

BNA

TOPICS

Vol. 4, No. 6

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*Official Publication of the
British North America Philatelic Society*

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 22 East 35th Street, New York City*

CONTRIBUTIONS TO THE LOUNGE FUND

The following is the list of additional contributors to the Lounge Fund, other than those noted in the March, 1947 issue of *BNA TOPICS*. While this report does not note the amount received from each contributor, it is offered as acknowledgment of the amount received from each member listed.

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CANADA'S FIRST RAILROAD

By RICHARD P. HEDLEY, A.P.S., B.N.A.P.S.

The railroads of Canada, as in other countries, were most important in its postal development. Their growth was slow however, mainly because of commitments on the buildings of canals and the waterways' success in the grain traffic days of the early 1840's. Railroad construction was practically *nil* in fact, until 1851.

The first railroad in Canada was the Champlain & St. Lawrence Railroad, covering a distance of 14½ miles from Lapraire (opposite Montreal) to St. John's on Lake Champlain.



Early Railroad Money of the Champlain & St. Lawrence Railroad Company

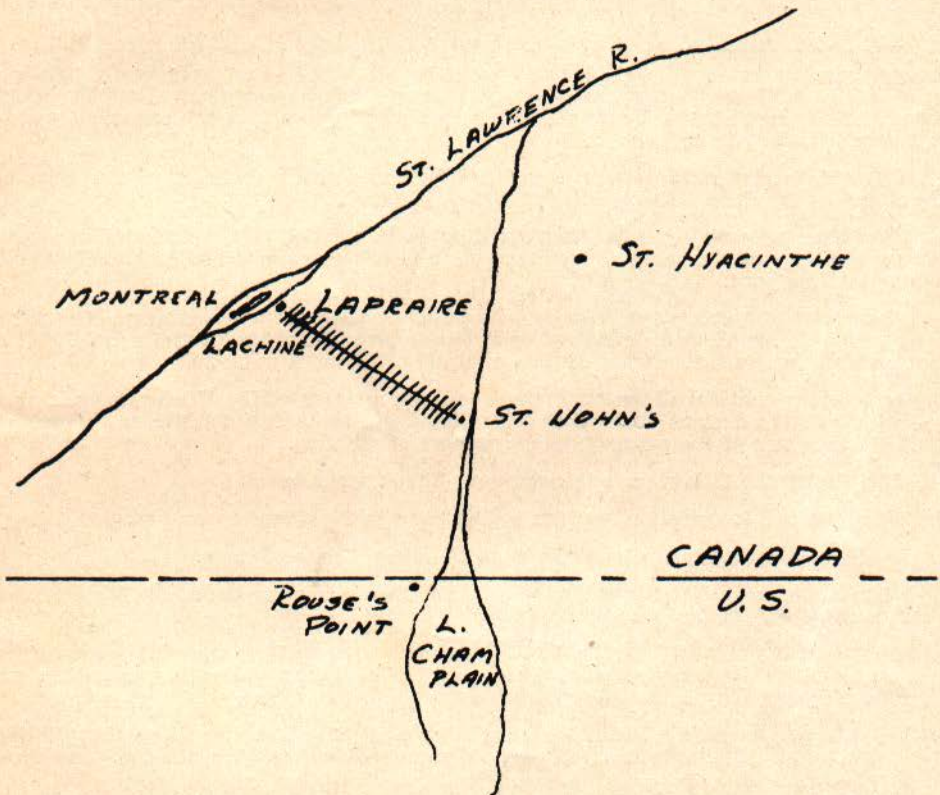
In the year 1824, discussions began for a railroad to facilitate travel between Montreal and New York and to skirt the rapids of Richelieu. In 1828 petitions were laid before the House of Assembly of Lower Canada, a charter was granted, and on February 25th, 1832, the Champlain & St. Lawrence Railroad Company was incorporated. The initial capital of the Company was 50,000 Pounds with right to increase it by 15,000 Pounds. If the dividends exceeded 12%, the rates were to be reduced on a fixed scale. The power to assume ownership on a cost plus basis was reserved by the Government. Construction of the Road began in 1835. It was completed in 1836 and the first train (the engine imported from England) ran over the line on July 21st, 1836.

An interesting eye witness account of the first running over the road is given in the "Handbook of Canadian Dates" by Mr. Fred A. McCord:

"On the 21st July 1836, the first train was run over the road from Lapraire, nearly opposite Montreal, to St. John's, a distance of 14½ miles. A few days before an accident had happened to the little engine, and it was deemed advisable to attach to it only two of the passenger cars, while the others were drawn

each by two horses. Some three hundred persons, including the Earl of Gosford and other high officials were present, by invitation of the directors, to take this first trip over a Canadian Railway. Next day when the engine had been repaired, it effected the journey to St. John's with two passenger and two loaded freight cars, in 45 minutes and returned in 30. The rolling stock of the road consisted of the engine of from five to six tons, of four passenger cars capable of conveying about ten tons each. The engine cost 1,500 Pounds and the cars 1,000 Pounds. The cost of the road itself was estimated at 33,000 Pounds."

In the year 1832, it was proposed that wood be used for fuel and also for the rails because of a plentiful supply. So, the rails of the Champlain & St. Lawrence R. R. were built of wood, and faced with iron strips. Maple was usually used, placed on edge, in notched ties, and held in place by wedges. It soon proved unsatisfactory however, as the metal strips would become loose and bang against the trains. Warping of the rails also caused considerable trouble.



The Route of Canada's First Railroad

The building of this railroad was the extent of major construction until 1851. A project was undertaken in 1847 which linked Montreal and Lachine, and Montreal and St. Hyacinthe. But, in 1851, building began in earnest to the extent that the United States and Canada were joined by rails. The Champlain & St. Lawrence was extended to Rouse's Point, N. Y., completion of which was on August 26, 1851. Thus, Montreal was connected to the Atlantic seaboard at Boston. The opening of the line resulted in the Great Railway Jubilee held at Boston, Sept. 17-19, 1851.

[Ed. NOTE: This is the first of a series of articles on Canada's Railroads by Mr. Hedley.

Additional installments will appear in *BNA TOPICS*.]

"McGREELY'S EXPRESS"

BY R. A. JAMIESON



What is supposed to be a most authoritative article on the above-named "Local" stamp appeared in *Weekly Philatelic Gossip* in the numbers of September 27th and October 4th, 1941. In the July-August, 1945 number of *Popular Stamps* another write-up on the "McGreely" may be found; this latter covering pretty much the same ground as is found in the "Gossip" story.

The "McGreely" stamp has annoyed me for some years, so here's where I let off steam and let the chips fall where they may.

The "Gossip" article was written by Charles E. Chapel. I have re-read it several times recently and the more I examine this recital the more I am convinced that it sounds just too good.

Maybe the "McGreely" is a genuine local emanating from the Alaskan fastnesses around 1898 . . . but I will never believe it on the strength of the Chapel article. What follows, therefore is a somewhat critical analysis of Chapel's write-up.

Let me say that the Chapel references to prior mention of the "McGreely" are quite in order. I take violent issue with Mr. Chapel's disparaging references to the late Fred Melville, one of the great philatelic writers of all time.

Specifically the following is in answer to Chapel's statements:

1. Why call the information written by Marcuse to Needham as an "alleged letter"?
2. Needham did not make a mistake as to the alleged date of issue.
3. Why should have Melville endeavored to communicate with Marcuse? Marcuse had already given his account in his letter to Needham.
4. Melville did not "lift" the material from previous publications. He quoted from Needham with acknowledgment which is of the highest ethics in journalism and followed every day in the leading newspapers and magazines.
5. Melville was anything but a "careless hack". I refer Mr. Chapel to the "Hall of Fame" of "The American Philatelic Society" on Page 2 of the A. P. S. Year Book for 1945.
6. It is true that the "Fresno and San Francisco" bicycle mail stamp and "Brigg's Despatch" are listed in Scott's Specialized catalogue. It is also true that the "McGreely" stamp is listed in the 1947 catalogue, but with the notation, "The Status is questioned".
7. Melville's book "Phantom Philately" is a recognized classic—Chapel's remarks to the contrary. This slender little volume brought \$15.50 at the Rickett's sale.

Let's now examine the "McGreely" stamp in the light of the Chapel story. Chapel stated that Mr. Marcuse (the proprietor of McGreely's Express) was still alive and does not own a single specimen of the stamp. It may be that Marcuse owned none of the stamps at the time of the Chapel article—but his story apparently sold the stamps he did possess to Mr. J. M. Standish. And probably at a nice profit as Chapel concedes. "Sometimes the profit motive explains a great deal" says Mr. Chapel. I agree.

In the letter to Needham, Marcuse said the establishment of a mail service between Dyea and Skaguay by the Postoffice Department put McGreely out of business. Chapel states (quoting Marcuse?) that the building of the "White Pass Railway" killed the business. How many times can the business be killed?

Chapel says that "As an act of charity" some of the stamps were put on letters by Marcuse. Does this establish anything except free advertising for the stamp . . . and a possible dead market?

If the account given in the letter to Needham were correct as to the reason for the stamps, of what earthly use were they? McGreely owned the service, ran the boat and stuck on the stamps. Did Marcuse see a weakness in his letter to Needham and make a better explanation to Chapel? Marcuse states to Chapel (with reference to the Needham letter) that "he did not remember writing any such letter".

Supposedly Marcuse ordered the stamps to be manufactured. Why do the stamps depict a dog team when the express was a boat service? I agree that a dog team picture has more appeal to collectors and there are lots of boat stamps.

Where do we find first mention of the "McGreely" stamp? In Alaska? No—in a stamp dealer's house organ called "Filatelic Facts and Fancies" for April 1868, published at San Francisco. The dealer (Sellschopp) states *the stamp had not yet been put to use*. Stamp shops are hardly the best places for bonafide stamps to show up *FIRST*.

In the letter to Needham, Marcuse says that McGreely was operating a mail service between Dyea and Skaguay and that he (Marcuse) suggested to him the use of stamps and got them printed *for him*. The service was owned, operated and terminated by McGreely when the Post Office inspector arrived. This all sounds somewhat like the story of our own "Bancroft Local" of Montreal.

In his statement to Chapel, Marcuse said "that he (Marcuse) saw the need for a regular and reliable mail service back and forth between Dyea and Skaguay and he (Marcuse) accordingly arranged for a man named McGreely to run a motor boat each way."

Take your pick. Who owned the business? My *guess* is that McGreely was the proprietor of the motor boat . . . and Marcuse was the proprietor of the stamps? But, maybe I'm wrong . . .



Editor, *BNA TOPICS*

Dear Sir:

In an article in an issue of your magazine, Mr. Barraclough states that he had no information of the date when Penny Postage was extended to Privates in the British Army. According to C. F. D. Marshall, author of "The British Post Office", writing in *Gibbon's Monthly*, April 1937, this privilege was extended in 1795. The conditions to be fulfilled were the same as quoted by Mr. Barraclough.

Since there were no adhesive postage stamps used for letter purposes then, the postage was prepaid and presumably the letters were either singly or collectively marked with the "Army Bag" postmark recently described by Col. Crouch the British Military Postmark specialist. The date of this "Army Bag" mark is 1799.

From the Canadiana point of view, it may be of interest to point out that in 1813, during the war with the United States, British regulars stationed at Stoney Creek (Ontario) petitioned the Canadian postal authorities for relief from the exhoritant postal rates on letters to England. These men were required to pay the rates prevailing at the time, as far as Halifax, whence they could be charged to the addressee. It was suggested by the soldiers, and by Wellington in Portugal at the time, that the "Army Bag" system be extended to the Army in Canada*. Incidentally, such letters were received at the Horse Guards, London and put into the regular channels from thence. I have not seen covers from Canada proving that the measure was adopted but there is reason to believe they exist in several British collections.

Very truly yours,

H. E. GUERTIN

* Smith: *History of the Post Office in British North America*, pp. 107.



Editor, *BNA TOPICS*

Dear Sir:

You have asked me to write the story of my finding a copy of the classic rarity described by Boggs in his *Postal History of Canada* as "*the most remarkable variety of Canadian Stamps*"—the 5c Entry on the 6c Small Queens. There is nothing spectacular or dramatic about it: as a story it is very prosaic and entirely without the background that makes many 'finds' exciting.

When good old Izaak Walton landed a "big one" he had his thrill right then and there, but more than twenty long years were to pass before *my* thrill came. For it was back in 1925 that the stamp came into my possession. At that time I was living in Woodstock, Ontario, and was offered a small general collection by a young man who claimed to have lost all interest in philately. My own collection was small and as the offering would fill many "blanks" I made the purchase. Call it "green-horn's luck" if you will for at that time I knew nothing of varieties and was chiefly looking for "space fillers".

From the first, however, my interest was attracted to this 6c stamp, as the fine black star cancellation stood out in vivid contrast to the rich chestnut coloring. As my philatelic education and experience progressed I began to examine my stamps more closely and, in due course, discovered that my star-cancelled 6c carried a re-entry. This was interesting but did not mean a great deal to me, as I had not yet reached the stage where "Variety" had any very special significance.

In January 1931, however, Fred Jarrett published in his *B.N.A. Record* an exact facsimile of this re-entry followed in April by the publication of a letter he had received, regarding it, from Lt. Col. M. A. Studd, from which I quote the following excerpt:

"The parts of the re-entry are unlike any part of this 6c stamp, but seem to be

part of another stamp. I cannot trace what stamp that is, but possibly a revenue printed by the same firm."

This indicated to me that my stamp was at least something out of the ordinary and might have a special value but no indication of its rarity was given and, as a matter of fact, from 1931 until the publication of Boggs' book recently, I have never run across any further reference to the variety, either in stamp literature or in the philatelic press. Nevertheless the stamp was destined to be the nucleus of a collection that has paid me wonderful dividends in pleasure, associations and friendships, for during the intervening year I wandered off into one of those "sidelines"—the diversity of which are one of the chief assets and charms of our hobby—and eventually found myself specializing in Canadian varieties.

Recently, through the kindness of our enthusiastic Librarian, Mr. R. J. Duncan, I was permitted to borrow Boggs "Canada" from the BNAPS Library and learned therein that my 6c stamp had indeed "come into its own"; that it was really an extraordinary and unique variety, of which only three or four copies are known to exist.

It was then that I had my great thrill and "hit the roof". Whoop-ee!!!

W. T. WHITE, Vancouver, B. C.

VARIOUS and SUNDRY

BY GEO. E. FOSTER

Geo. L. Toppen in a note written in 1895 to the *A. J. of P.* said he had a 1c orange yellow, 1872 issue of Prince Edward Island, perforated 12 at the top, 11 on the right and 11½ on the left and bottom. Mr. Toppen certainly knew stamps and there are probably other 'freak' perforation extant in the issues of this Colony.

The firm of Charles Whiting, stamp printers, had several perforators at their establishment and each machine was of a different gauge, so if two or more workers were working on the same lot of stamps, each doing a part of the sheet, anything could happen. The moral of this story, however, is that many of us seldom measure more than the top and one side of the stamp, taking it for granted that the other sides are the same. But, in the case of some of the older issues, in which perforations may have run riot, we may discover some interesting oddities by measuring the stamp all around.

During the first half of the 1890's, the 8½c stamp, used, of Nova Scotia, was crowding the 6d stamp as the second rarest emission of that province. A Pacific coast dealer of that period, advertising a few rarities at summer bargain prices, quotes the 8½c at \$10. Auction prices on the 6d varied from \$8 to \$10.25 and Geo. Ginn of London, England, was offering the 6d at 20-25 shillings.

A work on the stamps of Prince Edward Island is the small monograph by Georges Brunel, from the press of Yvert & Tellier and published by the Modern Publication of Paris. If you read French, this might interest you. The author has several philatelic works to his credit.

A remark made 60 years ago by the late E. H. Pemberton is still pertinent

today. When asked how to detect forged stamps he replied: learn to examine your stamps; learn their peculiarities, their style of engraving, their watermarks and perforations. If you will study your stamps, you will find that an imperceptible sense comes to you, by which you can at once reject an ordinary forgery, and which sense will make you suspect—and that instinctively—the best of imitations. This is the true secret of how to become a good judge of genuine and forged stamps.

"OFF THE CUFF"

BY V. G. GREENE

A quantity of 1898 Canada Map stamps in imperf. sheets was found some months ago in Toronto. Some of them have already been marketed.

The rarest Canadian revenue stamp outside of the errors is the \$5.00 Thrift stamp. According to Mr. Goodwin Harris, who has one of the very finest collections of Canadian revenues, there are about twenty examples known. A copy sold some months ago in one of Sissons auctions for \$210.00. Incidentally, Mr. Harris exhibited his outstanding collection at CIPEX. Took a second.

More copies of the scarce 1870 "Small cents" Indian red perf. 12½ are turning up now that collectors are examining their collections and duplicates. In Costales auction of April 28th there were three offered, one on cover.

Most authorities agree that the poorest quality paper ever used to print Canadian stamps was that used for the 3c Small cents stamp of the Ottawa printings, particularly in the early '90's. The ink used was also of very poor quality.

No Canadian postage stamp has ever been demonetized.

THE PRESIDENT'S PAGE

To All Officers and Members of the Board of Governors:

Has everyone rested up? After one solid week of CIPEX (meaning, of course, the BNAPS Lounge), it has taken me twice that time to get back on my feet. But what a show—what a grand time—what a swell bunch of fellows always around our lounge!

As a natural result of so many heads getting together, a lot of ideas were born—some to die aborning, others to flourish for a while and then die for lack of care and attention—but a few sturdy ones did manage to live through the week. Here goes:

1. *Life Membership.* Several members proposed a Life Membership classification, with dues at \$50.00. Approximately 15 members have already shown an interest in such membership. The revenue would of course form a nice nest egg, to carry the Society along nicely during the next 18 critical months.
2. *Regular Membership Dues.* Because of our desire to put out a better *TOPICS*, which is already a costly proposition to the Society, there was a great deal of sentiment in favor of raising dues to \$3.00 per annum.
3. *Advertising Rates.* It was generally agreed that our rates are too low. To assist in putting out a better *TOPICS*, it was generally felt that one page of advertising should pay for one page of "reading" material.
4. *Annual Convention.* There seemed to be considerable interest in holding an annual convention of the Society. It was suggested that it be held in Toronto sometime in the early fall.
5. *Membership Drive.* Nothing is more necessary to the Society than an increase in membership to approximately 600 members—all keenly interested in B.N.A. Philately. Every effort should be made to bring this to realization this year. We have passed the 400 mark. If only half the members would get one member this year we could make it! And the results in terms of extra services to members, especially in an improved *TOPICS*, would be tremendous.

So much for food for thought—now for some reporting.

The BNAPS Lounge was one of the most popular during the entire show. There was always a good crowd around—even though sometimes it was necessary to stand outside. And to top it off, it was financially a success, too—fully paid for by the generosity of BNAPS members.

Somewhere in the neighborhood of 125 members signed the Registration book during the show. That's a pretty good percentage of the existing membership.

Approximately twenty-five new members were signed up at the booth, bringing the total new members to be reported in June to over fifty! Copies of the *YEARBOOK* were distributed to all new applicants, and copies of *TOPICS* were given to all prospects. We believe that additional members will continue to come in as a result of this.

But the real joy of the entire show was meeting BNAPsters from all over the face of the U. S. and Canada. Yes, it will be a long time before I'll be the same. And I suspect that B. C. Binks of Vancouver, Dr. Ken Day of Pittsburgh, Walt Bayley of Toronto, Ed Goodale and Harold Humby of Hamilton, Dr. Graham of Devils Lake, Nels Bond of Roanoke, Dr. Holmes of London, Fenton Johnson of Jamestown, Bert Denton, Earl Edwards and Fred Jarrett of Toronto, Charlie deVolpi of Montreal, Colin Makepeace of Providence, Clarence Coleman of Fitchville, Henry Gates of Detroit, Norm Fox, Jim Sissons and Les Davenport of Toronto, Dick Hedley of Buffalo, Ed Whiting and Charlie McDonough of Philly, Bob Pearsall of Ithaca, Chris Goulden, Dr. Whitehead and Joe Rosenbaum of Montreal, Larry Shoemaker of Cleveland, and all the New York and Metropolitan Area gang—yes it will be a long time before they forget CIPEX and the BNAPS Lounge and gang!

(If I missed anyone it is only because I'm writing from memory several weeks later, and not from the official register. Honestly—we had a grand time!)

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OFFICIAL NOTICES

In accordance with the provisions of *ARTICLE XII: Amendments*, of the Constitution and By-Laws of the British North America Philatelic Society, fifteen members in good standing do hereby submit the following proposals for amendment:

1. *Article III: Membership*

Section 1, Qualification—Be it proposed that the final sentence of this section, discriminatory against dealer-members holding elective offices in the organization, be removed and voided.

2. *Article III: Membership*

Section 2A, Types of Membership—Be it proposed that a new Section, numbered 2A, be added, reading:

TYPES OF MEMBERSHIP: There shall be three types of membership in the British North America Philatelic Society, open to all approved applicants for membership, and classed by the membership fees hereinafter stated in Section 4. No type of membership carries with it special privileges of franchise or authority, and the selection of the type of membership desired shall be that of the applicant.

Members shall hereafter be designated as (a) Members; (b) Contributing Members; (c) Life Members.

It shall further be the privilege of the incumbent Board of Governors to confer Honorary Life Membership by unanimous approval of the Board.

3. *Article III: Membership*

Section 4, Fees and Dues

Be it proposed that this section be amended to read as follows:

FEES AND DUES: Ordinary Membership. The membership fee shall be \$1. The annual dues shall be \$3, payable in advance, and the membership year shall commence the first day of January. An application for membership must be accompanied by the membership fee and by such portion of the annual dues, as scheduled for the month in which application is made. If application is not accepted, the amount of fee and dues accompanying the application shall be forthwith returned to the applicant.

Contributing Membership. The membership fee shall be \$1. The annual dues shall be \$10, payable in advance, and any other stipulations are as for Ordinary Membership.

Life Membership. The membership fee shall be \$1. The Life Membership fee shall be \$50, payable at time of application for Life Membership, and any other stipulations as for Ordinary Membership.

Honorary Life Membership. The membership fee may be waived if the recipient of the honor is not a member of the Society. There shall be no Honorary Life Membership fee, the honor being a free agent of the Society awarded by unanimous vote of the incumbent Board of Governors.

In accordance with the provisions of *ARTICLE XII: Amendments*, of the Constitution and By-Laws of the British North America Philatelic Society, fifteen members in good standing do hereby submit the following proposal for amendment:

Article IV, Section 3, so that the second paragraph read: "Nominations may be filed with the Secretary by Chapters or by any 5 members in good standing not later than 90 days prior to the date of election. At least 90 days prior to the election date, the President of the Society shall select and appoint three members of the Society to serve and function as a Nominating Committee whose prime purpose shall be to prepare and present a slate of nominees for each elective office to be voted. Each nomination made shall be published in *BNA TOPICS* not less than 60 days prior to the election date.

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 394 Roub, Frank J., 901-17th Ave., Monroe, Wis.
 395 Sharpe, Lloyd W., 114 Melrose Ave. So., Hamilton, Ont., Canada
 396 Small, Paul, 6127 Wister St., Philadelphia 38, Pa.
 397 Southworth, Robert R., 38 State St., Caledonia, N. Y.
 398 Speirs, Rupert M., Pinewood Trail, R.R. #1, Port Credit, Ont., Canada
 399 Staff, Major F. W., % Barclay Bank, 366 Strand, London, England
 400 Steiner, W., 1450 West 38th St., Vancouver, B. C., Canada
 401 Storey, Harold, General Delivery, Flint, Mich.
 402 Thurston, Henry, Box 214, Montrose, N. Y.
 403 Vowles, L. T., Bell House, Westbury-on-Severn, Gloucestershire, England
 404 Weiland, Henry, 99 Balmoral Ave. So., Hamilton, Ont., Canada
 405 Whiting, Mrs. E. W., 414 Eddy St., Ithaca, N. Y.
 406 Wick, Dr. Richard M., Route #60, Cypress Ave., Allentown, Pa.
 407 Wise, Joseph M., 19 West 44th St., N. Y. 18, N. Y.
 408 Wyatt, Frederick J. W., 1475 Bay Ave., Trail, B. C., Canada
 409 Young, William H., 218 Bond Bldg., Washington, D. C.

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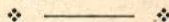
- Miller, Martin, % Imperial Life Ins. Co., 164 Water St., St. John's, Nfld. (DC) By R. J. Duncan, No. 37.
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By R. J. DUNCAN

"CANADIAN STAMP COLLECTOR"

Published at Toronto, Ont., by Mailways. Various colored paper wrappers, size $5\frac{3}{4} \times 8\frac{3}{4}$. Eight numbers in one volume.

VOL. 1, No. 1. Dec. 1932. No. 2, Jan. 1933. Nos. 3, 4, 5, 6, 7, 8, July 1933.

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 QUEBEC—SEVEN ISLANDS POSTAL AIR SERVICE (F. Aretz) No. 2.
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 NEWFOUNDLAND AIR MAIL NEWS. No. 8.
 ROYAL WILLIAM. No. 8.

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BRINGING NEWS ABOUT PEOPLE AND STAMPS

By REV. JOHN S. BAIN

The BNAPS Lounge at CIPEX looked grand. A table with all the important BNA handbooks, catalogues, magazines and our own Yearbook. A display of some BNA stamps. The "Greene" Trophy. Pres. Ed Richardson and others were always there to receive all visitors with a warm welcome. Quite a few new members were enrolled at the Lounge. Twenty-five, I'm told.

BNAPS

Visited BNAPster K. Bileski of Winnipeg at his booth and saw the originals of his beautiful Title Pages. The reproductions are every bit as fine as the originals. While at the booth, Mr. Bileski showed me two unchronicled Canadian items. A mint block of four Canada, Scott #197, imperforate, in a deep red shade, and a mint vertical strip of 3, Canada, Scott #162, imperforate.

BNAPS

Caught BNAPster Walt Bayley during one of his rest periods at the BNAPS Lounge. Walt was on the Jury for CIPEX and he, and the other International Jurists were kept busy from morning till night for almost seven days. Those of us who walked, walked walked, walked past frames, frames, frames and saw stamps, stamps, stamps, sure blessed ALL the BNAPsters who made possible the Lounge for weary (in Bayley's case, exhausted) philatelic travelers.

BNAPS

Inquiring at the Stanley Gibbons booth about mint sheets of the Canada 2c Edward imperforate, Scott #90a, I learned that a lady bought about 80 to 90 sheets a few years ago and that they had bought her lot. No more sheets left. In my opinion, this stamp will some day command a much higher price than today. Watch it.

BNAPS

While looking at some frames of Canada with BNAPster Les Davenport of Toronto, and commenting on the dollar values of the Victoria Jubilees, Les recalled the days, about 35 years ago, when he had 9,000 (count them) \$2 Jubilee stamps in stock. Worth about \$112,500 retail today!!

BNAPS

The new Canadian 4c Citizenship stamp came in for some sharp criticism from a woman member of the press gallery in Ottawa, Canada. Her complaint was that the young man on the stamp "had an ear badly in need of soap and a moistened handkerchief" However, this was due to the fact that the released picture of the stamp was not taken from a

die proof but from the artist's original drawing.

BNAPS

Quite a few BNAPsters won awards. Alex Park, and one must say as usual, won a Second for his display of Canada. Larry Shoemaker and Ed Richardson received Thirds. Many others also came through to win but I haven't seen the final list (at this time) so can only report that there were many members who won awards and to them say, "Well done."

BNAPS

BNAPster Nels Bond was everywhere looking and following up on copies of the \$2 Inverted Bill Stamp. Anyone looking for Nels only had to be told where there was a \$2 Invert and that's where he would most likely find him, when he wasn't at the BNAPS Lounge.

BNAPS

The Show was a big success. Especially so for BNAPS. Every visitor to the Lounge, member or non-member, came, saw, felt the friendship, warmth and good fellowship that prevailed in BNAPS. Every visitor left, and reluctantly, with a glow on his face and a feeling of "very glad to have been there" in his heart.

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CANADIAN POSTAL SLOGAN CANCELLATIONS

By C. B. D. GARRETT

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PARCEL POST REACHES EVERYWHERE LA POSTE AUX COLIS ATTEINT TOUTS LES ENDOITS

PARCEL POST REACHES EVERYWHERE

Reached Every where

ATTEINT TOUTS LES ENDOITS REACHES EVERYWHERE

Reached Every where

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PAY NO MORE THAN CEILING PRICES NE PAYEZ PAS PLUS QUE LE PRIX-PLAFOND

PAY NO MORE THAN CEILING PRICES

PAY SMALL ACCOUNTS BY POSTAL NOTE - SAFE - CHEAP -

PLACE RETURN ADDRESS ON ALL MAIL

- PLACE - RETURN ADDRESS ON ALL MAIL

PLACE RETURN ADDRESS ON ALL MAIL

PLACE STAMP IN UPPER RIGHT HAND CORNER

PLAN TO ATTEND FAT STOCK SHOW KAMLOOPS B.C.

PLAN TO PLANT ANOTHER TREE

PLAN TO VISIT THE GOLDEN JUBILEE CELEBRATION LETHBRIDGE JULY 22-23-24

PLAN TO VISIT WORLD'S GRAIN EXHIBITION REGINA JULY 24 TO AUGUST 5

PLEASE HAVE YOUR MAIL ADDRESSED TO STREET AND NUMBER

PORTEZ LE COQUELICOT LE JOUR DE L'ARMISTICE WEAR A POPPY ON ARMISTICE DAY.

POST EARLY IN THE DAY

POST OFFICE C.O.D. GIVES SATISFACTION.

- 1884-1934 - PORT ARTHUR'S SEMI CENTENNIAL CELEBRATION JULY 1ST TO 4TH

POST OFFICE C.O.D. SPEEDS BUSINESS

POST OFFICE C.O.D. SPEEDS BUSINESS LE SERVICE C.R. ACTIVE LE AFFAIRES

- POST OFFICE - MONEY ORDERS COVER THE GLOBE USE THEM

POST YOUR MAIL WHEN READY AND ENSURE EARLY HANDLING

POSTMASTERS CONVENTION SASKATOON JUNE 26TH 27TH AND 28TH

PREPARE NOW TO EXHIBIT AT THE WORLD'S GRAIN SHOW 1932

PRETEZ POUR LA VICTOIRE

PREVENT FIRES FIRE PREVENTION WEEK OCT. 5-11.

PREVENT FIRES PREVENTEZ LES FEUX

PREVENT FOREST FIRES

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PROVINCIAL EXHIBITION HALIFAX SEPT 8-18 1915.

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PROVINCIAL EXHIBITION - REGINA - JULY 30TH TO AUG 4TH 1923.

PROVINCIAL EXHIBITION - OF - MANITOBA JULY 1ST TO 7TH

PROVINCIAL EXHIBITION VICTORIA OCT 1 to 5

PROVINCIAL HORSE SHOW CALGARY, ALBERTA APRIL 14-18 1914

PROVINCIAL WINTER FAIR REGINA MAR 14-17 1916.

- P 5 "Pacific Foreign Trade Council—Victoria, B. C.—September 15-16-17 1927."
- P 10 "Parcel Post Insurance \$5.00 for 3 cents." This had 4 varieties of 'parcel'. Calgary 1926. Edmonton 1926. Halifax 1927. Lethbridge 1926. London 1928. Moose Jaw 1931. New Westminster 1927. St. Catherines 1930, 1932. St. John 1926. Sault St. Marie 1931. Vancouver 1926. Walkerville 1928.
- P 11 "Parcel Post Insurance \$5.00 for 3 cents" Bilingual. Sherbrooke 1928. Montreal 1926, 1927, 1928.
- P 15 "Parcel Post Reaches Everywhere". There are 8 different forms. Brandon 1931, 1934. Coburg 1933, 1934. Edmonton 1927. Kamloops 1927, 1928, 1934. Kingston 1927. Kitchener 1927, 1928. Lethbridge 1927, 1933. London 1929. Moose Jaw 1932. Owen Sound 1927. Regina 1927, 1930. Sarnia 1929. Smith Falls 1930, 1931. Strathford 1927. Vancouver 1929, 1930, 1931. Victoria 1930, 1933. Windsor 1928, 1929, 1932. Woodstock 1927.
- P 16 "Parcel Post Reaches Everywhere" Bilingual. Granby 1942. St. Hyacinthe 1940. Sherbrooke 1939, 1944. Thetford Mines 1935, 1938. Trois Riviers 1942. Montreal 1939.
- P 17 "Parcel Post Reaches Everywhere" Amherst 1941. Fort Francis 1938. Glace Bay 1936. Georgetown 1944, 1945. Halifax 1946. Lethbridge 1941. London 1932. Medicine Hat 1939, 1942. Moose Jaw 1937. Nanaimo 1939, 1941, 1943. New Westminster 1944. Toronto 1930. Windsor 1932, 1933. Winnipeg 1938. Yarmouth 1939.
- P 18 "Parcel Post Reaches Everywhere" 2 varieties of black shade. Amhurst 1933. Charlottetown 1928, 1933. Fredericton 1927. Sault St. Marie 1928. Sudbury 1927. Toronto 1926. Vancouver 1926, 1927.
- P 19 "Parcel Post Reaches Everywhere" Bilingual. Quebec 1926, 1927. Montreal 1929, 1933.
- P 20 "Parcel Post Reaches Everywhere" World in white. Brandon 1926. Brockville 1929. Halifax 1928. Hamilton 1928. Ottawa 1928. Prince Rupert 1934. Saskatoon 1926. Winnipeg 1926.
- P 25 "Patriotic Motor Show. Ottawa. 15th to 19 Jan. 1917".
- P 30 "Pay No More Than Ceiling Prices" Edmonton 1944-46. Halifax 1945. Ottawa 1944-46. Regina 1941, 1944, 1945. Saskatoon 1944. St. John 1944, 1945. Toronto 1944, 1945. Vancouver 1944-46. Winnipeg 1944, 1945.
- P 31 "Pay No More Than Ceiling Prices" Bilingual. Montreal 1945-47.
- P 35 "Pay Small Accounts by Postal Note. Safe-Cheap" Vancouver 1927. Woodstock 1927.
- P 40 "Peterborough City and County Old Week. 1929" (not illustrated).
- P 45 "Place Return Address on all Mail" Halifax 1927. Lethbridge 1927. Oshawa 1923. Ottawa 1923. Sarnia 1930. Toronto 1923, 1924. Walkerville 1927. Winnipeg 1923.
- P 46 "Place Return Address on all Mail" Belleville 1929. London 1926. Moose Jaw 1924. St. Thomas 1931. (Timmins 1945?)
- P 47 "Place Return Address on all Mail" Brandon 1926, 1927. Brockville 1927. Calgary 1927-32. Cornwall 1933. Fort Williams 1927, 1928. Fredericton 1927. Galt 1927. Guelph 1928. Kamloops 1930, 1932, 1933. London 1927-30. Peterborough 1927. Prince Albert 1930, 1932, 1935. Saskatoon 1934. St. John 1928. Vancouver 1927-1930. Winnipeg 1927, 1933, 1934. Woodstock 1927. Yarmouth 1934. Yorkton 1930, 1931.
- P 50 "Place Stamp in Upper Right Hand Corner" Kitchen 1926-28. Montreal 1923. Regina 1923. Saskatoon 1924. Toronto 1923, 1924, 1930, 1931. Victoria 1927. Winnipeg 1923.
- P 51 "Place Stamp in Upper Right Hand Corner" Bilingual (not illus.) Trois Riviers 1927. St. Hyacinthe 1925.
- P 55 "Plan to Attend Fat Stock Show. Kamloops, B. C." 1930-34. 1945, 1946.
- P 60 "Plan to Plant Another Tree" Estervan 1927.
- P 65 "Plan to Visit the Golden Jubilee Celebration. Lethbridge July 22-23-24" 1925.
- P 70 "Plan to Visit World's Grain Exhibition. Regina July 24 to August 5." 1933.
- P 75 "Please Have Your Mail Addressed to Street and Number" Kamloops 1941-47.
- P 80 "Port Arthur's Semi Centennial Celebration. July 1st to 4th" 1934.
- P 85 "Portez le Coquelicot le Jour de l'Armistice" Bilingual. Montreal 1924-26. Quebec 1921.
- P 90 "Post Early in the Day" Vancouver 1937, 1938.
- P 95 "Post Office C. O. D. Gives Satisfaction" Calgary 1926. Fort Williams 1924. Hamilton 1925. Medicine Hat 1935. Nelson 1933. Oshawa 1928. Ottawa 1922. Moose Jaw 1933. Montreal 1923. Nelson 1933. Regina 1927. Sarnia 1923. Vancouver 1925, 1927. Victoria 1924, 1934. Walkerville 1925, 1934. Winnipeg 1923, 1924.

- P 96 "Post Office C. O. D. Gives Satisfaction" Bilingual (not illus.) Quebec 1924. (Trois Riviers 1925?)
- P 100 "Post Office C. O. D. Speeds Business" 5 forms of lettering. Brandon 1927, 1930. Brantford 1927-29. Calgary 1926, 1927. Carleton Place 1929, 1935-37. Chatham 1929-32. Edmonton 1926-28, 1930. Fredericton 1926, 1927. Hamilton 1927, 1929. Kingston 1929. Lindsay 1927, 1933, 1934. London 1928, 1929, 1933, 1934. Ottawa 1928. Prince Albert 1928. Port Arthur 1933. Regina 1926, 1927, 1931, 1933, 1934. St. Catharines 1927. Sarnia 1930, 1931, 1934. Saskatoon 1927, 1931, 1932. Smith Falls 1927. Stratford 1927, Sydney 1930. Toronto 1926-29. Trenton 1935. Vancouver 1933. Winnipeg 1924, 1926, 1929, 1930, 1934. Woodstock 1927.
- P 105 "Post Office C. O. D. Speeds Business" Bilingual. Chicomitimi 1934. Quebec 1927.
- P 110 "Post Office Money Orders Cover the Globe. Use Them" Belleville 1926, 1927. Brockville 1925. Cornwall 1922. Edmonton 1924. Ft. Williams 1933. Lethbridge 1934. Lindsay 1922. Medicine Hat 1925. Moncton 1929. Nanaimo 1928. Owen Sound 1925. Peterborough 1926. Prescott 1926. Prince Albert 1923. Regina 1924, 1927. St. Thomas 1922. Saskatoon 1927. Sault St. Marie 1927. Sydney. Trenton 1928. Vancouver 1925, 1926.
- P 115 "Post Your Mail When Ready and Ensure Early Handling" Brandon 1930. Galt 1930. Guelph 1923. Kitchener 1923. Lethbridge 1928. Moose Jaw 1927. Nanaimo 1928. Prescott 1929. Prince Rupert 1930, 1934. Regina 1925, 1926, 1931. Saskatoon 1926. Toronto 1923. Victoria 1927. Walkerville 1933.
- P 120 "Postmasters Convention—Saskatoon—June 26-27-28" 1928.
- P 125 "Prepare Now to Exhibit at World's Grain Show—1932" Regina 1930, 1931.
- P 130 "Pretez Pour La Victoire" Montreal 1942. Quebec 1942. Trois Riviers 1942.
- 135 "Prevent Fires. Fire Prevention Week. Oct. 5-11" Calgary, Edmonton, Halifax, London, Vancouver, Victoria, Windsor, Winnipeg, all 1941.
- P 136 "Prevent Fires. Preventez les Feux" Montreal 1941.
- P 140 "Prevent Forest Fires" Nelson, Nanaimo, Vancouver, Victoria, all 1939.
- P 145 "Prince Albert Exhibition" (not illus.) 1918, 1919.
- P 146 "Prince Albert Carnival. March 8th-11th" 1927.
- P 150 "Prince Rupert Exhibition Open Sept--1914, 1915, 1916.
- P 155 "Produced in Canada Exhibition. Hamilton, Ont. May 30th-June 4th" 1926-28.
- P 160 "Protect the Birds and Help the Crops" Guelph 1922. Hamilton 1922, 1926, 1927, 1929. Montreal 1923, 1924. Toronto 1924. Vancouver 1922. Victoria 1922-25, 1929. Winnipeg 1922, 1924.
- P 165 "Protect Your Parcels. Address Distinctly. Wrap Carefully—Insure." Toronto 1930, 1931. Winnipeg 1930. Yorkton 1935.
- P 170 "Provincial Exhibition. Brandon" (not illus.) 1918.
- P 171 "Provincial Exhibition. Halifax. Sept. 8-18-1915" 1912-15.
- P 172 "Provincial Exhibition. New Westminster" (not illus.) 1912-14. The 1919, 1921 may be different (P 173?)
- P 174 "Provincial Exhibition. New Westminster, B. C." 1930.
- P 175 "Provincial Exhibition. Regina, Sask. July 29-Aug. 3, 1918" 1912-19, 1921.
- P 176 "Provincial Exhibition—Regina—July 30th to Aug 4th, 1923" 1923, 4, 36 slight difference.
- P 177 "Provincial Exhibition of Manitoba July 1st to 7th" 1921-23.
- P 178 "Provincial Exhibition Victoria. Oct 1 to 5" 1901. Only 2 copies known.
- P 180 "Provincial Horse Show. Calgary, Alberta. April 14-18, 1914"
- F 185 "Provincial Winter Fair. Regina. Mar 14-17, 1916" 1914, 1916, 1917.
- Q 5 "Quebec la Semaine Nationale. 24th Juin-1st Juillet, 1924"
- Q 7 "Quebec Exposition Provinciale—Septembre—1924"
- Q 10 "Quebec Exposition Provincial. 5-12 Sept. 1925"
- Q 13 "Quebec Exposition Provincial" (not illus.) About 1926?
- Q 15 "Quebec Winter Sports, d'hiver" 1925. 1927 has date removed.

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