.00 and up
 Blank above, in a complete matched

group of four stamps 12.50 and up
 Blank above, in a complete matched
 group on Jubilees 30.00
 Blank above, complete matched group
 for JY 3, 97 in which the fine
 'broken 3' figures in the date on
 each stamp 30.00
 As above, matched group on Jubilees 50.00
 Blank above, complete matched group
 for NO 3, 97 in which the 'broken
 3' is in the date on each stamp 30.00
 (The above is not likely to be found all
 on Jubilees).
 Blank above, FE 4, 99; complete
 matched group, all on Map stamp 30.00
 I consider the last three dates the choic-
 est of all Halifax matched groups which
 include a blank.

It must be emphatically repeated that matched groups in exceptionally fine condition throughout are worth a premium. This especially applies when fine multiples or covers are included.

NEWFOUNDLAND

(Continued from page 159)

and fishing fleet; the seventy-five cent value depicted a mining camp in the Labrador.

In 1933, Italo Balbo, an officer in the Italian Army, led a mass formation flight of Italian airplanes from Chicago, Illinois to Rome, Italy. For this particular flight, PM Robinson had 8,000 copies of the seventy-five cent airmail stamp (C17) from the 1933 issue overprinted "1933 Gen. Balbo Flight \$4.50" (C18) by Robinson & Company of St. Johns. This stamp was destined to be

the last of the airmail overprints issued by Newfoundland.

Nineteen forty-three saw the issue of a single seven-cent airmail stamp (C19) for airmail use. This stamp, printed by the Canadian Bank Note Company, depicts a scene of an aircraft approaching the city of St. Johns. It is also the last airmail stamp issued by Newfoundland.

On April 1, 1949, Newfoundland joined the Confederation of Canada and thus closed a long land interesting chapter in the history of aviation and aviation in philately.

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