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Journal of the British North America Philatelic Society



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MAY 1952

VOLUME 9 - NUMBER 5 - WHOLE NO. 86

91

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JAMAICA

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 3d. "flowered" frame, mint ----- 1.50

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 1877 "One Shilling" one 1/8d. blue, envelope, mint ----- 6.00
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 1890 "50 CENTS" and circular red "General Post Office Mauritius" initialed by Postmaster, on 8c. pale blue, envelope, mint ----- 9.00

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 1892 "1½d." on 3d. ultramarine, mint ----- 2.25
 "1½d." on 3d. ultramarine, used ----- 3.75
 1894 ½d. chestnut, mint ----- 3.00
 ½d. chestnut, used ----- 9.00
 ½d. orange, mint ----- 3.00
 ½d. orange, used ----- 9.00
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The Royal Philatelic Collection

By ROBSON LOWE (#L510)

When one writes of "The Royal Collection" one refers to the remarkable collection founded by King George V and maintained by His Majesty the late King George VI.

The collection is housed in some 330 red volumes containing the issues up to the end of 1935 and comprises the collection formed by King George V. His son, the late King George VI, maintained the collection by adding certain rarities and pieces that helped complete the studies commenced by his father. In addition, a new collection was started, which filled over 40 volumes and in which His Majesty included the stamps of Great Britain and the British Commonwealth issued during his own reign.

To distinguish this collection from that formed by his father, the albums



RARITIES FROM THE ROYAL COLLECTION—1c and 3c mint on laid paper.

The distributors of this book throughout Canada are: Robson Lowe Limited, 50 Pall Mall, London SW 1, and W. H. Smith & Sons Ltd.

housing King George VI's personal collection are bound in blue.

The collection is restricted to the stamps issued by the British Commonwealth. With the exception of certain rarities and pieces needed for philatelic research, the collection is restricted to unused copies.

* * *

To give the reader some idea of the scope of the collection here is a brief description of one colony, British Columbia and Vancouver Island.

The first stamp was issued in 1859, the 2½d. There are two die proofs in black on white glazed card, one with an outer border. There are two imperforate corner pairs showing the plate number "1" from the imprima-tur sheets registered on December 19, 1859. There are three other imperforate copies, one with a forged cancellation!

The issued perforated stamp includes a block of four and several pairs, one of which is marked in ink "Redeemed A. W.". The initials are those of A. Watson who was Treasurer of Vancouver Island.

The 1865 Vancouver Island 5 and 10 cents commence with die proofs of both values in black on white glazed card. The rare imperforate 5 cents is represented by two mint and one used, and the 10 cents by a mint pair with corner margins as well as two mint singles and one used. Both values perforated are shown in mint blocks of four.

The 1865 3d. commences with a set of lithographed color trials made from the first die which was subsequently altered. These trials are in pale red, pale yellow-green, buff and pale brown.

The second and adopted die proof in black on white glazed card is in two states, the first without value and taken before the corners were cleared and the second in the finished state. The last is also shown in pale blue.

The 1869 surcharges on the 3d. are complete in mint blocks of four, both perforated 12½ and 14. Of the former, only one other set is recorded in

blocks of four. There is a complete set overprinted "SPECIMEN," one overprinted "CANCELLED" and the 50 cents is shown imperforate.

* * *

During the reign of King George V the Keeper of the King's Stamps was Sir Edward Denny Bacon, M.V.O. but the latter died in 1936 and the post was filled by the present Keeper, Sir John Wilson, C.V.O., L.L.D.

The latter is one of the greatest philatelic student that philately has ever known; certainly his vast knowledge has never been surpassed. A collector in his own right, Sir John's expert knowledge is not confined to the stamps of the British Empire but includes an unusually broad field of study of the classics issued of all countries.

For nearly five years he has been engaged in the task of preparing an official history of the Royal Collection and this volume was to have been published this spring by the gracious permission of His Majesty and will be entitled "The Royal Philatelic Collection".

Owing to the death of His Majesty, the publication date, which will be announced in the course of the next few weeks, has had to be postponed for a month or so.

* * *

The first section of the book deals with the history and formation of the collection and of King George V's special tastes and interests in collecting, illustrated with many hitherto unpublished photographs.

These include specimen pages from the collection, the introductory pages of the special presentation volume of the Canadian Diamond Jubilee stamps and a set of these famous issues as mounted and illuminated in this volume.

A presentation specimen of the first Transatlantic postage stamp — the Hawker — mounted on a card with Hawker's signature.

A Windsor Castle card bearing autographs of John Alcock, pilot, and A. Whitten Brown, navigator, the first men to carry air mail successfully a-

(continued on page 141)



PRINCE EDWARD ISLAND HANDBOOK



PREPARED BY THE PRINCE EDWARD ISLAND STUDY GROUP

(Continued from Page 93—April)

CHAPTER II

POSTAL HISTORY OF PRINCE EDWARD ISLAND

FRENCH REGIME 1534-1757

No evidence exists of postal service during the French regime. However, it is known there was a garrison at Port la Joie (now Charlottetown) and it is possible that letters might now rest unrecognized in French archives.

BRITISH CIVIL GOVERNMENT 1757-1851

Little is known of the early postal history of the "island" and only sketchy accounts in the various histories of the island now attest to the unsatisfactory service rendered in the 18th Century.

"The first winter mail service was established by Lt. Governor Walter Patterson in February, 1775, when he found the vessel in which his dispatches were to have gone to England was frozen in on Dec. 21st (1774) when there happened a severe frost (remarkable for being so early in season). Patterson determined to attempt a winter mail service. He endeavored to persuade some men to attempt a passage in a small canoe to Nova Scotia. He pointed out that if successful without great difficulty it would remove an objection made by many people against being here, namely, being shut out from intercourse with the rest of the world for so long in winter and if successful he would have rendered an essential service to the Island. The attempt was made from Wood Islands and succeeded" (Warburton's History p. 178).

Whether or not this service was maintained in winter time to 1800 is not now known. It is recorded in Duncan Campbell's history that correspondence passed between the island and the United Kingdom between 1781-87.

In that latter year, the Lieutenant Governor issued a commission appointing James Robertson, Esq., as Deputy Postmaster. August 20th of the same year Mr. Robertson was appointed Printer to the Government. Evidently Mr. Robertson was very active for in October he published the first Prince Edward Island newspaper.

A packet boat service was operated in 1801 between Charlottetown and Pictou by one Benjamin Chappell (later Postmaster, Charlottetown) and his brother. Smith wrote that "A post office was opened in Charlottetown in the beginning of the 19th Century and until 1827 it was the only institution of the kind on the island." It was further recorded that John Ross was appointed Postmaster. The post-office at Charlottetown operated only for the receipt of letters, no deliveries being made from there until the couriers began operations in 1828.

On May 5, 1802, Benjamin Chappell was commissioned Postmaster and paid a fee of ten shillings. He kept the post-office until his death in 1825 in a little log house on the corner of Prince and Water Street. This building

(illustrated herein) is alleged to have been built in 1780 and was intact until about 1938.

A History of the (Roman) Catholic Church in Prince Edward Island discloses that correspondence between Colonel Harry Compton, a militia officer residing at Malpeque (now Princetown), and the Bishop of Quebec was carried on between 1800 and 1802; in that book "reference is made to the letters going by sailing vessel from the Island to Quebec."

In August, 1803, Lord Selkirk wrote of the mail service on the Island: "there is no regular mail service from the island, a scheme is now on foot to establish one by subscription (strange that the Assembly does not do it from the revenues of the island). Hitherto they have depended on the occasional opportunities from Halifax. Some gentlemen are now expected whose non-appearance has caused the departure of the mail to be delayed from day to day." This same Lord Selkirk recommended the establishment of a packet service between Halifax, Pictou and Charlottetown which recommendation was not put into operation until some years later.

It is from this period of no regular mail service that Louis S. Crosby has uncovered the earliest known Prince Edward Island cover. It originated in Upper Canada and is dated 1804 but sans Island postal markings.

The state of affairs as existing 1807 is outlined in a letter from Lieutenant Governor J. F. W. Des Barres to Chief Justice Caesar Colelough who was then at Halifax:

"Mar. 1, 1807

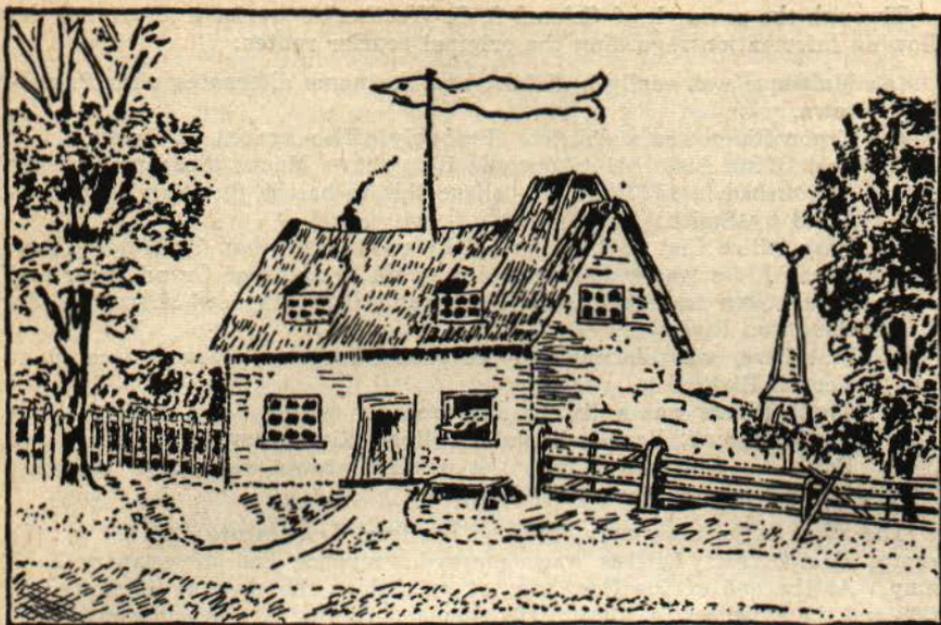
"Nearly five months have elapsed since a mail from England has reached the island; think then how comfortable any intelligence from these will be to us. In this view, chiefly the Indians, who, with my public dispatches, carry this, are lured to proceed in an ice boat to the Nova Scotia shore and thence to Halifax, where they are to deliver the bag of letters to Mr. Charles Hall, merchant and who will put the letters in a cause of being forwarded to their addresses. Mr. Hall is requested by the Postmaster of this place, at my instance, to collect all of the letters and packets directed for this island, for which purpose the Indians will be kept in waiting during four or five days at Halifax by whom such bag of letters, as may be made up, will be brought thither. Allow me, therefore, my dear sir, to entreat the full cooperation of your kind office in the promotion of this object and believe me etc. etc.

J. F. W. Des Barres"

Until 1816, no regular packet service existed. In that year control of postal affairs of the province was transferred from the Deputy Postmaster-General in Canada to the Deputy Postmaster-General at Halifax (John Howe, Sr., who upon retirement in 1818 was succeeded by his son, John Howe, Jr.). Howe in 1816 informed the Postmaster-General in London that it was necessary to provide courier service to Pictou and thence to Prince Edward Island via Wood Islands by packet. Arrangements were completed in that year and it was provided that the moneys collected from the operation of the packet were to be applied as far as they would go towards the salary of the Postmaster and the maintenance of the packet. The Legislature of the Island agreed to make up the difference between the income and the expenditures.

There was no accounting between the Island's post-office and the General Post Office in London. The postmaster at Charlottetown simply presented the Deputy Postmaster-General periodic statements of the postages collected and the expenses, together with a receipt for the deficiency which was paid by the Legislature. Thus it was the local government of Prince Edward Island and the postmaster at Charlottetown operated the postal system almost without interference from London. The postage on a single letter from Charlottetown to Halifax was eight pence sterling or ninepence currency.

Letters addressed to points outside of Charlottetown remained in that office until called for. Indeed in those early days it was no small task to



Architect's drawing of old Post Office on its original site.

pick up one's mail. Crosby relates that his forefathers who arrived on the "Island" in 1770 from Newry, Ireland, came to town (Charlottetown) down the West River (formerly the York River) either by row boat or small sailing boat, for at that time there weren't any direct saddle horse trails or wagon roads to Charlottetown. Upon arriving at the building which served as the post-office it was necessary to wait for the postmaster to walk up from the wharf after meeting the ship's captain and collecting what mails there might be. It is said the postmaster carried the mail under his tall hat, but alas, this might possibly be another tall tale. Inclement weather forced the crowds to wait outside in the red mud for which Prince Edward Island is noted, and undoubtedly, after mails were sorted and distributed, there were many short tempers especially when after this wait there were no letters. Postal service has indeed progressed since the 18th Century.

In 1827 Lieutenant Colonel Ready, Lieutenant-Governor, took recognition of the fact that letters remained at Charlottetown until called for and in his opening address to the legislature pointed out the necessity of establishing a postal system in the island. "If affording the means of a speedy and safe communication with our distant population and of conveying to them a knowledge of the law and proceedings of the government which while it contributes to the security of the people serves also to guard them against effects of misrepresentation and misconceptions" (Howe to Freeling—June 10 and Sept. 29, 1827 British Post Office Transcript.).

The Legislature of the province concurred in these views and issued instructions to the postmaster at Charlottetown to open a number of post offices and establish the necessary courier routes. On June 1, 1828 this system began operations. The couriers travelled three routes as hereinafter explained.

The western courier exchanged mails at New London, Malpeque (a), Traveller's Rest and Tryon River (b), his route being nearly ninety miles in length. The eastern courier served St. Peter's Road (c), St. Peter's Bay (d), Bay Fortune, and Grand River (e). This route was upwards of 100 miles. The southeastern courier travelled 53 miles and exchanged mails at Seal River (f) and Three Rivers (g).

Through the research of Colonel S. S. Weatherbie we have uncovered the following information regarding the original courier routes:

- (a) Malpeque was really a district and the name alternates with Princetown.
- (b) Tryon River was a district. Probably office located at Tryon.
- (c) Post Office List 1841 (Appendix B-3) shows Mount Pleasant as being established in 1827 and we believe this to be the St. Peter's Road as listed by Smith.
- (d) Post Office List 1841 shows St. Peter's rather than St. Peter's Bay.
- (e) Grand River was a district which would be Head of Grand River and Bridgetown in later lists. The Grand River is now known as the Boughton River.
- (f) Seal River was district and the post-office was probably located at Vernon River.
- (g) Three Rivers was a district and probably got its name from the fact the Montague, Brudenall and Cardigan Rivers empty into Cardigan Bay. As Georgetown was the principal town we believe the first post-office was located at that point.

The rates of postage were fixed by the local Legislature and not by the General Post-Office. Letters were charged twopence and newspapers half-penny. At the end of the first year of operations the revenue amounted to £268 and the expenses to £383. The financial results of this enterprise were at no time of any considerable magnitude for in 1850 revenues amounted to £1441, expenses to £1528.

The Deputy Postmaster-General at Halifax was rather disturbed to hear of these proceedings and wrote the postmaster at Charlottetown that there was no power possessed by the government of any colony of Great Britain to establish post-offices and set up couriers, and demanded to be furnished with the orders under which the postmaster had acted.

The Secretary of the General Post-Office in a letter to the Postmaster-General pointed out that the measure taken by the Island Legislature was entirely illegal but that it was a question how far it might be expedient or politic to interfere in a settlement where the Deputy Postmaster-General had not thought it necessary to establish internal communications; particularly when the communications, if established would probably not produce revenue sufficient to cover the expenses. The Deputy Postmaster-General at Halifax was cautioned to watch the operation of the courier and if at any time the operation of the courier route reached the point where the revenues exceeded the expenditures, he was to assume control.

The Cape Traverse rail route was first established during the winter of 1829-30 and was found to be more expeditious than the Wood Island route. Hence the route was followed until the establishment of winter steam communications after Confederation. One of the terms insisted upon by the Island before entering the Dominion was that of continuous winter service between the Island and the mainland.

In 1832 the local Legislature passed an act to provide for the conveyance of the mails between Charlottetown and Pictou by a steam vessel (Steamer Pocahontas) a grant of £300 yearly being made for the purpose.

According to the Journals of the House of Assembly in the 1840's the summer mail service Prince Edward Island to the mainland was from Georgetown, Belfast and Wood Islands to Pictou; and winter from Cape Traverse to Amherst via Cape Tormentine. The first portion of the journey was made by ice-boat, the last leg by horse and sleigh over the coach road or ice along the shores of Bay Verte. However, occasionally during the summer months trips were made by packet from Bedeque to Shediac and the mail taken from there to Moncton on the Intercolonial Railroad by stage. (See Appendix B-4).

It will be seen that though there were numerous post offices (similar to way offices in New Brunswick and Nova Scotia so often ridiculed by the trained postal officials), which by 1841 reached a total of 32, there was only one legal post-office (Charlottetown) until 1851. This one should be the only one entitled to the use of a dating stamp and that had the name of the province and not of the town. Georgetown had its own town mark in 1848, supplied by the General Post Office, London. We have not been able to uncover other town-marks as early as this. (See Appendix B-3 for a list of Post-Offices in 1841.)

Through the efforts of Lord Calnicarde, Postmaster-General, Lord Elgin conducted a conference at Montreal in October, 1846, in which Prince Edward Island took no part. A uniform charge of threepence for intercolonial mail was decided upon. The Island authorities had been in the practice of adding to the charge of intercolonial letters the local rate of twopence. If the terms of this report were adopted in their entirety the island would have to relinquish its inland charge, thus making a serious inroad on its postal revenue. However, no protest was made by Prince Edward Island.

The new rate proposal and "all requisite measures for establishing the colonial post offices on an independent footing were matured, so far as could be done by the legislatures themselves, and nothing now remained but imperial sanction." This was done by an Act of the Imperial Parliament, July 28, 1849 (Imperial Statutes, 12 and 13 Vict. c.66)

Formal control of the Post Offices passed to the local authorities under the terms of the Post Office Act of May 15, 1851.

PRINCE EDWARD ISLAND LOCAL CONTROL 1851-1861

Prince Edward Island assumed control of its Post Offices under the terms of the aforementioned Act (for all practical purposes they had already usurped these powers in 1828 when the courier system was established) wherein it was provided that "authority is given to the Legislature of this Island to make such provisions as may be deemed expedient for the establishment, maintenance and regulation of posts or post communications, within the same, and for charging rates of postage of conveyance of letters by such Post or post communication, and for appropriating the revenue to be derived therefrom."

(This Act is reproduced in Appendix B-5). Of particular interest are Sections 4, 5 and 12. Section 4 provided for publishing all orders of Legislature in the "Royal Gazette." An intercolonial rate of 3d was established in Section 5 and a local rate of 2d was continued in effect by the terms of Section 12.

Apparently the intercolonial rate did not become operative in May 15, 1851, for we have a letter showing the mileage rates were charged after this date up to the exchange office and 3d for the Canadian postage beyond. For details see Appendix B-6

April 1, 1855, a plan of registration was instituted in Canada superseding the practice of recording only letters mailed containing money. A charge of onepence was made. Evidently the Prince Edward Island Post-Office followed the same instructions as laid down by the General Post-Office, London (See Appendix B-1). Colonel S. S. Weatherbie, Ottawa, Ont., had in his collection a registered letter dated April 2, 1855, marked in manuscript "Registered 904" and it is backstamped in red April 3, 1855. Apparently this system was introduced on the island on April 1, 1855.

The post-offices of Prince Edward Island were operated under the aforementioned act until March 9, 1860, when the legislature passed an Act to Amend the Act for the Transfer of the Management of Inland Posts within Prince Edward Island". Details of this amendment (reproduced in full in Appendix B-7) will be found in Chapter III.

POSTMARKS

(See Chapter XI)

P1 P1a P2 P3 P3a P4 P5 P6 P6a P8 P13 P14 P15 P16 P17 P18 P19
P20 P21 P22 P23 P24 P25 P26 P25 P36a P52 P53 P54 P56 P57 P57a
P57b P57c P58 P61 P65 P65A P65B

Prince Edward Island
SHIP LETTER

P 61

FREE

P 65-A

2

P 57A

2

P 57 B

Jx

P 57 C

PART A

Postal History

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(To Be Continued)

LEAP YEAR IN THE ARMY

By LT.-COL. L. W. SHARPE, Ed., Q.C. (#395)

In my collection is a cover of no great philatelic value. To me, however, it is interesting, amusing and worth keeping. It is a single sheet 9 d. currency rate, folded in the usual way and sealed with a blob of red

sealing wax on the back.

Originating from Drummondville, Ontario, it is addressed with a quill "To / The Officer Commanding / at / Hamilton". At the top centre is "O. H. M. Service." At the top right is

the figure "9" and at lower left the signature "G. C. Swan." All in manuscript. The cancellation is Jarrett's (1929) #290 on page 427 in a brightish red, with "Drummondville" at top and "U. C." at the bottom between the two circles. The date in manuscript in the centre is 10/Feb/1840. All writing is in a brownish black ink. There is no receiving stamp at Hamilton, though there had been a post office there since 1825.

The commanding officer at Hamilton was likely Col. Sir Allan Napier McNab, Laird of Dundurn. He had led the "Men of Gore"—1st Battalion of Incorporated Militia—during the Mackenzie Rebellion 1837-8 and was knighted. His home, "Dundurn Castle," is now a public museum. He was succeeded in command by Col. Wm. Gourlay. The unit was disbanded in 1843.

Having been in or connected with the army for thirty years I have always had a liking for covers with a military interest to them. Looking through a book of my covers yesterday I saw this one. Then, too, this year is Leap Year. I took it out and read it again. These days, with war and rumours of war, we see vast sums being spent on armed services. I am sure those who have spent time in the services know in spite of the vast

sums expended how niggardly some things are handled. I got a laugh out of it; perhaps you will too. This brigade order is I think, as they say "one for the Book"—perhaps Ripley would have liked it.

Brigade Office,
Drummondville, 8th Feb. 1840
Brigade Order

In preparing the Lodging Returns for the present month, Officers will be pleased to bear in mind that as the allowance in lieu of quarters is annual, for 365 days, no extra charge can be admitted for the 366th day in leap year.

By Command
"G. C. Swan"
Lieut. Col. P. S.

Contents are often as interesting, sometimes more interesting than the value of the cover itself from a philatelic standpoint. I think we should always keep this in mind. Contents of early letters often give a true picture of the conditions at the time and help in building historical records. Whether the fact this cover had to do with the army or the contents induced me to keep it, I do not know. As at one time I had several at least similar covers, I think the contents made me keep it. In any event I am glad I did so—I get a laugh every time I read it!

CANADIANA

By W. T. WHITE (#191)

Two items of interest that warrant a place in the albums of collectors of "Canada," appear to be generally lost sight of—one, admittedly, quite rare, and the other comparatively still easy to obtain. I refer to the "Bahamas Special Delivery" (Bahamas, Scott #E1) and the other "Wings for Norway" (Norway, Scott #274). Possibly the reason these items are not more sought after is because neither of them can be found in the "Canada" sections of the standard catalogues, yet because of the background behind these two issues their

inclusion in any collection of "Canada" is fully justified and will add to completeness.

First, the Bahamas Special Delivery. According to advices from the Post Office Department, found in Jarrett, page 97, a special delivery service between Canada and the Bahamas was arranged at the request of the Bahamas Government. Since the latter had no special delivery stamp at that time they caused to be surcharged 600 copies of their current 5d stamp with the words "Special Delivery," and the whole of these

overprinted stamps were sent to Canada and placed on sale at four Post Offices—Ottawa, Toronto, Westmount and Winnipeg—on 1st January, 1916. It was later found that quantities of these overprints were being bought up on behalf of two individuals in the Bahamas, and thus were not being used for the purpose for which they had been sent to Canada. Apparently heavy protests reached the Department, which promptly cancelled the arrangement with the Bahamas Government, but in the meantime some 430 stamps had been disposed of. In order to have created such a furore one may assume that a large proportion of the 430 sold, were not postally used in Canada, and probably 50% of those legitimately used found their way into waste-paper baskets, so there can only be a very limited number of covers in existence today, bearing the Bahamas Special Delivery stamp used in conjunction with Canadian postage and addressed to points in the Bahamas.

The stamp in Mint condition can, of course, claim a rightful place in Canadiana, since the overprint was specially made for sale at designated Canadian Post Offices—and it is a very nice item to have—but the real prize and the choice rarity is the stamp used in combination with Canadian stamps, tied to cover and addressed to Nassau or other points in the Bahamas before the Department cancelled the arrangement. How often do you see such a cover listed in the auction catalogues? It is probably no exaggeration to state you run across a dozen offerings of the scarce 3¢ Small Queen Perf. 12½x12½ for every Bahamas Special Delivery cover listed.

* * *

And now for our second forgotten piece of Canadiana—an imprint plate block of "Wings for Norway". This stamp was never postally used in Canada, but it is stated that our Post Office Department had tentatively consented to its issue by the Norwegian Government in Exile for use at Little Norway, the Air Force Training Camp in Ontario, sales to be

restricted to Little Norway, and only on certain Norwegian historic dates. A full story of the conception and negotiations leading up to the printing of this stamp was published in "The Philatelic Magazine," Vol. 57 No. 16, 5th August 1949, but briefly the background seems to be as here set forth. The idea underlying the proposed arrangement was not only to emphasize Norway's participation in the common fight, and the co-operation existing between Norway and Canada, but to aid the Little Norway Aviation Fund. In anticipation of the consummation of the arrangement, a stamp was designed at the camp and an order placed with the Canadian Bank Note Company, Ottawa. A total of 50,000 stamps were delivered in December 1942, consisting of 1000 sheets of 50 stamps each, followed at a later date by a much larger printing, two plates being used. But the printing was premature—plans for the issue in Canada were never completed as the Norwegian Government in Exile finally made the conservative and commendable ruling that:

"Norway would be placing herself in a class with certain small States which have the reputation of issuing stamps not for postal purposes primarily but for the money in it."

The project was therefore abandoned and the stamps taken over by the Norwegian Government in Exile, to be held in reserve for issue when the Government again resumed control in Norway. After the Liberation they appeared in 1946 as one of the regular issues of Norway. Designed and printed in Canada, for use in Canada, a Plate Block bearing the undermentioned Imprint will, on account of its intimate association with this country during the dark years of World War II, lend interest to any collection of "Canada," and is not, as yet, a difficult piece to acquire.

IMPRINT:

The Canadian Bank Note Co. Limited.
Ottawa. No. 1
The Canadian Norwegian Stamp Issue
The 15 Ore Stamp.
"Wings for Norway"

Trail of the Caribou

By Freres Meyerson



In the February issue of TOPICS we discussed the postmarks used by the American Forces stationed in Newfoundland prior to Pearl Harbor Day (Dec. 7, 1941). These postmarks are rather scarce and the reason for their scarcity is explained by Mr. E. Jagger in the Feb. 15, 1952, issue of "Stamp Collecting." According to Mr. Jagger, five of the postmarks previously discussed were in use until late April or early May in 1942. They were then replaced as follows: APO 801 became APO 862, APO 801A became APO 863, APO 801B became APO 864, APO 801C became APO 865, APO 801D became APO 866.

We still find two discrepancies, the cover that we have from APO 801B has a rubber stamp FORT PEPPERELL whereas Mr. Jagger gives STEPHENVILLE as the point of origin. Our cover from APO 801C is rubber stamped STEPHENLAND, and Mr. Jagger says it should be GANDER.

Two unlisted Newfoundland items turned up in the New York auctions during March. The first was a strip of 4 of the 20¢ black, Scott #171, perforated SPECIMEN over the four stamps. We have now seen the same condition on the 2¢, Scott #164, and the 6¢, Scott #168. It is possible that the entire set exists perforated SPECIMEN. Do any of our readers know of any of the other values so perforated? This item was seen and examined at the Harmer, Rooke Auction of March 12. The second item was seen at the H. R. Harmer Auction two days earlier. It was a used copy of the 3¢, Scott #165, double printed with the second print a few mms. higher.

This time it was a New York dealer looking for the pot of gold at the end of the rainbow! After the end of one of the recent auctions we were waiting to pick up a few lots that we

had purchased at the sale. This dealer came over to us and asked how it happened that we had missed out on the Newfoundland lot that he had bought. The lot in question consisted of three blocks of the 1¢ Guy with the NFW error. We answered that we already had the three different perforation varieties and did not need duplicates. Very proudly he showed us the reverse side of one of the blocks so that we could see the pencilled notation "12x11½". We had checked the perforations previously and thought it to be the regular 12x12. He promptly took out a gauge and showed us that it measured less than 12 so that therefore it had to be the perf. 12x11½. We then measured the vertical perforations of the suspect against the horizontal perforations of one of the other blocks and we showed the dealer that they matched, rather conclusive evidence that it was the regular so-called perf 12x12. He had fallen prey to the same mistake that most others make. The perf 12x12 really measures 11.8x11.8 and when a gauge perforated 12 is put alongside, it is evident that the perforations are less than 12, and the wish being father of the thought, it is immediately assumed that it is the scarce variety recorded in Boggs, 12x11½. We've said it before and we will say it again, in our estimation that stamp does not exist and we won't believe it does until we measure it ourselves. We know that Dr. Willan proved to us that the 2¢ Guy existed in the 12x11½, or 11.8x11.3, to be exact, but thus far no one has been able to show us the 1¢ variety which should also be perforated 11.8x11.3. Incidentally, Boggs is the only one to list this variety as it is not found in Gibbons, Scott or Holmes. What's the verdict, does it exist? We know one dealer who now doubts it. How about you?

Views and Reviews By the Editor

An Abstract Coverage of B. N. A. Articles

BNAPSer H. M. Daggett Jr. has come forward with a suggestion that BNAPS and the CPS of Great Britain jointly sponsor an abstract coverage of publications and articles containing material of interest to B. N. A. collectors. His plan is outlined in the following "Letter to the Editor" which takes up our space for this month. We think this is a first-rate suggestion, and would urge all those who think likewise to write and tell Mr. Daggett at 4643 West 15th Ave., Vancouver 8, B. C. His letter follows:

The Editor, BNA Topics:

To the serious collector, one of the most pressing problems is to become acquainted with the various studies and commentaries that are, and have been, published in the philatelic literature of his own field of specialization. It is quite impossible, considering the time and expense involved, for one person to cover all the literature, even if he restricts himself to one field. The average person receives but one or two periodicals, and may miss an important contribution only because it has been published in another journal.

Many professional groups are faced with the same problem. The fields of medicine, engineering, physics and chemistry, to name only a few, have a vast and rapidly expanding literature. To enable a person to keep up in at least his own narrow field of specialization, abstract journals are regularly published. These give in a short form abstracts of every article that is concerned, say, with chemistry, no matter what the source of the publication. These abstracts are arranged in topical order so that if one is interested in, say, dyes, then he need only examine that portion of the journal to find mention there of all recent publications on that subject. The system works admirably.

There is apparently a need for such a continuous and comprehensive examination of all philatelic periodicals, and the publication of condensed notes or abstracts of all articles pertaining in particular to BNA. In this way anyone would have access to all articles in his field, and be unlikely to miss an important contribution.

My proposal then is this: that the BNAPS and the CPS of GB jointly sponsor such an abstract coverage of those articles and other publications that contain material of interest to collectors of B. N. A. The job is not as large as would appear at first sight. Starting perhaps with the 1952 issues, stamp periodicals would be critically examined for those articles of interest, and notes made of their content. The older issues could be covered as far back as thought desirable. The membership of the societies is large enough so that adequate coverage would be readily obtained on a co-operative basis. One person could readily report on one or even two periodicals in a half an hour a week. The abstracts would then be edited and published a few times a year. An adequate indexing system would be a necessity. If one wished to find out what had appeared on, say, P. E. I., he would examine the abstracts for those articles of particular interest to him. If he found an article of interest he would be able to tell if it was sufficiently important to him to warrant referring to the original.

As an example of how the abstract would read, an abstract has been prepared of the article by F. W. Campbell in the July issue of BNA Topics:

(continued on page 136)

What a story is told here! The whole of the journey from Hansford, N. S., to Knowlton, P. Q., with the exception of two short gaps, can be followed in the twelve different markings (one, the first, is duplicated); and more than half of them are R. P. O. markings. Here they are, in their proper order:

- (1) Hansford, N. S., My 28, '96
(A post settlement in Cumberland Co., N. S., on the Pugwash River, 3½ miles from Thomson Station on the Truro & Amherst div. of the I. C. R., 4 miles from Oxford Jct. Pop'n 80—Lovell's Gazetteer, 1908)
- (2) Thompson Station, N. S., same date.
(Error of spelling for "Thomson")
- (3) Halifax & Amherst M. C., West, same date.
- (4) St. John & Amherst Ry., W., same date.
- (5) Moncton, N. B., same date.
- (6) Moncton & Campbellton M. C., North, same date.
- (7) Que. & Campbellton Express, W., My 29, '96.
- (8) Quebec, Canada, A. M., same date.
- (9) Rich. & I. Pond Ry., E., same date
(Richmond & Island Pond, Vermont, U. S. A., an international run on the G. T. R.) There should be a back-stamp to show the handling of this registered letter between Quebec and Richmond, P. Q., but there is none.
- (10) Sherbrooke, Que., A. M., My 30, '96.
There is another gap here.
- (11) Sorel & Sutton M. C., N., same date.
- (12) Sorel & Sutton M. C., S., same date.
There is no arrival mark at Knowlton. This is doubtless because the letter would be received direct from the mail clerk on the train. The addressee lived alongside the track. I know the house well.

Note that Nos. 3, 4, 6, 7, 9, 11 and 12 are R. P. O. markings. Seven R. P. O. markings on one cover! Is this a record? In my rather extensive collection of R. P. O. covers I can boast only of six on one cover, a legal sized envelope of recent times.

There is a moral to this story. Always study the backs of registered covers, even those of today. Much will be found to interest the collector of postal history.

There is still another moral to this story. I myself discovered the large find of Knowlton, P. Q., covers, of which this cover was only one of hundreds, perhaps thousands. That was thirty years ago, and I had only just commenced to collect. I knew absolutely nothing about postmarks (this will delight my many philatelic friends!) and finding nothing "rare," I decided that these covers with common stamps, 1c, 2c, and 3c Small Queens, together with innumerable "Leaves" and "Numerals," were useless, and gave them all away, lock, stock and barrel, to another collector.

BIG BUSINESS

Stamp collecting has moved into the realm of big business. In every one of the larger Canadian cities stamp dealers are opening new retail sources. There is one chartered bank, with head office in Toronto, that receives more than \$10,000 for the used stamps on its incoming mail. Another large Canadian bank turns all its incoming envelopes over to a former branch manager and it is reported

that he makes a good living out of the sorting and sale of the stamps. Large department stores have special departments for sale of used postage stamps and the incoming mail is turned over to those departments for scrutiny and possible use. Scores of other businesses now, instead of throwing incoming envelopes in the waste basket, put them into containers and they are picked up and paid for by dealers at regular intervals.—Toronto Daily Star.



THE POST HORN and SADDLE BAG

The B. N. A. Pre-adhesive and Stampless Column

BY JAMES C. GOODWIN, M.D. (No. 171)

Column No. 6

The pre-adhesive covers which are selected for this column are chosen because they possess features of interest. Such features may be illustrated either by the study of the postmarkings or by the historical content of the letter within, or both. This month's cover is no exception. But before we get down to details, a little background story.

This cover was secured at CAPEX in September, 1951, at Toronto, and was one the author has had his eye on for about five years. Notwithstanding the fact that he had to buy a one volume collection to get it, there were a number of other items which made the transaction a little less hard to take. Occasionally, one has "to stick one's neck out" to get a desirable cover. And I believe this is a very rare steamboat cover, much rarer than quoted by Jarrett, Boggs or Konwiser-Campbell. Boggs and Jarrett note this steamboat marking as occurring in 1854 but the Konwiser-Campbell catalogue gives the marking as existing between 1850-54. This cover is therefore ten years older—which suggests that this particular steamboat marking had a fairly long period of use. I would doubt a period of continuous use; as if so, more covers should have been reported. This is the only ever observed by the author, however, who has examined many thousands of the pre-adhesive covers of Canada.

As I have pointed out in previous columns, only a few students of pre-adhesive material ever take the trouble to read or keep the letters associated with their postally marked "covers"—except perhaps to note the date and the place where the letter was written. Both the original owner and the dealer in whose hands this cover (along with the rest of the collection) had been placed for sale, failed to observe that the letter within was entirely in the handwriting of a man who became a very important historical figure in the Canada of a hundred years ago—and who has been depicted with Robert Baldwin on the Canadian 20 cent brown-carmine stamp of the Historical Issue of 1927. This man was L. H. LaFontaine, later Sir Louis Hippolyte LaFontaine, Prime Minister of Canada 1848-1851 in the second Baldwin-LaFontaine administration. It was under this administration that the principle of responsible government in Canada was firmly and indisputably established.

In this letter, the cover of which is illustrated herein, written at Montreal June 22nd, 1840, LaFontaine, among other things, refers to certain legal procedures concerned with the collection of some money owed to Major Routh of Bertie U. C. He also speaks of coming to Toronto to stay at the home of a Mr. F. Hincks (later Sir Francis Hincks) who lived on Spadina Avenue, and who succeeded LaFontaine as Prime Minister of Canada 1851-54. In R. S. Longley's Biography of Sir Francis Hincks (p. 54) he mentions the fact that LaFontaine first paid a visit to Hincks and Baldwin in Toronto in 1840 and that Baldwin returned the visit a few months later. Following this visit,

which resulted in the personal acquaintance of the three reform leaders, a lasting friendship ensued. This letter mentions this proposed visit, at which time it is quite certain many of the policies of the Moderate Reform Party were discussed, and which later characterized the 1842-43 and 1848-51 Baldwin-La-Fontaine and the subsequent 1851-54 Hincks administrations. This Moderate Reform Party later came to be known as the Liberal-Conservative Party, (now the Progressive Conservative Party).

The Major Routh to whom the letter was written may have been a son or other relative of Sir Randolph Routh, Commissary-General in Canada 1826-38, and member of Lord Durham's Executive Council in Lower Canada 1838-41. Major Routh, at the time the letter was written, was located in Bertie township (Welland County) U. C. It should be noted here that there has never been an incorporated town or village, or post office, by the name of Bertie. In 1856 a station of the G. T. R. (Buffalo and Lake Huron Railway) however was called Bertie. This was located approximately nine miles westward along the Canadian coast of Lake Erie from Fort Erie. The nearest post office in 1840, from which Major Routh could obtain his letter, was Fort Erie.

However, to get back to the postal historical aspects of this cover. Here we have a steamboat letter written at Montreal on June 22nd, 1840, postmarked Niagara, U. C., June 26th, 1840, en route to Bertie township via the Fort Erie, P. O.

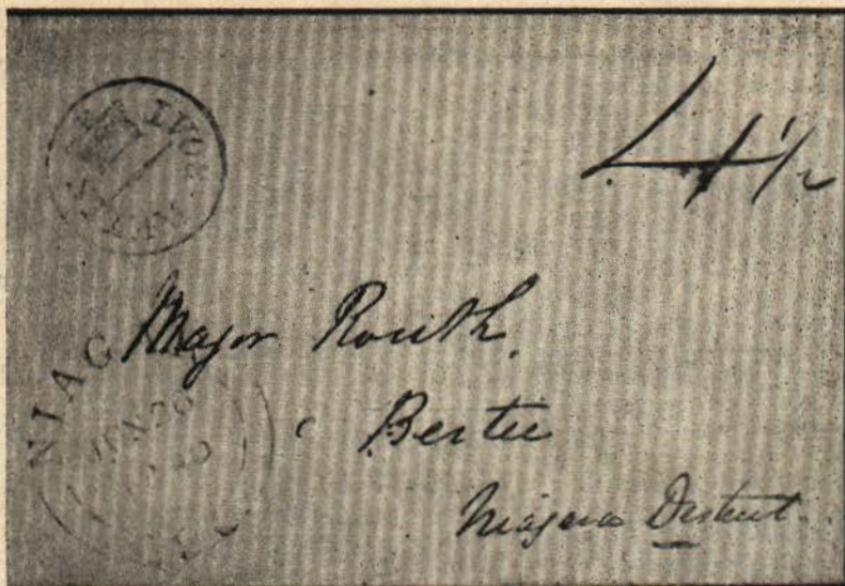
The Postal markings on the cover are:

- (1) A circle-crown steamboat marking in red ink 21.5 mm. in diameter. (Jarrett #430, Boggs' steamboat marking type 7, Campbell-Konwiser Catalogue #254.)
- (2) A circular Niagara, U. C., town-marking dated June 26th, 1840; 30 mm. in diameter, and stamped in red ink of the identical color of the steamboat marking.
- (3) A m.s. black ink 4½d. rate marking covering a distance of up to 60 miles—to be paid by the recipient, Major Routh of Bertie, Niagara District.

Discussion

The distance (overland) Montreal to Niagara (now Niagara-on-the-Lake) was given at that time as approximately 465 miles (quoted in the Toronto Almanac and Royal Calendar of 1839). From Niagara to Fort Erie, the distance was given as 33 miles. Obviously therefore, the 4½d. covered the postage from the Niagara U. C. post office to the Fort Erie post office. The letter must, therefore, have been conveyed irregularly from Montreal to Niagara. This could have been accomplished by favor of a friend; which arrangement could have included the assistance of the captain of the steamboat in conveying the letter from Prescott or Kingston, to Niagara. The latter is suggested, as the cover received the official steamboat letter marking at Niagara, U. C.; presumably being placed in the official mailbag along with letters which most likely were correctly rated.

Following the development of satisfactory steamboat service, according to Wm. Smith (History of the Post Office in B. N. A., p. 150), "The deputy postmaster-general made provisions for the conveyance of letters by steamers by placing official letter boxes on the boats. He allowed the Captains 2d. for each letter carried; but charged the public the regular overland postage rates (for the distance covered, etc.) The public paid little attention to the steamboat letterboxes. They simply threw their letters on a table in the cabin, and when the steamer reached its destination, those expecting letters sent down to the landing and got them, paying a small gratuity to the captain." "Moreover, in cases where the letters had been deposited in the letterboxes on the steamers, and were delivered by the captain to the post office, many of the people to whom letters were addressed refused to pay the same charges as



if the letters were conveyed by land—alleging that such charges were illegal.” This was as early as 1819. No enforcing legislation or other enforceable directive from the P. M. G. in England was considered expedient, as during the ensuing thirty years considerable feeling developed against the revenues of the Canadian Post Office going to England, and for the establishment of a Canadian Post Office. And so the matter was left with each succeeding deputy P. M. G. to handle as best he could.

As an example of this, we see the development of a 4½d. steamboat rate York (Toronto) to Niagara in the period 1830-1840, as compared to the overland rate of 7d., so that a local arrangement was established for this run at least. (This took into consideration the distance across the lake to Niagara of less than 60 miles.)

This steamboat cover, therefore, suggests a private postal arrangement, undoubtedly “taking care of the captain” in some monetary way. The surprising feature to the author is the application of the official steamboat marking under such irregular circumstances, as technically it should have been handstamped simply with the Niagara, U. C., town-mark, and the 4½d. unpaid rate applied as a single letter to Bertie township via the Fort Erie post office.

Classification of York U. C. Type 1 postmarks

(i.e. straight line postmarks: Ex. Goodwin, Halliday and Lussey Collections)

Type 1.	Town over day month year	e.g.	York 20 Mar 1803
1a.	Town over month day year	e.g.	York Apr. 6 1813
1b.	Town over month day	e.g.	York Jan. 21
1c.	Town over day only	e.g.	York 16
1d.	Town over m.s. month and day	e.g.	York Nov. 27
1e.	Town over month m.s. day	e.g.	York Feb. 5

Check list.

The following straight line types classified as above are herewith reported for the dates given below:

1803	—	Type 1.
1810, 12, 13	—	1a.
1814, 16, 17, 18	—	1.
1819	—	1b.
1820	—	1c.
1821, 22, 23	—	1b.
1824-27 (incl.)	—	No straight line pmks. as yet reported
1828	—	1d.
Feb. 1829	—	1e.

Then postmark changes to Type 2. (Double Circle Italic York U.C., in March 1829).

From the President

ANNOUNCEMENT

SALES MANAGER:

Sometime ago, Harold Meyers, who has been the Sales Manager since October 1945, indicated his wish to retire from his Office. The choice of a suitable successor has been given a great deal of thought and consideration.

With the approval of the Board of Governors, I now beg to announce the appointment of

James T. Culhane
119 Montgomery Avenue,
Coleston, Norristown, Pa.

as Sales Manager as from May 1,

1952, to whom all communications regarding the Sales Department should now be addressed.

On your behalf, at this time, I would like to tender to Harold Meyers sincere and grateful thanks for his untiring efforts. Harold is one of the original founding members (No. 9) and he is also a Life Member. In his capacity as Sales Manager, he has been called upon to spend many long hours in service to the members; service willingly given for the good of the organization. All of which is duly appreciated.

BURY C. BINKS, President

VIEWES AND REVIEWS — From page 130

N. Ont. and Kee. Post Offices to 1895, Part III.

F. W. Campbell, BNA Topics, 8, 177-78 (1951). An ill. article giving additional data on early postmarks and post offices in N. Ont. and Kee. cf BNA Topics, May 1951.

To initiate such a program it would be necessary to draw up a list of periodicals to be covered, to find out what members receive them so as to see if they would be available for use, and finally to request help in preparing the abstracts. As was pointed out earlier, the time involved for any one person would be relatively little, and in any case he would not be responsible for more than one or two publications. Such a program, if it is felt desirable, would overlap but not necessarily replace Pages from a BNA Scrapbook as it appears in BNA Topics at present. It would be a far more comprehensive survey as it would attempt to cover all the literature, not a portion of it.

I would be happy to hear any comments that members may care to make regarding this proposal, and would be very glad to give whatever help I can toward starting up the project if it is felt desirable and worthwhile.

Yours very truly,

H. M. Daggett, Jr. BNAPS 50, CPS of GB 216

Sketches of BNAPSers by V. G. Greene

A. K. GRIMMER

Mayor A. K. Grimmer, of Temiskaming, Quebec, was born at St. Andrews, N. B., on June 4, 1882, of Loyalist descent, "A Maritimer, and proud of it." A graduate of the University of New Brunswick in Civil Engineering with M.Sc. degree, he has been in municipal engineering and management since 1905, as city engineer, Fredericton, N. B.; city engineer, Medicine Hat, Alta.; reconstruction of Halifax, N. S.; and since 1919 town department engineer and manager for the Canadian International Paper Company. Mr. Grimmer is the perennial mayor of Temiskaming, Quebec, having been elected to that office in 1923 and has served as such ever since!

In the middle '90's Mr. Grimmer started collecting stamps and has always had a fascination for the 3¢ Small Queens, accumulating them in quantity. He started to study them seriously in 1930 and says he knows less about them now than when he started to work on them. He has an extensive collection of this stamp, including dated copies (day, month and year), covers, cancellations and mint and used examples. His collection of the rare perforated 12½ stamp (Scott's 37d) is undoubtedly the finest in existence, containing fourteen used on cover (several with rare combinations), and thirteen off cover. Shoemaker has recorded 102 known copies so Mr. Grimmer's collection represents 25% of the known specimens. He has also a fine collection of the other issues of Canada and formed a superb lot of the 1939 Royal Visit stamps including all the known rare plate positions, die proofs, etc., which he disposed of a year or two ago. He also has fine collections of Newfoundland, British West Indies, Australia and New Zealand.

Mr. Grimmer is a member of the APS, CPS, BNAPS, the CPS of Great Britain, and several other philatelic



—Photo copyright North Bay Nugget, North Bay, Ont.

organizations. His other hobbies besides stamps include rock gardening, painting, fishing, golf and motoring.

The Month's NEWS

The British magazine, "Stamp Collecting" reports a scoop from "a reliable source" that Canada will issue a special bi-colored stamp commemorating the Canadian Red Cross International meetings to be held in Toronto from July 23 to August 9. The format will be the same as the Royal Visit stamp; a 4¢ engraved value in blue with a cross lithographed or typographed in red. . . . A. Medawar, a well-known London (England) dealer, a specialist of many years standing in airmail and British Empire stamps, recently acquired the controlling interest in Nicolas Sanabria Co. (continued on page 139)

To the Editor

NOTE—The list of "Postage Paid in Cash" items bearing "G" in the upper left corner, and "R" in the upper right, has had to be held over until next month, instead of appearing in this issue as promised.



Royal Train Puzzle

Dear Sir: I am puzzled about a Royal Train cover which I have in my possession, and wonder if any BNAPS member can confirm the explanation outlined below in this letter. Although I have seen many Royal Train covers illustrated in the press with the English type cancellation, this is the only one I have seen with a U. S. stamp and French type cancel. The explanation I have been given is as follows:

"Although Queen (then Princess) Elizabeth and the Duke of Edinburgh flew by plane to Washington, D. C., the Royal Train apparently also went to Washington. Elizabeth and Philip returned to Canada by air and immediately began a holiday weekend in Quebec's Laurentians. The train followed them at a later date and was used by the Royal couple when they resumed their Canadian tour. The enclosed cover apparently received the French type Royal Train cancel on the return trip to Montreal from Washington, since it is post-marked October 4/51."

Since this explanation is not from an authoritative source, I wish to determine whether or not it is correct. Perhaps some reader has a similar cover. The only fact I have is that

prior to the Royal tour, a friend of mine in the Washington, D. C., post office advised me that he would write to me and would send the letter via Royal Train from Washington.

James E. Kraemer (#7)

● Can any member come forward with a better explanation for Mr. Kraemer?

Nanaimo "Squared Circle" Hammer

Dear Sir: It was good of you to send me Mr. Purvey's interesting letter. (Published in April issue—Ed.) I have written our new member thanking him for his enterprise in following up the Nanaimo lead, for the result is truly gratifying. It is amazing that one of the original "squared circle" hammers of the 1890's is still in use, if only occasionally. It is even more amazing that it should prove to be one of the outstanding hammers of that handsome series — nothing less than the "cut-down" hammer that provided, and indeed, still provides, what is surely one of the most interesting of all Canadian postmarks, the Nanaimo "broken circle." Congratulations, Mr. Purvey! Also to Messrs. A. M. Dilworth and W. L. Jackson for their excellent work.

Now, will some member at Quebec or Levis endeavor to discover if the most remarkable hammer of the type, "Que. & Camp. M. C. Local, No. . . ." (20)—see my article in TOPICS, December 1951—is still in being? I am certain it is not still in use. But if it is still in existence I think I would take the journey of several hundred miles to see it and to endeavor to obtain an impression from it.



Your readers will probably be interested to know that another squared circle hammer has survived. I illustrate a cover showing its use, probably a special use, as a date stamp on face. One or two other similar airmail covers—all metered mail—are known, all emanating from London, Ont., of 1948-49, showing this marking. We are indebted to our member, M. L. Brown, Rutland, Sask., for this specimen.

I am preparing a final list of towns using the "squared circle" postmark with thick bars, Jarrett's number 373. I should like it to be as complete as your readers can make it. Will those members whose collections contain towns unlisted in TOPICS of December 1951, kindly report such to me at their earliest convenience? Thanks! The original list totalled 221. As a result of considerable correspondence received lately from about 40 BNAPS members, the number now stands at 264.

Alfred Whitehead (#192)

● Some forty members writing to an author of an article shows the interest and enthusiasm of BNAPSers for all types of BNA material. Another article by Dr. Whitehead appears in this issue of TOPICS.

"Pimple" Variety

Dear Sir: Take a good look at the flag of the "7" of "1897" on the enclosed stamp (2¢ green 1927 Confederation Issue, Canada). Notice how there is a bump or pimple on it, which does not show on the same "7" on the other stamp enclosed.

I have looked over 146 copies and have found 51 with the pimple and 95 without—almost enough to warrant it being classed as a constant. Have not seen this item listed anywhere so thought perhaps it had not been mentioned before.

L. P. Vienno-Michaud (#659)

● There is a decided "pimple" showing on Mr. Vienno-Michaud's stamp. Has any other member noticed this?

(continued from page 137)

Inc., of New York, and has assumed office as president of that organization, (with Alfred D. Maier as vice-president and treasurer.) After 25 years of handling air post stamps exclusively, Sanabria will include in their activities the stamps of the British Empire and Commonwealth, (with emphasis on King George VI and the coming Queen Elizabeth II issues.) . . . The Westmount Stamp Club (Montreal), which was recently elected a chapter of the American Philatelic Society, is holding an exhibition on May 15, 16 and 17, at Victoria Hall, Westmount. The exhibition committee is under the chairmanship of BNAPSer Major R. M. Watson, 5444 Duquette Ave., Montreal, to whom all enquiries regarding the show should be addressed. A special invitation is extended to out-of-town visitors to this show, and collectors visiting Montreal are also welcome at meetings of the club, every Thursday at Victoria Hall, Westmount, except during the summer months. . . . Ten BNAPS members were present at a recent meeting of the Philadelphia Group, including W. W. Chadbourne of Wilmington, Del., and R. B. Parker, who recently moved to Philadelphia from Detroit. Visitors to Detroit are welcome at the meetings of this group at 7934 Pickering St.

SALES TOPICS

I feel a keen sense of regret in the retirement of Harold Meyers. Harold served BNAPS long and well and certainly deserves a "pat on the back" for a tough job well done. I hope I perform the duties of that office as well in the future as Harold has in the past. I am very grateful for my appointment and promise to extend every effort to fulfill its requirements to the best of my ability.

Being a confirmed optomist, your new Sales Manager will soon try some new ideas. Don't fret, these plans are intended entirely for your benefit and comfort. We are going to try to improve this service to you and some of our ideas present an entirely new approach to Sales Department circulation. Details will be explained in our next month's release. Give us a try and you will be pleasantly surprised.

If you don't participate in the Sales Department already, give us a try. If you want to fill some of those gaps in your collection, write us for a circuit. Many a "sleeper" has been found in these circuits and maybe you will be the next one to hit the "jackpot." Then again, if you have duplicate material (any kind) that you want to turn into cash, enter it in the circuits. Blank books are 5¢ each (5 or more—postpaid).

We graciously solicit your co-operation and ask your understanding at times while we accustom ourselves to our new duties. We shall sincerely try to build our Sales Department to the point where it is as great a feature and service of our Society as is our wonderful magazine, TOPICS. With your co-operation, it can and will be done.

James T. Culhane, Sales Manager

119 Montgomery Avenue, Coleston, Norristown, Pa.

It's Yearbook Time Again

Once again the time rolls around to solicit the help and support of our members in publishing the Yearbook of the British North America Philatelic Society. Our 1951 CAPEX edition was the most successful to date, and added greatly to the prestige of the Society among all who saw this volume.

The preparation of this annual review of the work of our Society entails a great deal of effort on behalf of those engaged in this endeavor, and any encouragement you can lend them will be greatly appreciated. The most tangible expression of support is the placing of advertising in this special Yearbook edition. Won't you take a few minutes and drop the editor a card reserving space for your message to your fellow members? Reserve the space now and we will bill you later, if you wish. Rates are the same as previous years . . . as follows:

Full page \$17.50	Half page \$10.00	Quarter page \$6.00
Eighth page \$3.50	Column inch \$2.00	

Send all copy to the Editor:

GORDON P. LEWIS
34 Jessie St., Brampton, Ont., Canada

The Royal Philatelic Collection
(continued from page 120)

cross the Atlantic Ocean.

There are many other illustrations in this section of the book with some original drawings and essays including those for the Silver Jubilee of 1935.

It may interest you to hear the opening paragraphs of the first chapter:

"The appraisal of a stamp collection and of the discrimination and genius of the person who formed it cannot be attempted without some consideration of the history of collecting.

"Curiously enough, the history of collecting is very little understood, as enthusiasts of the present day begin with an accumulated knowledge; they do not bother to spend time examining how that knowledge has been acquired.

"King George V's collection was largely formed during the second half-century of the postage stamp. It is, therefore, relevant to give a very brief resumé of progress in the first half of that century

"The first adhesive postage stamp was issued in Great Britain on 6th May 1840. For the next 20 years, collecting was largely confined to school-boys and cranks, with a handful of serious students, and it was not until 1862 that catalogues began to appear. These were followed by albums and periodicals devoted to the cult. The increased interest naturally gave birth to the dealer.

"In 1869 the first philatelic society was formed in London and the present Royal Philatelic Society, London, with its 865 fellows and members in all parts of the world, reveals how well the original handful of enthusiasts built the foundation of the Society.

"For the first forty years of scientific study of stamps there was never any lack of problems to be solved. Many of the primitive stamps had been engraved on plates by hand and, as no engraver can exactly duplicate a design, each unit obviously differed. Until these stamps had been plated, no one could be certain that he did



RARITY FROM THE ROYAL COLLECTION—6d on laid paper, on cover

not own a forgery.

"Paper (which involved water-marks) and perforations were largely mastered but very little attention was paid to the less evident and more obscure points. The knowledge of die-produced line-engraved plates was elementary; the solution of the settings of lithographed stamps, except in the relatively few instances where design was drawn separately on the stone, had hardly been touched; the technique of stereotyped or electrotyped stamps was very little understood. Even Bacon, the greatest student of his time, propounded the theory in 1892 that the Cape of Good Hope issue of 1861 had been lithographed, and although he rapidly corrected his opinion, it showed a lack of mastery of technique; as an examination of even a very few specimens of those stamps would convince any practical printer that they were not the product of any flat printing service . . .

"All the leading early collectors set the fashion for the unused stamp. The great object was to have everything unused in all possible shades of color. The actual beauty of the specimens was desirable but it was better to have the stamp, however indifferent, than not have it; and small defects such as a thinning, a stain or a little tear hardly affected the valuation at all.

"The main emphasis was on rarity. All the early exhibitions featured and emphasized rare stamps and in the collections of the time generally far less attention was paid to the quality

or completeness of the less valued specimens. It was hardly possible either, to have too much of a good thing, and there would be rows of rarer stamps which would simply be looked upon today as needless duplication and bloating."

* * *

Then follows the catalogue of the collection in which every essay, proof, piece and stamp is described. There are 48 monochrome lithographic plates illustrating the catalogue and consisting of 16 plates of Great Britain and Possessions in Europe, eight of British North America and the West Indies, eight of Africa, eight of Asia, and eight of Australia.

There are also 12 color plates. More than forty colors are used in certain of these plates which illustrate, with exceptional beauty and accuracy some of the finest and rarest examples in the collection. The United States Treasury Department has lifted its ban on colored reproduction of postage stamps so that collectors in the United States may be able to possess this unique volume.

And now for a word on the production of the book. The full binding is red Niger morocco and the front of the binding will carry the Royal Arms in gold. The size of the volume is 14 inches by 12 inches and there are approximately 550 pages.

* * *

It is possible that I have sounded too enthusiastic about a mere book, but there is nothing that I have told you that is not factual. To those collectors like myself, for whom knowledge and philatelic appreciation far

outweigh the pride of possession, this volume is going to provide a permanent source of information and enjoyment.

I realize that even all those who can afford to buy such a work will be unable to possess a copy owing to the limited edition, but I believe that there will be sufficient so that all the larger societies and libraries will be able to obtain a copy for their members.

* * *

Since the war, selected pages of the Royal Collection have been shown at International Exhibitions in New York, Paris, Brussels, London, Melbourne, Toronto and, during 1952, other parts of the collection will be shown at Cape Town and probably at some of the European Exhibitions.

King George VI continued the happy custom established by his father, King George V, that the first fixture each season in the programme of the Royal Philatelic Society is the display of a country from the Royal Collection.

* * *

Philatelists were especially proud of the interest in their hobby shown by the late King. While we cannot express any greater sense of loss than that felt by any other body of his peoples, the intangible bonds between stamp collectors have underlined the grief which all of us have experienced.

Every philatelist hopes that in her limited time for leisure the spell of this absorbing past-time may again attract a Royal patron whose active interest would delight collectors the world over.

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IN NEXT MONTH'S TOPICS

Due to limitations in space in our magazine, instalments of the "Prince Edward Island Handbook," and "Prisoner of War Mail—Canada," by Lt.-Col. L. W. Sharpe, will appear in alternate issues. The third instalment of the P. E. I. Handbook appears in this issue, and the third instalment of the P. O. W. Mail article will be found in the June Topics.

Report of the Secretary

APRIL 15, 1952

NEW MEMBERS

- 904 Davis, E. J., 48 Bridge Ct., Lea Bridge Rd., Leyton E 10, London, England
905 Morrison, Lt. C. O'G., 404 Schley Rd., Admiral Hgts., Annapolis, Md.
906 McLellan, Col. Duncan, 30 Rostan Rd., Glasgow S. 3, Scotland
907 Stewart, Douglas M., 3383 Maplewood Ave., Montreal 26, Que., Canada

REPLACED ON ROLLS

- 241 Ranger, A. P., 140 Hamilton Rd., New Westminster, B. C., Canada

APPLICATIONS FOR MEMBERSHIP

- Ambrose, Paul H., 187 Dundas St. N., Oakville, Ont., Canada (C) CAN—20th century mint postage and blocks. Plate blocks. Lathe work block varieties. SPECIALTY—George V "Admiral Issue." Proposed by J. M. Young, No. 846. Seconded by J. N. Sissons, No. L17.
- Bowie, L. Graham, 1513 W. Tioga St., Philadelphia 40, Pa. (DCX) CAN, NFD—19th and 20th century mint and used postage and blocks. Colls. O.H.M.S. Mint booklet panes and complete booklets. Mint and used airmails. Proposed by C. McDonough, No. 27. Seconded by J. T. Culhane, No. 280.
- Davison, Earl B., 17235 Redford Ave, Detroit 19, Mich. (CC) CAN, NFD—19th and 20th century mint postage and blocks. Colls. O.H.M.S. Mint booklet panes. Mint airmails. Stationery entires. Literature. Proposed by T. C. Smith No. 589. Seconded by F. W. Campbell, No. 143.
- Hassan, William J., 406 N. Tioga St., Ithaca, N. Y. (C) Nfld. Proposed by E. Richardson, No. 168. Seconded by G. Fairbanks, No. 558.
- Ketchum, Morris, Gilbertsville, N. Y. (CX) CAN, NFD—Proposed by E. Richardson, No. 168. Seconded by R. A. Compton, No. 8117.
- Mandos, Joseph, 5818 Paschall Ave., Philadelphia 16, Pa. (C) Proposed by G. B. Llewellyn, No. 384. Seconded by J. T. Culhane, No. 280.
- McMaster, T. Ledley, 1838 West 29th Avenue, Vancouver, B. C., Canada (CX) CAN, NFD—Proposed by H. A. MacMaster, No. 484. Seconded by F. B. Eaton, No. 608.
- Merrihew, M. J., 493 Portage Ave., Winnipeg, Man., Canada (CX) CAN, NFD, PROV—Mint and used postage and blocks. First day, first flight, war, patriotic covers. Mint and used booklet panes, complete booklets. Colls. O.H.M.S. Federal and provincial revenues, tax paid. Mint, used, and semi-official airmails. Literature. Proofs, essays, locals. Proposed by G. P. Lewis, No. 506. Seconded by Herbert G. Watkins, No. 843.
- Patten, Paul, 306 E. State St., Ithaca, N. Y. (DC) CAN—Precancels. Airmails on cover. Stationery entires and cut-squares. Proposed by E. Richardson, No. 168. Seconded by G. Fairbanks, No. 558.
- Pettingell, George, 514 Chemung St., Painted Post, N. Y. (CX) CAN, NFD—19th and 20th century mint and used postage. Stationery entires. Proposed by E. Richardson, No. 168. Seconded by G. Fairbanks, No. 558.
- Poole, W. J., 4 Royal Arcade, Old Bond St, London W. 1, England (DC) 19th century B. N. A. Proposed by L. Baresh, No. 525
- Ramsey, Rev. F. A., 915 West 23rd Avenue, Vancouver 9, B. C., Canada (CX) CAN—R. R. and territorial cancellations. Proposed by H. A. MacMaster, No. 484. Seconded by F. B. Eaton, No. 608.
- Stephenson, Robert W., 314 E. Granet, Hazel Park, Mich. (CX) CAN, NFD—19th and 20th century mint and used postage and mint blocks. 1st Day and 1st Flight covers. Plate blocks. Colls. O.H.M.S. Federal and Provincial revenues. Mint airmails. Proposed by T. C. Smith, No. 589. Seconded by F. W. Campbell, No. 143.

CHANGES OF ADDRESS

- Meyerson, Daniel C., 69 Fenimore Drive, Harrison, N. Y.
Stripp, George W., 2042 Pendrill St., Vancouver 5, B. C., Canada
Ward, Fred J., 470 Palmwood Lane, Key Biscayne, Miami, Florida.
Watkins, Herbert G., 581 Portage Ave., Winnipeg, Man., Canada.
Wiley, Gerald, 724 Griffin St., Watertown, N. Y.

RESIGNATIONS ACCEPTED

Gladieux, Jay P., MTIC, c/o C. A. A., Katalla, Alaska (via Cordova)
Mackintosh, M., Wyoming, Ont., Canada

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, March 15, 1952	664
NEW MEMBERS, April 15, 1952	4
REPLACED ON ROLLS, April 15, 1952	1
	5
	669
RESIGNATIONS, April 15, 1952	2
TOTAL MEMBERSHIP, April 15, 1952	667

Various and Sundry *By G. E. Foster*

Some years ago, Ralph S. Mason, in an article published in the magazine of the S. C. E. C., says of the 12½ cent stamp of New Brunswick, picturing the Royal William, "As the steam was probably generated from boilers heated by wood fires . . ."

Mr. Mason is in error here, as this boat was always a coal burner and on this trip across the Atlantic in which he speaks of wood fires, the records show that she had on board 254 tons of coal for the journey.

Reaching England, the boat was sold to an English firm for £10,000. A year or so later, the Spanish navy acquired the ship and in 1837, finding some of her timbers in a weakened condition, her machinery was removed to a new hull and the vessel became a harbor barge.

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