



BNA TOPICS

Official Journal of The British North America Philatelic Society

SUMMER STAMPING

- Judging by the mail and store business that we have enjoyed this spring, most of our friends and customers are planning for a busy summer with their collections. We hope so.

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Parcel Post: Oval Postmarks

Max Rosenthal explores a little-known aspect of BNA



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The Parcel Post ovals of Canada can be considered as forerunners of the roller cancellations which began in 1894, since both were designed to cancel stamps on parcels. One also finds both sometimes used where they were not supposed to be — on letter rate mail. The ovals began over a decade earlier, but continued even after the introduction of the rollers, and this article will follow their progress into the Edwardian period. The only attempt at a fairly detailed listing of the parcel post ovals that I am aware of is to be found in that landmark for postmark collectors, Jarrett's *BNA Handbook* of 1929. The type numbers referred to are from that work.

HALIFAX

The first parcel post oval, according to Jarrett, was type 355, appearing from Halifax in 1872, but more commonly seen in 1880 (fig. 1): a double oval filled in with horizontal bars, and HALIFAX, N.S. in the center.

Type 354, a single-lined oval 24 mm high at its tallest point, with PARCEL POST at the top, and HALIFAX at the bottom, and four long and one short bar in between, was used in 1895 (fig. 2). On the 8c Small Queen I have a similar type, but with HALIFAX at the top, and N.S. at the bottom. On the 20c Quebec Tercentenary I have a larger oval, 26 mm high, with PARCEL POST at the top and HALIFAX at the bottom (fig. 3).

TORONTO

The first parcel post ovals of Toronto belong to type 193 (fig. 4), which have been found as early as 1881. For 1892 is listed the introduction of this oval in a larger size, as 193c. With the number "1" in the center, representing the main Toronto post office, we can find at least four sizes. Measuring the distance between the top and bottom of the inner oval at its tallest point, one finds 11 mm and 12 mm heights, which would correspond to 193, and 13 mm and 14 mm, which would be 193c.

The width of the space between the inner and outer ovals, and the size of the lettering TORONTO/ONT., bars at each end, and central numerals increase with the increase of the above measurements. The numeral "1" also varies in shape, indicating more than one device for each size, and these ovals also exist with blank centers.

I am not aware of any copies of 193a,

in which a "long and short bar replaces ONT."

Most parcel post ovals were undoubtedly mademade by rubber devices, but the small-sized ones of Toronto and its branches may have been of metal, because they were in use a number of years without showing much wear. I have not seen any of Toronto and its branches past the Small Queens, and the ovals may have been discontinued with the introduction of rollers in the last period of that issue, in that city.

TORONTO STREET POST OFFICES

In 1886 Toronto opened these branches and sub-post offices: Bathurst Street (formerly Toronto West), Carleton Street (formerly Toronto North), Dundas Street, Queen Street East (formerly Toronto East), Bleeker Street, and Spadina Avenue. These may have all been issued with parcel post ovals, for one finds them 10 mm high from top to bottom within the inner oval, with the letters C (fig. 5), D, S, and W (fig. 6), i.e. type 358; and also with the numerals 4 and 5. "C" likely stands for Carleton Street, "D" for Dundas Street, and "S" for Spadina Avenue. As it continued in use, the D deteriorated, looking almost like a B (fig. 7).

The "W" was used at Bleeker Street. "B" apparently was not used, in order to avoid confusion with Bathurst Street. The Bleeker Street post office was at the corner of Wellesley Street. The W likely came for the latter. The postmistress had a habit of using the oval "W" marking on letter-rate mail, making the contemporary circular markings hard to find.

Number 5 has been seen on a Massey-Harris cover, and their nearest post office at that time would be Bathurst Street. This bears number 4 and Queen Street East, so perhaps the two go together.

In the larger-size 13 mm ovals numbers 1 to 6 are known; 1 to 5 had been assigned, as shown on the duplex markings which began in 1889, to Toronto, Parkdale, Spadina Avenue, Yorkville, and Riverside Branch. The number 1 oval is, of course, Toronto, and number 3 is definitely Spadina Avenue (fig. 8, for there is an item struck with both it and a circular dater to prove this, but the others remain to be proven, and 6 does not fit into the scheme. They are type 193b, listed as going up to number 12, but the higher numbers are unknown to me on actual copies.

"B" and "C" can be found in the large ovals, and probably also "A". Their post offices remain to be identified, as it is not even certain that this C stands for Carleton Street. These letters, and some of the numbers, may have simply identified different hammers in the main Toronto post office. Most remarkable of all, the large ovals also exist with BLEEKER STREET or GERRARD STREET at the top, and TORONTO, instead of ONT., at the bottom. The Gerrard Street post office only existed from 1892 to 1894, before changing to Elm Street. Perhaps this dates both these rare items.

MONTREAL

The first Montreal parcel post oval, type 359, came out in 1890, according to Jarrett. The double lines of the oval, 17 mm high were too close together to enclose lettering, so MONTREAL, QUE. appears within, the city at the top, and the province at the bottom (fig. 9). It set a pattern followed by the later Montreal ovals in that it was in violet, and two numbers in the middle indicated the month and day.

359a is listed in 1893 as the same "double size, single line, stars at ends", but I have not seen a copy.

In July 1894, according to Jarrett, appeared type 357 (fig. 10). It is a large double-lined oval, with MONTREAL, QUE. between the two lines, and a star at either end. It is far more common than the first type. Sometimes one finds the lettering colorless, surrounded by color filling in between the two oval lines. This seems to have been the ink. The height at the tallest point

caused by the rubber of the device rejecting within the inner oval between the top and bottom is 16 mm.

HAMILTON

Type 356 from Hamilton is the largest of all parcel post ovals (fig. 11), 34 mm high, with HAMILTON at the top, CANADA at the bottom, and three bars between. It is violet, and probably came into use in 1899, both features shared by a smaller version, 28 mm high. I have the last on the 8c Maple Leaf and 2c red Numeral. Jarrett also lists it on the 2c purple Numeral, and the Edward stamps.

On the 2c Edward I have a similarly large oval, but with HAMILTON in large letters running across the middle, and horizontal bars at top and bottom (fig. 12). It is black.

OTHER PARCEL POST OVALS

Smiliar to the Toronto markings, but with black centers, Saint John, N.B. and Fredericton, N.B. had parcel post ovals. The Saint John (fig. 13) is 10 mm high on the inner oval. This type, or a similar one, is also known from Victoria, B.C. In the larger ovals there are copies in existence from Charlottetown, P.E.I., and Brantford, Ontario. Jarrett also lists one from Oshawa; Quebec City has been found with both small and large ovals.

Undoubtedly other cities used parcel post ovals, and perhaps this article will stimulate their owners to report them.

F. G. Stulberg has supplied much of the data to be found here.

Toronto to Hamilton - May 28, 1970

On May 28 of this year, CBC-TV's Metro News broadcast carried a brief item about a flight that had been made earlier that day between Toronto and Hamilton, and showed photos of Toronto's Mayor Dennison greeting the pilot of the plane as he embarked. The whole thing was in commemoration of the historic flight made 50 years previously—the Grand Army fund-raising flight described on the next page.

CBC news could offer no further details, and none of Toronto's daily newspapers carried any item on the commemorative flight. Toronto's mayor was out of town and his office could shed no light on the story; finally a call to Hamilton's Mayor Copps told us what we wanted to know: who arranged this 1970 flight? And the answer didn't surprise us; it was none other than the author of the *Topics* story himself, Major R. K. Malott of Ottawa. Good work, Major!

**Toronto to Hamilton
May 28, 1920**

The Grand Army of Canada

by Major R. K. Malott



Two of Canada's pioneer aviators flew the first round-trip air mail flight between Toronto and Hamilton, Ontario on May 28, 1920. Under the auspices of an organization called The Grand Army of Canada (also "Grand Army of United Veterans") a special air mail vignette was issued and pilots Arthur K. Colley and William C. Landrigan were hired to fly the air mail. A special \$1.00 black air mail vignette was printed for use on envelopes flown on this flight. The words *The First Toronto to Hamilton Aerial Mail G.A.C. Carnival May 1920* appeared over a bi-wing aircraft in flight. Under the aircraft are the words *\$1 Grand Army of Canada Memorial Fund Stamp \$1*.

The original stamps had \$1.00 in the lower corners but were later demonetized and the value blocked out. Stamps were issued in horizontal strips of five. Philatelic references state that mail from Toronto to Hamilton consisted of 5 letters, and from Hamilton to Toronto of 24 letters. Data recently uncovered at the Hamilton post office indicates that there were 24 letters from Toronto to Hamilton. No exact quantity was indicated for the return flight. Very few envelopes or stamps from these two flights are in existence today.

The Hamilton Public Library's reference department sent photostatic copies of pages from the Hamilton Spectator dated May 28 and 29, 1920, concerning this inaugural flight. On the front page of the Hamilton Spectator (May 28, 1920) this short an-

nouncement was printed: "Flyer will carry letters between Hamilton to Toronto. A delivery of mail by aeroplane between Toronto and Hamilton takes place this afternoon, and weather permitting, the machine from the Queen City will arrive at Eastwood Park at 4 o'clock. A return mail for delivery by the air route will close at the Hamilton Post Office at 3:45 o'clock. The postage for letters delivered in this way, the Post Office officials announce, will be \$1.00. This will be the first aero mail service between the two cities, but it is pointed out that it is for today only. It is being undertaken in connection with the G.A.C. Carnival in Toronto, and the proceeds derived will be handed over to that organization." No record of the amount sold has been discovered. In 1969 an envelope and a stamp from this event sold for \$3,000 and \$3,750 respectively, at Sissons' Fall Sale.

On May 29, 1920, the Hamilton Spectator contained two short articles concerning the inaugural flight. On page 2 the article under "Aerial Mail" stated "Postmaster Receives First Bag of Letters From Toronto. After a flight lasting forty minutes, the first aerial mail plane arrived in the city at 4:45 yesterday afternoon, descending in Eastwood Park, bay front. The plane was in charge of Pilot Arthur K. Colley, of the Colley Aerial Service, and Mechanic Landrigan (Landrigan).

"The plane started out from Toronto shortly after four o'clock, and flew steadily toward this city, against a strong contrary

wind. It arrived slightly east of the city, and after a wide circle over the center of the city, the landing was successfully accomplished on the Eastwood Park grounds, where Adam Brown (postmaster) and J. A. Webber, assistant postmaster, were awaiting the arrival of the mail. A sealed canvas bag, containing the letters from Toronto, addressed to the postmaster, Hamilton, were handed to Mr. Brown by the pilot who in turn received a bag of mail for the postmaster of Toronto. A large crowd of interested spectators witnessed the arrival of the first mail aeroplane, and the big Curtiss biplane was curiously examined by the bystanders. The plane did not stay more than fifteen minutes before it left on its return trip to Toronto. It got off to a 'flying start', rising when several hundred yards from the edge of the revetment wall, and roaring out of sight over the bay, in the direction of the Queen City."

Miss Jeanie Cowman of Hamilton, Ontario has been employed by the aviation industry for over 40 years and knew many pioneer Canadian aviation personnel. Although she didn't know Colley nor Landrigan she did know postmaster Brown and his assistant, Webber. She obtained the following data from records of the Hamilton Post Office:

"Aerial Mail Flight Toronto to Hamilton on May 28, 1920 under the auspices of the Grand Army of Canada Memorial Stamp Fund. The Curtiss plane landed at Eastwood Park where it was met by Adam Brown, postmaster and J. A. Webber, assistant postmaster. Pilot Colley stated that it took 42 minutes against the wind to fly to Hamilton. Twenty-four letters were received for Hamilton, one letter being from postmaster E. Lemon of Toronto to Adam Brown, Hamilton. Another letter was from Mr. George Rose, T.S.O., chief post office superintendent, Toronto. Mr. Brown and Mr. Webber went down by taxi and delivered to pilot Colley the special mail bag from Hamilton. Mr. Sutherland was postal inspector in Toronto."

The letter sent on May 28, 1920 by Mr. Adam Brown, postmaster of Hamilton, to Rose, stated:

My dear Mr. Rose:

I was at your side when you inaugurated the first rural mail route between Hamilton and Ancaster (Ontario), the first in Canada. History was being made that day yet there

were few who even dreamed that the service which has been such a benediction to Canada would ever reach the extent it has done, and now today I have the opportunity of doing what I never expected—that is to mail a letter to you and send it by aeroplane to Toronto. (In 1920 Mr. Brown was 95 years old.)

Mr. Narcisse Pelletier of Toronto uncovered data re Colley and Landrigan. He stated in an article in *BNAPS Topics* in 1958, "the flight was sponsored by the Grand Army of United Veterans (a group similar to the Royal Canadian Legion) who obtained permission from Ottawa to issue a special air mail label for use during their athletic carnival in Toronto.

"The Curtiss JN4 left Toronto at 4 p.m. and arrived at Hamilton at 4:45 p.m. Envelopes for the return flight were post-marked Hamilton at 11:30 a.m. and back-stamped at Toronto at 7:30 p.m. (The return flight left about 5:00 p.m. and arrived at Toronto at approximately 5:50 p.m.) The pilot, Arthur K. Colley, was accompanied by his mechanic William C. Landrigan, (Landrigan was not a mechanic but a dare-devil aerial wing-walker), of Colley Aerial Service.

"In 1919 Colley was rated as an excellent pilot and stunt flyer, and once had flown under the bridge at Niagara Falls. He formed with Landrigan the Colley Air Service which had three Curtiss JN4s. The company operated from Armour Heights and Leaside Aerodrome, near Toronto, and was one of the first companies to fly as a service into Northern Ontario, i.e. New Liskeard and Timmins. In 1924 Colley graduated in medicine and became Dr. A. K. Colley."

Apparently Landrigan was also a pilot and in 1919 with Traymore Air Service, demonstrated his flying ability with air stunts for the Prince of Wales, later the Duke of Windsor. The Prince called him a dare-devil and this nickname stuck with him.

Both are now dead. One of them had a quantity of special stamped covers and stamps in his personal effects. These were destroyed, since their value was not realized. However, there may still be some of these special envelopes among the souvenirs of elderly citizens of Hamilton and Toronto, Ontario who received an airmail letter from a friend mailed on May 28, 1920.

A philatelic and postal history of NEWFOUNDLAND

a continuing series by Brien C. Damien; part five

Beginnings: the Portugal Cove Road and Private Packet Posts

During the first years of postal service, Newfoundland's two principal towns were St. John's and Harbour Grace. Communication between them was costly, irregular, and at best unreliable, despite arrangements made in 1809 for postmaster Solomon to forward letters to Harbour Grace. The best route utilized an overland path from St. John's to Portugal Cove. This often impassable muddy path — probably more commonly referred to as this *bloody* path — had been hacked out of the hills by British soldiers expelling a French invasion, and by 1826 had become unfit as a thoroughfare.

Subscriptions had been taken in 1811 to build the road, and an 1812 lottery attempt failed as well. In 1826 Governor Sir Thomas Cochrane set out to build the road — and he meant a *good* road. It was constructed in the summer of 1826. Although we find no direct reference stating that reasons for constructing the road included improvement of letter communication, we do find mention of "easy communication." It is likely that improved postal communication was among the causes, for private packet boats on Conception Bay relied upon the St. John's-Portugal Cove route overland.

As we know by the need for the Portugal Cove Road and the arrangements made for

the chief Conception Bay centers made in 1809, there was a great amount of private postal business in that densely-populated bay. As early as 1807, Michael Dooley of Portugal Cove advertised a new six-ox skiff to carry mail and passengers to any outpost. James Neary of Portugal Cove informed the public in 1822 that his packet *Lively* would run bi-weekly from the Cove to Harbour Grace. Rates were 5s for ladies and gentlemen, 4s for tradesmen and labourers, and 9d for letters. There was the cutter boat *Express*, the foremost of the Conception Bay packets. She was lost in a storm in 1842, but was replaced by the *Express II*.

James Doyle of Carbonear was the owner of three packets — the *Dart* (1826), *Nora Creina*, and *Native Lass* (1838). His second packet, the *Nora Creina*, was outstanding from a philatelic point of view because she was the only packet with its own postal marking device. Many of the packets had manuscript markings used to indicate the rate (which was generally 6d single and 1s double) and prepayment ("Paid") or payment by the addressee ("To Pay"). The *Nora Creina* had a device consisting of a seal which made the imprint "N.C."

The experience of two travellers in the early days of the packets sheds light on conditions:

"... when we arrived at the Cove, the wind was so inviting that, promising as it

THE SECRETARY HAS MOVED!

HIS NEW ADDRESS: Jack Levine
2121-G Birchwood Drive
Raleigh, North Carolina
U.S.A. 27609

Return the favor! When YOU move, remember to tell him —
He's the BNAPS executive who keeps track of membership lists.

did a passage of only two or three hours, we preferred to start immediately and stepped on board, having just barely broken our fast. This may give you some idea of the uncertainty of communication in the country. There was not on board the packet either meat or drink for what need of either where could see the landing place before you, but having been becalmed and headed by the wind afterwards, we were tossed about the bay that entire day, the entire of the night following, and arrived at our destination not until 11 a.m. next day, when we landed in a complete state of exhaustion from want of food."

"These packet boats were very small, averaging about 23 tons, sailing craft, very uncomfortable and not fitted to accommodate fastidious passengers, who wanted privacy and ordinary comfort. You can picture to yourself a small cabin, berths each side, a couple of locker seats, a small table, a few trunks on the floor of the cabin, in cold weather a stove emitting sulphur and smoke, the smell of bilge-water permeating everything, the only berths occupied by sick female passengers and no

place to lie or sit down, the deck the only accommodations to be found."

But not all packets were like those above:

"The subscriber begs to inform the public and his friends that having now completed a new packet *Native Lass* in a style hitherto unknown in this country, being fitted up with a comfortable cabin, sleeping berths, etc., he has commenced running between *Portugal Cove* and *Carbonear*. The *Nora Creina* will also continue to run heretofore and he will therefore arrange so that one of the above packets will leave *Carbonear* and *Portugal Cove* every morning while navigation remains open. The *Native Lass* is built in a superior manner, copper-fastened and coffered sails, remarkably fast, and is decidedly superior to any craft of that description. The *Nora Creina* is sufficiently known to render it unnecessary that any exposition as to her qualities should be gone into. Fares Cabin passengers 7/6 Steerage 5/ Letters single 6d, double 1/- and parcels in proportion to their weight and bulk. The subscriber will be responsible for any parcel, etc. that will be given in charge to him.



British Columbia Notes

by John Henry

On merely a cursory examination of the Wells, Fargo & Co. operations on Vancouver Island, the printed franks appear to be rather uninteresting and essentially all alike. Further investigation, however, will show a wealth of subtle variations in these franks. Apparently no definitive account has ever been prepared which documents the various types used and their periods of use.

This is understandable, since the most complete survey of Wells, Fargo franks and handstamps, prepared by Dr. Berthold¹ in 1926, is little known and not readily available. Articles by Wellburn² and Paige³ treat the franks briefly but contribute significantly to the total information available. Other writers have shown Wells, Fargo franks on covers used to illustrate some facet of the postal history of the region, but to this writer's knowledge little emphasis has been placed on a systematic study of the franks to identify them all and to

establish a chronological record of their use.

The results of such a study could be of great use in establishing the year of posting of undated covers. Wellburn's study of the Colonial Post Office franks⁴ provides a useful tool for determining dates of use of pre-Confederation covers, but from 1871 on dates of use are not readily resolved since only one of the Wells, Fargo handstamps used in Victoria included the year-date. This particular handstamp was used in 1880; and possibly a few years before and after.

This problem of providing a tabulation of the franks and their periods of use might be resolved through a cooperative effort from BNAPSers collecting colonial British Columbia and Vancouver Island and post-confederation postal history items. The author proposes to initiate such a project and offers the attached matrix as an aid in collating the known facts about the franks.

	I				II				III			
	A	B	C	D	A	B	C	D	A	B	C	D
1	bk 3-6-10 22 '58-'83		bk, rd 10 23-25 '58-'83									
2						bk 22 '71-						
3	bk 22 '71-78					bk 22 '71-						bk, bl — — '84
4	bk 22 '71-											
5	bk 22											

From the completed matrix a type and period-of-use summary will be prepared, which should be helpful to all collectors interested in this phase of B.C. postal history.

The principal vertical columns (Roman numerals) represent the basic imprint of the frank, and are identified in Table I. The minor vertical columns denote the service area shown as an integral part of the printed frank (see Table II). The horizontal rows designate the legend printed below the frank indicating the location of the originating office (see Table III). Finally, each square in the grid is arranged to give additional data regarding color, years of use, etc. (see Table IV). Additional vertical columns or horizontal rows may be included if the need arises.

The attached matrix has been filled in part from information gathered by the author from illustrations accompanying articles in the philatelic press and auction catalogs, from the references, from exhibitions at stamp shows, and from the collections of friends. It is undoubtedly incomplete, but it may inspire those with similar interests, but larger collections, to examine their collections for additions or corrections to submit for the record. Such contributions should be sent to our president, Dr. Carr, who will act as the clearing house for additional information for the compilation.

TABLE I

- I. "Wells, Fargo & Co."
- II. "Wells, Fargo & Co.'s Express"
- III. "Wells, Fargo & Co.'s Express/1852 Domestic Frank 1884"

TABLE II

- A. "Over our California and Coast Routes."
- B. "Over our lines in the United States."
- C. "Through our California and Atlantic Express."
- D. "Paid over all our lines within the United States."

TABLE III

1. (blank)
2. "Victoria, British Columbia"
3. "Victoria, Vancouver Island"
4. "Victoria, Vancouver Island" (in italics)
5. "Victoria and British Columbia"

TABLE IV

- a. color of frank
- b. value of embossed U.S. stamp
- c. length of "paid" in mm.
- d. period of use

¹Berthold, Dr. Victor M., "Handbook of the Wells, Fargo & Co.'s Handstamps and Franks used in the United States and Dominion of Canada". Scott Stamp and Coin Co., 1926.

²Nairne, R. and Wellburn, G. E.; "Wells, Fargo & Co. Express in Vancouver Island and British Columbia"; Popular Stamps, June, July, August, 1945.

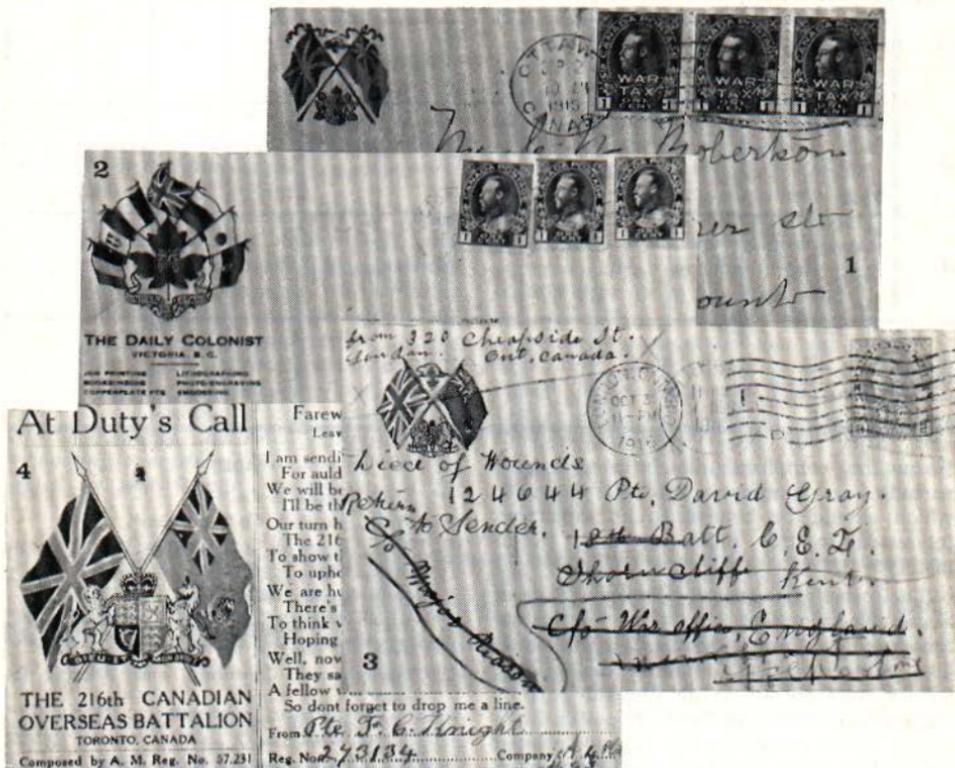
³Paige, Samuel C., "A Remarkable Find of the Elusive Victoria, Vancouver Island Express Franks", Stamps, November 19, 1960.

⁴Wellburn, G. E., "The Handstruck Postage Stamps of British Columbia and Vancouver Island", Postal History Society Bulletin No. 46, December 1948.



Canadian Patriotics

by the late L. W. Sharpe — continued from a previous edition



The earliest World War I patriotic I have been able to get is from Ottawa, Ontario, dated September 2, 1915. The design in upper-left corner is about one inch square and rather poor work (Fig. 1). It is, of course, in multi-colored red, white and blue, including the beaver, flag staffs and arms, and bears a strip of three 1c War Tax. It is a scarce item.

The next cover is from Victoria, B.C. dated June, 1916 (Fig. 2); a real patriotic, very much in multi-color. The colors in the various flags are red, white, blue, black, green and yellow. The maple leaf is green and multi-colored, shield super-embossed. The U.S.A. flag is not shown as the U.S. had not entered the war at that time. It is the only one I have seen.

Another cover I think worth mentioning

is shown on Fig. 3, dated October 31st, 1916, from London, Ontario. The design is very much like that shown in Fig. 1, but much better drawn. On this cover the poles, ribbons, beaver and arms are in a golden yellow. The design is about the size of the earlier cover, but the colors much brighter. In addition to being scarce it tells one of war's sorrows. You will notice it bears the words "Died of Wounds/Return to Sender."

Another cover (not illustrated) seems to be a hangover from Boer War times. Mine is dated April 21st, 1917, and comes from Winnipeg, though I have seen the design several times in Boer War collections. In multi-color, it pictures a woman holding a Canadian flag with the sea at her back and a beaver at her feet, with maple leaves at

the right and in the scroll below. The scroll reads "The Maple Leaf Forever" and just below it the words "Patriam Amamus".

A very interesting cover of mine is a Canadian soldier's letter from Farnborough, England, and no doubt a British production; I include it because it is addressed to Canada by a Canadian. All printing is in deep blue. At the top left is "ON ACTIVE SERVICE" and below it crossed flags, the Jack and White Ensign. To the right, in two lines, are the words "CHURCH ARMY RECREATION/HUTS FOR H.M. FORCES." Written in ink at the top of the envelope is "CANADIAN SOLDIER'S LETTER". It has a coil No. 127 and good

flag cancellation, dated July 16, 1917, just before the Order in Council provided no stamps were necessary. On the back is a church army crest. Only two are known.

Several overseas battalions issued cards of their own; one was the 216th Battalion, which later became known as the Bantam Battalion as it had a lower height limit for recruits than was usual. The card (Fig. 4) is brownish and the design at left is colored. There are several designs. The right side has what might almost be called a poem. The printing is in blue. Several other units had cards on greenish stock but they are in black only, with no color in the design.



Rounding Up Squared Circles

Dr. W. D. Moffatt, Hickory Hollow, RR-3, Ballston Lake, N.Y. 12019



Alex McMillan has called my attention to the indicia varieties illustrated above. Notice that the two zeros which make up the year date, '00', are not of the same size in four of the strikes. At IROQUOIS, on JA 25 and MR 27, the right zero is considerably smaller than the left zero; I have seen FE 8, which exhibits the same condition. By JU 25, as shown, the small zero had been replaced and both zeros were then alike in size. I presume that all 1900 dates at this town, through MR 27 and probably later, will exhibit the small zero.

A similar situation existed at PORT HOPE on MR 10. I have seen the same for FE 8 (same date as the above-mentioned IROQUOIS), so it seems reasonable to assume that all intermediate dates have the small zero. Indeed, it is quite likely that dates from JA 1 through MR 10—and possibly through the end of use of the squared circle hammer—will be found to contain a small zero. Will the owner of the latest

known date, MY -/00, please drop me a line to let me know if the small zero persisted to the end, or if a correction was made?

Unmatched zeros are also known at WALLACEBURG on MR 15/00, but I have no information on other 1900 dates at this town. Perhaps the same situation will be found at other towns and it might be worthwhile checking your 1900 dates. I think that the small zero must have come from the indicia box of some cancelling device other than the squared circle hammer.

Although no mention of the fact is made in the handbook, Alex points out that there is an infallible method of separating the two QUE. and CAMP. M.C. local hammers, in partial strikes which do not show the hammer number. The first hammer (No. 5) has rim lettering 2.75 mm high, while the second hammer (No. 20) has 3.25 mm lettering.

(continued on page 196)

BNAPEX '70

Twenty-Second Annual Convention and Exhibition British North American Philatelic Society

- Tidewater Inn, Easton, Maryland, U.S.A.
- October 8-9-10-11, 1970 (Thursday p.m. through Sunday p.m.)

CHAIRMAN: Horace W. Harrison, P.O. Box 5780, Baltimore, Md. 21208, (301)486-5500.

STUDY GROUPS: John Siverts, c/o J. N. Sissons Ltd., Toronto (see back cover)

BOURSE: No charge to Dealer-Members who take an active part in Convention.

JUDGES: See Section IV of the Society Rules and Regulations.

RESERVATIONS: Mr. Anton Hoevenaars, Tidewater Inn, Easton, Maryland 21601, U.S.A.
See page 40 of the 1970 Yearbook for more information.

EXHIBITION & BOURSE: The Exhibition will be open daily from 10:00 a.m. until 6:30 p.m. The Exhibition will be dismantled commencing at 5:00 p.m. Saturday. Similar times apply to the Bourse. All Awards other than the Grand Award will be posted as soon as judging is completed.

BNAPEX '70 RULES AND REGULATIONS:

1. The approved Rules and Regulations of the Society, as adopted by the Board in 1961 and amended subsequently, shall apply.
2. Entries close September 30, 1970.
3. Acknowledgment of receipt of your entry form will be sent; enclose self-addressed envelope for this purpose with entry form.
4. The exhibit frames will accommodate 16 standard album pages and are 3' x 4', divided into two units of 3' x 2' each (SIPEX frames). The entry fee is \$5 per 16-page frame, payable in advance with entry form, and must include sufficient funds for prepayment of return of exhibit if to be returned by mail. Otherwise exhibit will be returned by express-collect.
5. The Convention Committee reserves the right to reject, restrict, or limit number of frames allowed an exhibitor and/or entry; and respectfully declines entries of less than two frames.
6. The Convention Committee, the British North American Philatelic Society, The Tidewater Inn, or any of their members, and/or employees will not be responsible for any loss or damage to any material entered for exhibit. The Convention Committee will, of course, exercise all reasonable care in handling and mounting entries. Exhibitors desiring insurance must make their own arrangements.
7. Exhibitors desiring to mount their own material must make such arrangements with the Entries Chairman prior to September 30, 1970. All other exhibits must be in the hands of the Easton Branch of the Maryland National Bank after September 15, 1970 and not later than September 30, 1970. Please package carefully and ship prepaid to **BNAPEX '70, c/o Mr. William Wolcott, Maryland National Bank, Box 630, Easton, Maryland 21601, U.S.A.** Do not enclose any message requiring an answer prior to mounting as the bank acts as custodian only, and packages are not opened until mounting begins.
8. All exhibitors must provide addressed labels for return of their exhibits, enclosed with the exhibit. No exhibit may be removed prior to close of exhibition at 5:00 p.m., Saturday, October 10, 1970.
9. Decisions of the judges are final.

OFFICIAL ENTRY FORM

Send to: Mr. Henri Reinhard
 9220 Turnbull Road,
 Randallstown, Md. 21133, U.S.A.

Please use a separate entry form for each exhibit. (Make photo-copies of this form for use with further entries).

Kindly enter the following exhibit, subject to the Rules and Regulations which I have read, and by which I agree to be bound. Title and brief description of exhibit.

.....

.....

.....

Class and Group..... Page size (exclusive of hinge)..... x

- I will bring my exhibit with me and check in with the Entries Chairman before noon on Thurs., Oct. 8, at the Tidewater Inn. In addition to mounting my own exhibit, I agree to assist in the mounting of other exhibits, if requested.
- I will send my exhibit to the bank as per rule No. 7 of the Regulations. Number of frames required..... @ \$5 per frame. I understand that my exhibit will be returned express collect unless cheque includes return postage.

Make cheque payable to H. W. Harrison, BNAPEX '70 in U.S. Funds. Money order recommended.

RETURN POSTAGE FEE \$

FRAME FEE \$

TOTAL \$

VALUATION OF EXHIBIT \$

- RETURN BY Express-Collect
 Registered Mail
 Parcel Post Insured
 I will pick up my exhibit myself at close of exhibition

I, the undersigned, understand that I will be responsible for insuring my exhibit; and I will not hold the Convention Committee, the British North American Philatelic Society, and/or the Tidewater Inn, their officers, employees or members, liable for any loss or damage to this exhibit.

Name..... Signature.....
 (please print)

Address..... Date.....

City..... State or Province..... Zip Code or District.....

BNAPEX '70

TOPICS: THE NEWSFRONT

A cocktail party in London, \$22,000 in stamps lost in the mails, and an encyclopedia . . .

The Canadian Philatelic Society of Great Britain has sent us an invitation for a cocktail party. It's an informal event to be held during the Philympia at London, England, on Wednesday, September 23 from 5:30 to 7:30 p.m. at the Norfolk Hotel, 2 Harrington Road, South Kensington. That's right across from the Underground station, we're told, and the object is to provide an opportunity for as many CPS members as possible to meet Canadian collectors. Sounds like a great idea, and BNAPS is most grateful.

BNAPS president Robert Carr was a speaker at the Hamilton Philatelic Society on May 14, showing his Prince Edward Island stamps and covers; earlier in the year he spoke to the Toronto Stamp Club.

Circulation manager Russ McNeil advises that he still has photo copies of the tagged stamp articles available, punched for three-ring binders. This is the series written by Dr. E. S. Mercantini and Kenneth Rose for *Topics*. That's 49 pages for \$5, postpaid.

Canadian members are possibly familiar with the raft of "encyclopedia magazines" from England that are being sold here—History of the 20th Century, the Churchill Books, a series on medicine, and so on—each in a set of 96 or more weekly magazines.

The latest is "The Encyclopedia of Stamps", profusely illustrated, but it's available only in England so far.

H. R. Harmer tells us that a group of early Uruguay and Columbia stamps has been lost in the mails—worth \$22,000. Ten per cent of that has been posted as the reward.

And finally, don't forget the MANIPEX '70, being held in conjunction with the RPS of C in Winnipeg on June 25, 26 and 27.

BNAPLEX '70

Dear Fellow BNAPSer:

Five months from now, our annual convention will open in Easton, Maryland on October 8 at the Tidewater Inn; write them for reservations.

I'll need help in manning the Registration Desk as well as help in putting up the exhibits which have been mailed in. Therefore, I would appreciate it if you would fill in the form if you and/or your wife can assist me for a part of the time. Many thanks!

HORACE W. HARRISON, chairman, 1970 BNAPS Convention

P.O. Box 5780, Baltimore, Maryland, 21208

Phones: (Code 301) 486-5500 (office) 363-0966 (home)

- | | | | |
|--|--------------------------|---|--------------------------|
| A. I will attend the Convention | <input type="checkbox"/> | C. I'll be there early enough to help set up frames and mount exhibits on Thursday morning | <input type="checkbox"/> |
| Don't know yet. Hope to come | <input type="checkbox"/> | I can't do any heavy lifting, but will do what I can | <input type="checkbox"/> |
| Can't make it this year. Sorry. | <input type="checkbox"/> | | |
| Not coming and I'm glad of it | <input type="checkbox"/> | | |
| B. I'll be glad to help on Thursday, Friday or Saturday | <input type="checkbox"/> | D. Put me down to help the Ladies' Committee, as I am basically a ladies' man | <input type="checkbox"/> |
| I'm tied up but my wife will be glad to help | <input type="checkbox"/> | My wife won't let me help the ladies, but she says she will help | <input type="checkbox"/> |
| My wife says I have to help, but I'd rather not if it can be avoided | <input type="checkbox"/> | | |

Signed..... BNAPS No.....

Signed (BNAPS Wife).....

Post Office Department

NEW ISSUES



On June 25 the Canada Post Office will issue a 6c commemorative stamp honoring Sir Alexander Mackenzie, fur trader and explorer, who in 1793 completed the first crossing of the North American continent north of Mexico.

Born at Stornoway, Scotland, in 1764, Mackenzie emigrated to North America with his father in 1774. He entered the service of a fur trading company in Montreal in 1779. When the firm was later absorbed by the North West Company in 1787, Mackenzie became a partner in the larger concern and was stationed in Athabasca.

It was during his employ there that Mackenzie embarked on his now famous explorations for the Pacific Ocean. The first of his two journeys began on June 3, 1789, and took him, by way of the Slave River and Great Slave Lake, to the Arctic Ocean and the mouth of the river which now bears his name.

His second journey began at the forks of the Peace and Smokey rivers on May 9, 1793. Following a route along the Peace, Parsnip, Fraser, Blackwater and Bella Coola rivers, Mackenzie reached the tidewaters of the Pacific by July. There, on a large rock in Dean Channel, he left the famous

inscription: "Alex Mackenzie, from Canada, by land, 22d July 1793".

The design for the Mackenzie stamp was taken from a Government Archives photo of the rock bearing this inscription. The steel engraved stamp is brown in color and measures 24 mm wide by 40 mm. Thirty-four million stamps will be issued, printed by the Canadian Bank Note Company Limited of Ottawa.

Collectors may order their stamps at face value through the Philatelic Service.

Auction News

The April 8, 9 and 10 sale by Stanley Gibbons in London of the Sidney Harris Newfoundlandals is of interest. A double-rate letter from New Brunswick to Newfoundland franked with a 6d yellow and mailed in 1854 sold for £170; a "magnificent" 1857 4d scarlet-vermilion on cover from St. John's to Placentia Bay fetched £320; a 1s superb mint copy from the same issue sold at £1,100; and a 1d deep red-brown with re-entry in the top frame line, superb unused, sold for £260.

A full sheet of 80 of the 3d green of 1860 brought £165; a 3d of the same year, on local cover to Trinity and mailed on July 22, 1863, sold at £62. A 6d mint, superb, of that issue in orange-vermilion sold £190, and two used copies of the 1s, sold at £600 and £440.

A Hawker cover, addressed to the Daily Mail's publisher in London, went for £1,650, and a sheet of 25 Alcock and Brown stamps, with all varieties, went for £295; an A-B cover sold for £75; and a unique strip of three of the 1921 Halifax, with copies of both spacings and no stop on the wider spacing—and the surcharge inverted—fetched £510. A 1927 De Pinedo, on cover and superb, sold for £1,250. It was sent via the "supplementary mail", was cancelled in Rome, and sent along to England. A 1930 Columbia on cover to London sold for £490.

Final Die Proofs in black of the 1931 airmails (15c, 50c and \$1) sold for £52, while unfinished die proofs of the 15c sold for £21 each. A 15c mint pair, imperf between and horizontal, fetched £120.

(The Maresch and Sissons sales, held in late May and early June, will be reported in the next issue of *Topics*.)

Two new handbooks

E. A. Smythies, F.C.P.S., following a distinguished career as a student and writer on philately pertaining to the Indian States, notably Nepal, turned his attention many years ago to B.N.A. and has been associated with several outstanding studies of Canadian stamps.

His second edition of *Canadian Roller Cancellations—1894 to 1930* has recently arrived from the Canadian Philatelic Society of Great Britain.

This edition is considerably expanded from the original issue and the 300 to 400 additional listings denote the interest that has been taken in this subject and the devotion of B.N.A. collectors in providing information to the author to enable him to continue this study.

Canadian Roller Cancellations has 60 pages, of which 23 are devoted to historical and descriptive material. The remainder lists 1,675 rollers arranged by provinces, a list of rollers used as precancels and a section on essays, errors and unclassified rollers.

Printing and general appearance is much improved over the First edition. The handbook is available from the handbook sales department at \$2.00. (See handbook list in this issue.)

—R.J.W.

The 1970 edition of *Wrigley's Checklist and Catalogue of Canadian Stamps, Perforated and Overprinted "OHMS" and "G"* has just been issued. This fourth edition illustrates and prices 237 Canadian stamps; the publisher claims that another catalogue recently issued lists only 167 such stamps—apparently not listing 52 5-hole and 18 4-hole OHMS issues. The Wrigley catalogue carries illustrations of 607 minor varieties, and has expanded descriptions of them.

The Wrigley catalogue has eight pages of editorial matter, including illustrations of various types of "Flying G" overprints, including one bearing a type face not authorized by the Post Office Department. The catalogue is available from the BNAPS handbook sales department at \$3.00.

Glen Hansen's concluding notes on Newfoundland

In 1933 a new regular issue of airmail stamps was released. This set, known as the Labrador Issue, consisted of five values: 5c, 10c, 30c, 60c and 75c. Each value incorporated a scene considered to be typical of Newfoundland and had one or more planes as part of the design. The coat-of-arms watermarked paper was used by Perkins, Bacon & Co. and the stamps are perforated 14¼ for the 5c, 30c and 75c values and 11¾ for the 10c and 60c stamps.

1933 was also the year of the Balbo Flight. On July 24 the 75c value of the new issue was placed on sale overprinted 1933 / GEN. BALBO / FLIGHT / \$4.50 in four lines. A careful check was kept on this occasion to avoid the usual errors which occur in overprints but one block of four is known with an inverted overprint. Four singles are known to exist of the 10c value of the Labrador Issue of airmail stamps with the overprint. How this occurred is just a matter for conjecture at this point but the fairest explanation is that these must have been part of a block of four used to try out the overprinting device.

In 1943 a 7c Airmail stamp was issued. This was printed by the Canadian Bank Note Company of Ottawa and perforated 12, on unwatermarked paper. The value was required after the inauguration of Trans-Canada Airline flights the year before made possible the reduction of airmail rates to Canada to 7c.

On March 31, 1949, Newfoundland became Canada's tenth province and ceased to issue postage stamps. Some of the early issues are among the classic rarities of the world. All the airmail overprints are modern rarities and their collection is a pastime for the very rich only.

For "Royal Family buffs" there is no more fertile field than the stamps of Newfoundland. For "heraldic emblem" topicalists the stamps of Newfoundland are a rich field of study. There is plenty to interest the specialist, too, with perforation, paper and watermark varieties in number.

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT	Dr. R. V. C. Carr, 117 Robin Hood Way, Sherwood Forest, Youngstown, Ohio 44511
VICE-PRESIDENT	Sam C. Nickle, 1208 Belavista Cr., Calgary, Alta.
SECRETARY	Jack Levine, 2121-G Birchwood Drive, Raleigh, North Carolina 27609
TREASURER	Leo J. LaFrance, Box 229, Ossining, N.Y. 10562
BOARD OF GOVERNORS	Nine sitting; three elected every year for a three-year term: 1968-70 L. M. Bell, R. H. Pratt, D. G. Rosenblat 1969-71 A. P. Cook, G. B. Llewellyn (Chairman), C. R. McNeil 1970-72 Dr. R. A. Chaplin, S. S. Kenyon, Wilmer C. Rockett

Memo from the President

DR. R. V. C. CARR
Youngstown, Ohio

It is most disheartening to observe that 10 per cent of our membership were delinquent in payment of dues as of April 1. This means more work for our secretary and treasurer, and that shortly many members will not be receiving their *Topics*. All that, plus the business of getting the records straight after the dues are paid. Members, please try and help us all by prompt payment of dues—it will certainly help us all.

Mike Squirell is now in the long process of receiving the library from Stewart Kenyon. This may cause some delays in requests for material, but we ask your patience. Mike is all fired up for this job and has some grand ideas. We wish that this exuberance would brush off onto many other BNAPSers.

Have you noted the change in *Topics*? Quite refreshing—clean and neat—the brain-child of our energetic editor who has more ideas for improving *Topics* than one might imagine, and he'll gladly listen to constructive criticism too.

It's time to be thinking of our convention next October at the Tidewater Inn at Easton, Maryland. I have just sent in my own reservation and I am sure Horace Harrison, our chairman for the show, would appreciate it if others would soon also oblige. Horace has been spending much time on preparations for an exceptional program so please get behind him. And how about more of our members participating in the exhibition? We would really welcome more new exhibitors—it's a chance to show off your little gems!

From the Secretary

JACK LEVINE
Raleigh, North Carolina

New Members

- 2526 Boudignon, Robert F., Box 639, Copper Cliff, Ontario
2527 Fred, Chas. D., 354 Amherst Street, Winnipeg 12, Manitoba
2528 Hawthorne, James T., 103 Whitney Avenue, Hamilton 15, Ontario
2529 Oberman, Milton, 34 Northover Street, Downsview, Ontario
2530 Pickard, George Edmison, 222 Waverley Street, Winnipeg 9, Manitoba
2531 Soanes, Dr. S. V., 64 Airdrie Road, Toronto 17, Ontario

Applications Pending

- Cremers, Fred W., 1526 Berkley Road, North Vancouver, British Columbia
Edgington, Charles A., 2221 Ochel Tree, Olathe, Kansas 66061
Gibbard, Glen A., 428 North Springer, Burnaby 2, British Columbia
Kamiyama, Robert, P.O. Box 63, Koza City, Okinawa, Ryukyu Islands
Margulis, Martin, 1368 Metropolitan Avenue, Bronx, New York 10462
Smith, Julian C., 711 The Parkway, Ithaca, New York 14850

Applications for Membership

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

- BROWN, James, 3313 Lassiter Court, Calgary 10, Alta. (C-X) CAN, NFD—19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint and used Airmails. Proposed by G. M. Hill, No. 1095. Seconded by S. Nickle, No. L1727.

- COLEMAN, Mrs. Wells (Mabel), 67 Park Lane, Rochester, N.Y. 14625 (C) CAN, NFD, PROV—Mint and used postage. Plate Blocks. O.H.M.S.-G. Proposed by J. Levine, No. L1.
- DINNIEWELL, J. D., 94 Kingston Rd. E., Pickering, Ont. (C-CX) CAN, NFD, PROV—19th and 20th century mint and used postage. Pre-stamp and stampless covers. Coils. O.H.M.S.-G. Mint booklet panes. Mint, used, semi-official Airmails and on cover. Postal stationery entires. Proposed by C. R. McNeil, No. 649.
- ELNEN, Thomas E., P.O. Box 34, Skokie, Ill. 60076 (C-CX) CAN—19th and 20th century used postage. Pre-stamp, stampless, 1st Flight and 19th century covers. Precancels. Provincial Revenues. Literature. Proposed by C. R. McNeil, No. 649.
- HERST, Mrs. Herman Jr. (Ida), Shrub Oak, Westchester Co., N.Y. 10588 (C) Proposed by V. G. Greene, No. L40. Seconded by J. H. M. Young, No. L1523.
- HUFFINGTON, Herb L., 814 N. Lakeshore Dr., Waterville, Minn. 56096 (C-CX) CAN, NFD—19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. Mint, used booklet panes and complete booklets. Literature. Tagging and varieties. Proposed by J. H. M. Young, No. L1523, seconded by C. R. McNeil, No. 649.
- LEITCH, Richard L., 184 Roywood Drive, Don Mills, Ont. (C) CAN, NFD—Used postage. Pre-stamp and stampless covers. Postal stationery entires. Literature. Victorian cancels and postmarks. Proposed by R. J. Woolley, No. 359.
- MOTARD, Pierre F., P.O. Box 25, Group 509, R.R. 5, Winnipeg, Man. (DC-CX) CAN—19th and 20th century mint and used postage and blocks. Perfins on cover. Mint, used and semi-official Airmails. Literature. All cancellations. SPECIALTY—Tagged stamps. Proposed by K. Bileski, No. 122.
- SQUIRELL, Graham W., 236 Ninth Ave., Lively, Ont. (C) CAN—19th and 20th century mint and used postage and blocks. 1st Day covers. Plate Blocks. Literature. Proposed by M. Squirell, No. 2372. Seconded by C. R. McNeil, No. 649.
- WETTLAUFER, H. Glen, 192 St. George, Mitchell, Ont. (C) CAN, NFD, N.S.—Mint and used postage. Pre-stamp and stampless covers. Federal Revenues. Mint and used Airmails. 2 and 4-ring cancellations. SPECIALTY—Small Queens and Dominion Issue Bill Stamps. Proposed by R. J. Woolley, No. 359.
- YASKOW, Leonard, 10—200 Maxwell Place, Winnipeg 15, Man. (C-CX) CAN, NFD, N.S., N.B., B.C., P.E.I.—19th and 20th century mint and used postage and blocks. 1st Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Mint, used panes and complete booklets. Precancels. Mint, used, semi-official Airmails and on cover. Proposed by D. Amos, No. 967.

Changes of Address

(Notice of change **MUST BE SENT TO THE SECRETARY**. Any other office will cause delay)

- 1301 Inley, Arthur H., Hawkestone, Ontario
- 1996 Keim, Peter M., 1010 Continental, Menlo Park, California 94025
- 2508 Killeen, Larry G., c/o Telecom Station Manager, Dept. of Transport, Aeradio Station, Williams Lake, B.C.
- 2472 Linder, John, 734 Upper Belmont, Westmount, Montreal 217, Quebec
- 2475 Morisch, Don L., RMI, USCGC Staten Island WAGB—278, c/o Fleet P.O., Seattle, Wash. 98799

THE SECRETARY

- L 1 Levine, Jack, 2121-G Bichwood Drive, Raleigh, North Carolina 27609

Returned Mail

(Information to present address will be appreciated)

- 1413 Belanger, Marcel, 4811 Colonial Avenue, Montreal 14, Quebec
- 2229 Davis, Robert R., 47 Lansdowne North, St. Lambert, Quebec
- 1574 O'Neill, W. Paul, American Consulate General, Salisbury, c/o Dept. of State, Washington, D.C. 20521

Resignations Accepted

- Carlson, Fred W. Cartwright, J.C. Short, Clarence J.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, April 1, 1970	1069
NEW MEMBERS, May 1, 1970	6
	<hr/> 1075
RESIGNATIONS, May 1, 1970	3
	<hr/> 3
TOTAL MEMBERSHIP, May 1, 1970	1072

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** — Fourth Wednesday of each month at 8 p.m.; Dickinson Room, Stry Credit Union Building, 144 E. 7th Avenue, Vancouver.
- 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.
- Calgary** — Meets fourth Tuesday at 8 p.m., Secretary: Mrs. Jack Benningen, 157 Wildwood Drive, Calgary 5, Alberta.

BNAPS president Robert Carr donated his complete Newfoundland collection of articles to the BNAPS library last month — a very substantial selection of material which includes 20 items on Newfoundland in general, four on the airmails, three catalogues, seven on forgeries, and six miscellaneous items.

Subjects of the articles are most diversified and have been published over a period of 60 years in various journals. They include:

The first issue; the Pence issue; rejected die of 1857 issue; a general piece by Sidney Harris; another by W. Ward; the Cabot issue; the Guy issue; the Coronation issue of 1911; the Caribou issue (two articles); surcharges of 1920; Publicity and 1929 provisionals; 1932 Pictorial issue, the 1938 issues; and varieties of the 1939 surcharges.

The airmail articles cover the Balbo, the 1932 Wayzata airmail stamp, the De Pinedo, and a general piece. Catalogues include a 1927 listing by A. E. Butler, another done in 1940 by the same author and one dealing with the Newfoundland market.

Among the forgery items are: two articles on Sperati's Newfoundland fakes; two Spud Papers; and three general pieces.

Miscellaneous articles cover the 1910 error on the 1c; Newfoundland proofs of 1857-1901; an unrecorded bisect, written in 1956; errors of design; TPO markings; and the "235" numerical cancellation.

Meanwhile the transfer of the library is proceeding; the distance from Edmonton to northern Ontario requires that the books be properly crated, and this work takes time. When the changeover has been completed, we'll let you know through these pages.

OFFICIAL NOTICE

FINAL NOMINATIONS

PRESIDENT Sam C. Nickle
VICE PRESIDENT . . Alfred P. Cook
SECRETARY Jack Levine
TREASURER Leo L. LaFrance

BOARD OF GOVERNORS
James C. Lehr
James A. Pike
Robert H. Pratt
Daniel G. Rosenblat

PLEASE ADDRESS ALL MAIL FOR TOPICS

Editor, *Topics*, c/o Mr. V. G. Greene
77 Victoria Street Toronto 1, Ontario

BNAPEX '70 OCTOBER 8-11

MAKE YOUR RESERVATIONS EARLY

Thursday p.m. to Sunday p.m.: Twin, \$84 each; Single \$97 each

Friday p.m. to Sunday p.m.: Twin \$64; single \$71 each

MR. ANTON HOEVENAARS, TIDEWATER INN
EASTON, MARYLAND, 21601, U.S.A.



*Lt. Col.
Roland H. Webb
BNAPS 1598*

Lt. Col ROLAND WEBB

**He put the horses before the bridge,
but he always stuck to stamps**

It was such a surprise to meet one of our members at Vancouver whom I somehow had pictured as "a toddling old chap with long white hair," and to find a tall, straight-as-an-arrow man with very dark hair that makes him look much younger than he is (it's a private joke between us now!). Anyway, he tells me that he has been collecting for 50 years. So let me introduce Lt. Col. Roland Webb, now retired from the Canadian Army.

Born in Ontario, Rollie, as he is called, received his early education in Toronto and Winnipeg. He attended St. Johns College School and the Royal Military College at Kingston. Rather than civil engineering, he joined the Royal Canadian Horse Artillery ("Yes," he points out, "there were horses in the army in those days.") After a long career in Canada and wartime service overseas, he picked White Rock, B.C. as his home where he fishes, golfs, gardens, does

the bridge bit, and even gets in some old-fashioned square-dancing.

His main hobby has been philately and, again, we have a childhood collector with the usual education and wartime interruption—"and besides," he'll remind you, "those were courting days." It was in 1954 that he joined the Ottawa Philatelic Society and began his famous sideline of Canadian Forces mail. This sideline finally overcame his Canada and Great Britain collecting when he realized that authentic information about Canada's military postmarks was difficult to come by, and, since he was at an army HQ where he could dig through the files and archives, he began devoting most of his time to this project.

It's going on 15 years now and he is still hunting and, most important, writing up his research for various philatelic journals. We will try to get him to send most of this to *Topics* in the future!

In addition to BNAPS, Col. Webb is a member of RPSC, the CPS of GB, the White Rock Philatelic Society, and is an honorary life member of the Ottawa group.

He enjoyed the Vancouver show in particular, as it was there that he met, for the first time, many members whom he had been corresponding with for many years—among them Ed Richardson.

—Dr. R. V. C. Carr

...and some doodles by The Editor

This issue will be going out a little later than I expected—about the middle of June—due to several holdups and last-minute items. On top of that, there's a postal strike pending here in Toronto which may delay things further. So much for excuses; in the last two issues there were errors for which there's no excuse; the spelling of our noble president's name with one "r", his by-line omitted on *Sketches* (it's back there now, you'll notice) and an error in spelling Jacques Houser's name.

Very soon now we expect to launch a series by Jim Sissons, dealing primarily with misconceptions in BNA philately—one of the most interesting prospects this magazine has had for some time.

And a note to contributors: please don't attempt to retouch photos and Xerox copies before submitting them—particularly on postmarks. And type on one side of the page only, and put your name on all copy.

MAIL FROM OUR MEMBERS

From the Bluenose to this? What have we come to?

I would like to commend, through the medium of your *Topics*, the action taken by the Stanley Stamp Co. of Vancouver by sending out a questionnaire concerning the opinions of their regular customers, to the manner in which Canadian stamps are being issued.

While it will be some time before all reports are in and published, I feel very strongly that the BNAPS, either collectively or through local groups, should make their wishes known to the Canada Post Office. I was pleased to read in the last issue of *Topics* that the Edmonton group had done so.

I feel that if the present policy of the Post Office is maintained Canadian stamps will, in the future, be about as popular and as valueless as many of the French African colonies have been over the years.

Regarding the designs, Canada at one time was proud of her stamps. Take the 1928 scroll, considered one of the finest sets issued by any country, or the Bluenose which was considered one of the prettiest stamps ever issued. Then look at today's stamps:

- The 1967 Women's Franchise rates with the 1959 Women of the World as possibly the worst stamp Canada, or any other country, has issued.
- The 1967 Canadian Press could represent almost anything if you didn't use a magnifying glass.
- The Meteorology and Hydrological stamps were meaningless to the general public who did not receive the release from Ottawa explaining their significance.
- While the George Brown and Henri Bourassa stamps may have some historical significance, it appears to me that it was a lame excuse for a commemorative stamp and the colors were insipid.
- La Crosse and La Curling commemorating two popular Canadian sports were very unappealing; compare these with the Football stamp of Great Britain 1966.
- The International Labour Organization stamp was just about as confusing as the

International Biological stamp. The last could be the estuary of a river — again one would need a magnifying glass to decipher it.

- Why they tagged the Manitoba Centennial stamp would be hard to determine.
- The United Nations issue (again high values to squeeze every cent out of the stamp collector that is possible): I have only seen this reproduced in black and white but I would interpret the design of both stamps to represent a world divided, torn by the waves of discontent, and half dark and half light.

When is the Post Office Department going to hire some artists with a knowledge of practical application to design stamps for Canada of which we can be proud?

Certainly Mr. Kierans is not encouraging young people to take up stamp collecting — they couldn't afford it.

— Douglas B. Archer

A good natural-history book might show this breed

I have just purchased a collection from a local collector, and on preliminary examination noticed two 5c Beavers, the oldest items in the group, in average condition, and cancelled; one copy appeared to be torn.

Later, on examining this stamp with a magnifying glass, I discovered I had a unique stamp. It is a centred copy, perforated vertically, and imperforate horizontally. The tearing was caused by the user separating it from the rest of the strip. It is torn fairly close on the bottom, with one deep spur of paper in the centre, and part of frame line torn off on left side. The top is also rough-torn but with more of the paper left on. One left spur shows a faint portion of the above frame line and a right spur shows part of both outer and inner frame line.

On checking Holmes and other catalogues I can find no mention of a part-perforated Beaver, and was wondering if any other members can shed any light on this variety, and its relative value. All information would be greatly appreciated.

— A. J. Quattrocchi

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BISECT OF 6c LARGE QUEEN — I should appreciate information concerning the whereabouts of the bisect (mentioned by Boggs, page 260) posted Wilmot to Clementsport, March 17, 1870. H. E. Duckworth, University of Manitoba.

SQUARED CIRCLES

(continued from page 185)

The following items are a start on a fairly extensive listing of indicia errors and variants reported by Alex McMillan:

ARNPRIOR—00/MR 3/ MR 3 inverted
GODERICH—OC 28/02 OC inverted
KINGSTON—3/7 SP/94 and 4 (inv./OC 8/98
PEMBROKE—JY 27/94 sideways 4
PERTH—JA 4/99 inverted JA
TEESWATER—AP 8/96 month and day inverted
NANAIMO—1/AU 16/00 early use of time mark '1'

A further listing of indicia errors from Clarence Kemp's collection follows; in each case, the time mark is inverted but all other indicia is normal.

GUELPH PM/DE 14/95
LONDON, Type I 3/JU 7/97
PICTON 2/JA 18/97
MERRICKVILLE PM/NO 1/99
KINGSTON 4/OC 8/98
WINDSOR, ONT. PM/JY 24/97

John Gordon reported finding TORONTO-STRACHAN AVE. on a Map stamp, with date of JA 19/99. This is both a new late date, and the first report of this town on a Map stamp.

Roger Greer reported finding two examples of ANTIGONISHE on the 5c Registry; I understand that one of them has been traded away (I mention this to avoid raising hopes that a duplicate is still available.) In addition, Horace Harrison recently reported ANTIGONISHE on the 5c Registry was now in his collection. This latter is not one of Roger Greer's find, so that a

new town may now be added to the listing of those known on the Registry, with a note that three copies are thus far reported.

In checking over some past correspondence, I find that I have not yet listed a report by Budd Soughton, of the following:

SHANNONVILLE—SP 6/06 on 1c Edward; new late date.

HAMILTON—17/NO 18/15 on 1c green Admiral; this is over a year later than the previous latest date, and probably represents an extension of the revival period (listed in Handbook as AP 13/13 to AU 20/14) during which the hammer saw occasional, rare use.

As a start on some of the previously unreported information: Jack Benning has a new late date for the ST. JOHN'S, NEW-FOUNDLAND 1892 postmark: AP 9/99. John Siverts reports a new late date, MANSONVILLE, JU 9/98; and Alex McMillan has a new late date for LEAMINGTON: AU 16/99.

Several new towns on 5c registry stamp have recently been reported to me, bringing the total to 30 known towns at this time. I have up to date listings from Horace Harrison and Stanley Cohen, owners of the two most extensive collections known to me; will others please drop me a line about the current status of their collection on this stamp. I would like to make up a revised check list of known towns for a future column.



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