
BNA

TOPICS

Vol. 5, No. 5

May, 1948

Whole No. 48

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*OFFICIAL PUBLICATION OF THE
BRITISH NORTH AMERICA PHILATELIC SOCIETY*

— 7th EDITION —

THE HOLMES CATALOGUE

ON

Canada and B. N. A.

Has gone through 6 Editions since 1935

It is therefore well known in Canada, United States, Gt. Britain and every other quarter of the world where Canadian Stamp Issues are prime favourites.

Thousands of Collectors, Dealers and Auctioneers have bought these previous Editions. It is recognized everywhere as the authority on Canada and B. N. A.

IT IS A FACT that this Catalogue is the only one published which covers this field of collecting.

HERE ARE A FEW POINTED FACTS—

—It lists and Prices every stamp ever issued for Canada, Newfoundland, British Columbia, New Brunswick, Nova Scotia, and Prince Edward Island in a specialized manner according to shade, paper, perforation, re-entry, and minor varieties.

—It also prices the earlier issues according to condition—Superb, Very Fine, Fine, and Good, both Unused and Used.

—LISTS AND PRICES—

—First Day Covers,

—on cover (after 1st day),

—Pairs and strips of early issues,

—Blocks of 4, unused and used,

—Blocks of 4, 6, or 8 with imprint & plate #,

—Strips with imprint and plate #,

—Essays and proofs,

—Pioneer air mail stamps,

—First flight covers—for every flight to take place in Canada,

—Cancellations, such as Numeral, R. P. O., Registered, Corks, Targets, Towns, Leaf, Flag, Colored, Crown, Stars, R, Way letter, Etc.,

—Early post offices, showing the relative scarcity of numeral cancellations. This has never been worked out before and should prove to be very valuable to all.

—Most completely the Revenue stamps of the Federal and Provincial issues.

—Post Cards, envelopes, letter cards, wrappers, postal bands, and air sheets.

—Much research and study has been done and is in evidence throughout the catalogue.

—It is very profusely illustrated—even to enlarged details for the "varieties" and dies of Canadian stamps.

—The coming — 7th Edition — has been entirely re-written and brought right up to date by a very competent group of Canadian Specialists.

—Prices reflect the current market NET prices.

WATCH FOR THE DATE OF ISSUE

VICTORIA STAMP CO.

LONDON, 40,

ONTARIO

CANADA

BNA TOPICS

*Official Journal of
The British North America Philatelic Society*

Vol. 5, No. 5

May, 1948

Whole No. 48

Published Monthly

\$2.00 per Year

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ADVERTISING RATES

	1 Insertion	6 Insertions	12 Insertions
Full Page	\$8.00	\$7.00	\$6.00
Half Page	4.75	4.00	3.50
Quarter Page	3.00	2.50	2.00
Single Column Inch	1.00	.85	.75

Copy Must Be Received by 15th of Month Preceding Publication

THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

* * *

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*The N. Y. Group meets the 1st Tuesday of each month at the Collector's
Club, 22 East 35th Street, New York City*

*The Philadelphia Group meets the 1st Thursday of each month at 7934
Pickering Street, Philadelphia.*

LETTERS TO THE EDITOR

Profiles?

Dear Sir:

As a new member of BNAPS, I am writing first to congratulate those responsible for some of the very fine services provided by our Society. BNA TOPICS is a splendid publication ranking with the best. Through our most capable Librarian, Mr. Duncan, I have had the pleasure of reading the back numbers of our magazine and found many useful items of information. The Library is a real feature of the Society and well worth membership.

Permit me to make a suggestion. We "outsiders" read articles by some of the members who are undoubtedly outstanding and leading philatelists. Would it be possible to print a short history, one an issue (picture if possible), about a member of BNAPS? I'm certain many other members would like to meet and learn something, in this way, about these men.

FORBES C. BRICKER
Listowel, Ont.

The B. N. A. Catalog

Mr. Gordon R. Harmer
Scott Publications
1 West 47th Street
New York 19, N. Y.

My dear Mr. Harmer;

No doubt you are aware of the suggestion made by George Sloane in his "Sloane's Column" in the March 13th, 1948 issue of STAMPS and reprinted in the April '48 issue of BNA TOPICS. This particular edition led off with "Who Wants a B. N. A. Catalog?"—and proceeded to do a worthy job of presenting the possibilities and benefits that would be the result, if Scott Publications would undertake the annual publication of a B. N. A. Specialized Catalog, similar to the present U. S. Specialized.

The purpose of my letter is to add to the steady stream of letters you must be receiving as a result of Mr. Sloane's column. Personally, and as President of the British North America Philatelic Society, I am convinced that there are great possibilities for

such a catalog. Nothing would create as much interest in B. N. A. as would a Scott's Specialized.

However, I realize that there would be no purpose in issuing such a publication if there were not assurance of a market. In testimony that there is such a demand, I would call these facts to your attention:—

- 1) That approximately 12% of the serious collectors of this country are collectors of B. N. A. material.
- 2) That B. N. A. rates first in the collecting interests of U. S. collectors, next to U. S. material itself.
- 3) That there is a good Canadian market.
- 4) That the B. N. A. P. S., definitely a specialists Society, now has 500 members.
- 5) That Canadian philatelic material is also popular with collectors in many foreign countries.
- 6) That collectors of B. N. A. have supported numerous special philatelic publications in the past—as witness, Jarrett's, Boggs', Holmes', etc.
- 7) That Scott Publications would have the advantage of the services of the members of the B. N. A. P. S., and probably the sincere cooperation and assistance of the Canadian Philatelic Society, and the Canadian Revenue Society and the Canadian Stamp Dealers Association.

May I assure you that I will do whatever possible to help make a Scott's Specialized B. N. A. a reality, and I am certain that practically every member of B. N. A. P. S. would join me in rendering assistance and in saying, "Nothing is of greater importance to B. N. A. Philately."

Sincerely,

E. A. RICHARDSON, President

The Secretary of each Group is requested to forward all reports of his Group's activities for publication in BNA TOPICS to Associate Editor, E. J. Whiting, 126 Woodland Ave., Malvern, Pa.

CANADIAN TRANSATLANTIC MAILS

By F. W. STAFF

The first Government Mail Packet service between Canada and the United Kingdom commenced in March 1788 when the Falmouth-New York Packet put in at Halifax on both its outward and inward trips to New York.

Previous to this letters were sent privately by any ship, or were given to a traveller going to England who would post them on arrival. Much of the mail went via Montreal to New York, but the whole system was a haphazard affair and was a real cause for discontent among the early British settlers, besides being a cause for considerable loss of revenue to the G. P. O.

The Halifax-New York-Falmouth Packet service of 1788 was maintained only during the summer months, when a regular courier service was established between Quebec and Halifax from March to November, and during the winter months letters went by New York as before.

This Packet service was very unpopular—the Packet boats often waited in Halifax for a week or so after the arrival of the mail and there was no knowing how long a letter would take to get to England.

The public much preferred to send letters by the small trading vessels which came up the St. Lawrence River or which put in at Halifax, or at St. John, New Brunswick. Not only were they quicker—they were also cheaper, and postage rates in those days was no small matter.

In 1790 the British Ship Letter Act was passed which more or less regularized the sending of letters by private ship. A charge of 4d was made on each letter entering the United Kingdom, but on outward letters the charge was one half (eventually one third) the Packetboat rates and the ships captains received a gratuity of 1d on every letter delivered by them to the Post Office.

This Ship Letter Rate was increased in 1814 to 6d and again in 1837 to 8d. During these years a number of attractive looking postmarks were in use at the Ship Letter offices attached to those Post Offices of Ports handling overseas mail by private ship.

As examples of different methods in use up to the end of the 18th century the following descriptions of three covers in my collection will not be out of place.

—Dated 1753 from Nova Scotia to London, showing postage paid of One Penny only. The letter was obviously carried by traveller and posted on arrival in London for delivery in London.

—Dated 6 June 1760 from Camp Crown Point (Lake Champlain) showing the British Type two line postmark New/York and having the official packet boat rates written in shillings. (The rate was 1/- for ½ oz, 2/- for 1oz and so on, plus the British Inland postage.)

Although this cover was sent from what is now United States, in that year it was British territory, only a few miles from the Canadian border and serves the purpose of this article.

—Dated Montreal 11 June 1800 to Scotland (showing the Falmouth Ship Letter stamp) and forwarded by Wm. Hunter of Quebec.

In this letter the writer clearly describes the uncertainty of getting mail (Napoleonic War period) and after writing that he had called at the Post Office and learned of the arrival of two ships from the Clyde, with alas, no mail for him, goes on to say "...no less than four vessels have arrived from Clyde—the Countess of Darlington, Oughton, the Eliza and the Neptune....But perhaps you wrote by the Oughton, and if you have you may console yourself with the very pleasing idea that they are now at the bottom of the ocean. She was chased upon the Banks of Newfoundland by a Vessel under French colours and the Captain with an amazing deal of prudence thought proper to throw all his papers and letters overboard. To be sure it would have been of great consequence indeed, altho the Republicans had got our loving epistles. It's the first time I ever heard of a Merchantman throwing her letters overboard till once she was fairly boarded. Curse it, if I don't think the fellow deserves a round dozen at the Gangway for his foolishness...."

According to the Quebec Almanack for the year 1800,

"At the beginning of every month a Packet Boat sails from Falmouth for North America, having the mail for Quebec on Board. In the summer months she puts in at Halifax (on her way to New York) and then delivers the Mails for Canada. In the months of November, December, January and February, the Packet Boats pass Halifax and deliver the Mails for Canada to the Agents for British Packet Boats at New York, who forward them through the United States by the nearest post route for Montreal. A mail for England is dispatched from Quebec once every fortnight in summer and once a month in winter to be put on board the first Packet Boat for Falmouth."

By the War of 1812 the movement of mails through the United States to New York, and the British Packet Boat Service there, naturally came to an end and the overland route to Halifax had to be resorted to. This route was a very unpopular one; furthermore the inland postage added considerably to the total. A letter in my collection dated Leatherhead (Surrey) Oct. 21, 1815 addressed to Fredericton, N. B. shows the Packet rate (in sterling) 2/2d with an additional sum in the top right hand corner thus: 2 N 5 (2/5 currency was the equivalent of 2/2 sterling)

1 1

3 N 4

The letter arrived Halifax N. S. Feb. 16, 1816 having taken about 4 months!

Official enquiries made in the year 1826 disclosed the startling information that nearly all overseas letters coming to Canada were being carried by American Packets; the letters would be sent to the care of various Agents of the different U. S. Packet Boat Companies for posting in New York. The Ocean Postage was only two cents so that, with the U. S. and Canadian inland postage added, the total postage on a letter was usually about 2/1d (currency).

These American Packet boats began first in 1816 with the famous Black Ball Line (New York to Liverpool); other well known Lines were the Red Star Line, the Dramatic Line, the Swallowtail Line, and a host of others, all plying between Liverpool and London from New York, Philadelphia or Boston.

I have several covers carried by these Packet services; all are from England, dating between 1821 and 1835 and addressed to Montreal and Quebec. None bear any British Postal markings or postage. All have the New York arrival postmarks, and are rated to the U. S. border in cents, and in sterling to their Canadian destination.

One of my favourite covers, "stampless" in every meaning of the term, because it bears not a single handstruck postmark, is one from Glasgow, March 30, 1828, to St. Catherines, near Montreal, endorsed 'per Favorite'. The contents concern an invoice for pig iron 'shipped on board the Brig Favorite, Alexander Allan, Master'. Alexander Allan was the father of Hugh Allan, the founder of the Allan Line, and according to a book on early Canadian shipping, the "Favorite" was one of the most popular vessels sailing from the Clyde to the St. Lawrence River, and was owned by Alexander Allan.

I recollect buying this cover for a few cents in Montreal a year or two ago, and was attracted not only by the name Allan, but by 1½d written in red ink in the top right hand corner. I have been unable to ascertain just where this letter was handed in for it to be assessed 1½d postage. Obviously somewhere along the St. Lawrence River. Another similar cover dated South Shields March 31, 1825 by the "Horatio," addressed simply to Montreal, carries the pen-written postage (in red, denoting paid) 1/8½d. Whether this was also given in by the Captain at a little St. Lawrence port or not I cannot determine for sure. Doubtless people depended a great deal upon these small trading vessels for the carriage of mail to and from the old country in the first quarter of the 19th century.

Around 1830 great agitation arose for improved postal services, not only on the Overseas services but also within the Provinces and Canadian merchants as well as those in High Offices, including the Governor General, voiced their protests in no uncertain terms. There is no doubt that this continued agitation stirred the British Government to action and that the arguments put forward by the people of Canada had some weight in bringing about their decision to subsidize a new Mail Packet service, what was to become the famous Cunard Line.

The year 1838 saw the first mail carried across the Atlantic to New York by steamship, the "Great Western" and the "Sirius" being the two Pioneer Mail Steamers. The "Great Western" continued for many years in service and Canadian mail carried by this ship is not uncommon. On May 4th 1839, Samuel Cunard, a well-known and respected citizen of Halifax, N. S., secured a contract with Her Majesty's Government for the carriage of Mails by steamship and on July 4, 1840 the first of his fleet of four steamers "The Britannia" made the voyage across the Atlantic from Liverpool to Boston in 12½ days. The contract was for two trips monthly each way between Liverpool and Halifax, between Halifax and Boston, and between Pictou, N. S., and Quebec, and the British Government granted a substantial subsidy, whilst requiring of Samuel Cunard a most exacting and efficient service. The Cunard Line, or to give it its correct title, "The British & North American Royal Mail Steam Packet Company," was the British Government's remedy to the year long complaints of the people of Canada for a good and efficient Packet service, and the Cunard Line certainly surpassed all expectations in the magnificent service it rendered not only the merchants and citizens of the United States, but also to Canada, and trade and good relations between these two countries was substantially increased as a cause of it. A further boon was the reduction in the postage rates—1/- per ½oz between the U. K. and Halifax, N. S. and 1/2d (1/4d currency) to places beyond Halifax.

The Cunard Line quickly gained supremacy of the Atlantic and in spite of hard and healthy competition from the United States became one of the World's greatest Steamship Lines.

In 1853 the Canadian Government contracted with a Liverpool firm, Messrs. McKean, McLarty and Lamont, to run a line of screw steamers for the conveyance of H. M. Canadian Mail twice a month in summer to Quebec and once a month to Portland, Maine in the winter. This Liverpool firm failed badly in maintaining any regular service and after two years the contract was cancelled. This failure was the opportunity for Hugh Allan, a prominent Montreal merchant and a man of great energy and enterprise to found what eventually came to be known as the Allan Line, a Line which existed up to the beginning of the present century. In April 1856, Hugh Allan, having obtained a Mail contract from the Canadian Government, founded the Montreal Ocean Steamship Co. Both Allan and the Canadian Government tried repeatedly though unsuccessfully to secure a Mail carrying contract from the British Government. Gt. Britain however took an extraordinary attitude by terming these Canadian owned ships as American and insisted on treating these steamers as foreign although they sailed under the British Flag! (Portland, Maine was the U. S. port used by the Allan Co.) Britain, dubbing these Canadian mail steamers American caused Mail carried by them addressed to the U. S. to be rated higher than mail carried by Cunarders. Doubtless this attitude by the mother country was adopted to safeguard the interests of the Cunard Line which had so faithfully carried out its contract besides establishing a splendid reputation and whose name was a hallmark of British enterprise and reliability. The same reputation certainly could not be accredited to the early efforts of the Allan Line ships, which, in their efforts to establish record Atlantic crossings, probably took undue risks and suffered an alarming number of shipwrecks. The Cunard Line suffered only one wreck in the whole of its existence and that, without loss of life!

The Canadian public alarmed at such a high rate of shipwreck demanded an enquiry by the Government which resulted in the Line being thoroughly re-organized. From that time onward the Allan Line ranked alongside the foremost in the world and built itself a first class reputation.

During the 1860's the Allan Line carried the bulk of the Canadian mail between Canada and Gt. Britain via the St. Lawrence Route at a 6d rate and there can be no doubt that the competition offered by this Canadian venture was responsible for a gradual reduction in the postage rates. In 1878 Canada became a member of the U. P. U. when the rate of postage between Gt. Britain and Canada was fixed at 5 cents (2½d).

Letters carried by Allan Line steamers between Canada and Gt. Britain

(Continued on page 77)

INDEX TO CANADIAN PHILATELIC MAGAZINES

By R. J. DUNCAN

"THE STAMP COLLECTOR'S RECORD"

Published by S. Allan Taylor at Montreal, Que., on white paper without

THE STAMP COLLECTOR'S RECORD.

No. 1. MONTREAL, FEBRUARY 15, 1864. Price 5c.

To our Readers.



In presenting the first number of this miniature sheet to the public, devoted as it is to such a peculiarly unique pursuit as the collection of Postage Stamps, we would beg leave to apprise those who are pleased to term the collection of Postage Stamps a "mania," a juvenile ridiculous amusement, and other delicate and complimentary designations, that this is not by any means the first organ distinctly devoted to the promotion and extension of the aforesaid (so called) mania, which has yet appeared. Upwards of a twelve-month since a Journal devoted to the business made its appearance in England, and since that time various others have sprung up, and we are not aware that any of them have as yet, become defunct; on the contrary most of them appear to be in a highly prosperous condition, and look likely to outlive their defamers, a result which, we trust all Stamp Collectors will fervently pray for. Of course, the foregoing remarks are not intended for collectors. Those interested in the business will we trust favor us with that patronage and support which we shall endeavour to deserve, in an humble way. We shall be happy to receive original articles on the subject of Postage Stamps, and we shall also be glad to offer any assistance in our power to Collectors, through the medium of the column devoted to correspondents. We shall devote our attention more particularly to the notice of matters of more direct interest to Collectors on this side the Atlantic than in Europe, but we shall duly notify our readers of all new issues which may be chronicled in the European Publi-

cations. In conclusion we trust our patrons will favor us with that support, which will enable us to publish the only medium at present available to Canadian Stamp Collectors, and trusting that our hopes in that direction may not be in vain, we boldly take our stand in the ranks of the Journals of Canada, and we would respectfully state for the particular benefit of the Ministry, the Opposition and the G. T. R., that our influence may not be purchased either through fear, favor, affection, or hope of reward.

Canada 1c. Newspaper Wrapper Stamps.

This Stamp is entirely fictitious, no such Stamps ever having been issued by the Government of Canada. We are at a loss to understand why any person should have interested themselves in manufacturing such a Stamp, and that too before the collection of Postage Stamps became general in Canada. As only one or two specimens are known to exist, we presume the Stamp is hopelessly obsolete. It is a poorly engraved imitation on wood block of the present 1c. Stamp, and having the words "Newspaper Wrapper," irregularly engraved across the face of the Stamp.

New Brunswick 2c. Yellow.

This Stamp made its appearance about December first, it is in the corresponding style of the 5c. and 10c. of that Province, and was issued like the Nova Scotia 2c. for the convenience of soldiers' letters. It was engraved we believe by the American Bank Note Company, New York.

Answers to Correspondents.

J. K., Kingston.—The only Stamp used in British Columbia is the 24d.

A. L. D.—The Danish Envelope Stamps have not yet appeared in America.

wrappers, size 8 $\frac{3}{4}$ x6. This was the first philatelic magazine published in North America. The publisher later moved to the United States where publication was continued with a new series.

Vol. 1, No. 1. Feb. 15th, 1864. Four pages unnumbered.

Vol. 1, No. 2. March 1864. This number was supposed to have been published but is now unknown.

CONTENTS

Through the courtesy of R. King-Farlow, Treasurer of the Royal Philatelic Society, London, we are very fortunate to be able to present the accompanying reproduction of the front page of this magazine. You will notice it starts with a "blurb" announcing itself. Then there is a brief note on the New Issue—New Brunswick 2 cent yellow. Follows a short note debunking bogus Canada 1 cent Newspaper Wrapper Stamps. Then some answers to correspondents (probably bogus—who corresponded with a new Journal?) A fairly long account of the famous "beautiful steel engraving of General Jackson." A hoax! (You will remember "suckers" got a 2 cent Black Jack in return for their money!) Some lists of stamps offered for sale by S. Allan Taylor—starting rather ominously with U. S. Locals. Finally, some small advertisements of wants and offers from S. Allan Taylor and box numbers.

Re: Royal Train Money Orders

By E. G. LLOYD

In the Railway Mail Service Distribution List of April 29, 1939 (this is issued weekly), the following notice was printed:

"Unprecedented in the history of Canadian Post Office Department will be the opening and operation 15th May to 15th June of Accounting Office No. 3956, Royal Train, with Postmaster, G. W. Ross.

"This post office operating in the pilot train will function as does any accounting office, handling stamps, money orders."

This notice did not register with me for several days. Then, when discussing the new Silver Dollar then issued, I told one of my banker friends that I would get a souvenir more unusual than the Silver Dollar. I wrote the P. M. of the Royal Train P. O. enclosing a money order to cover three orders of one dollar each and the return postage, asking that they be returned under registered cover. Instead they were returned by air mail but the stamps were cancelled with the large circular hand-stamp, not the usual flag machine cancellation. The three I received (each for \$1.00) were nos. 10, 11, & 12; issued on May 28th, 1939. I believe the train was then in the Canadian West.

The check figures on the left were not properly cut as they should have shown "not over \$1.00" whereas the complete line of figures were left to show "not over \$100.00." The remitter's receipt was not detached from any of the orders. I don't consider this unusual as the orders were all mailed to me.

I still hold order #10. One I sold; the other I donated to an auction that was held at the Royal York Hotel in Toronto during the War, the proceeds from this auction going to the British Bomb Victim's Fund.

I later tried for an order on the last day of operation of the Royal Train. Unfortunately, my letter arrived too late and my remittance was returned. I have not learned how many orders were issued by this office but my guess is that there were less than one hundred.

At that time, money orders were made and numbered for each office. The Serial Number of this book for the Royal Train would start with 3956-1 or 3956-01, the 3956 being the office number. The office name is in two lines, one above the other as follows; printed in royal purple:

Royal Train Post Office
Bureau De Poste Du Train Royal

The one I still have is, I believe, the tenth one issued on the Royal Train. The office was closed in less than three weeks so, unless there was a rush of sales in the last two weeks, the total issue would be very limited.

REPORT OF THE SECRETARY

NEW MEMBERS

- 497 Bramhill, William G., Box 20, Waterville, Kings C., N. S., Canada
 498 Connor, Michael A. Jr., 281 Grandview Terrace, Hartford 6, Conn.
 499 Metcalf, Robert E., 1700 So. Indiana Ave., Chicago 5, Ill.
 500 Riehle, John A., 694 E. Montana Ave., St. Paul 6, Minn.
 501 Schuman, Clifford R., 110 West 86th St., New York 24, N. Y.
 502 Sonne, Carl C., Box 193, Rouleau, Sask., Canada
 503 Spain, Cornelius W., 8580 Birwood Ave., Detroit 4, Mich.
 504 Wellman, Earl H., 3532 Oak Ave., Brookfield, Ill.

APPLICATIONS FOR MEMBERSHIP

- Keen, J. F., 6446 Churchill St., Vancouver, B. C., Canada (C) CAN, NFD—varieties, cancellations, etc. By B. C. Binks, No. 74.
 Lewis, Gordon P., 20 Ellen St., Brampton, Ont., Canada (CX) CAN, NFD—Mint postage & blks., 19th & 20th. Mint bklt. panes, coils, stationery. B. R. J. Duncan, No. 37.
 Marshall, Richard B., Box 647, Presque Isle, Maine (CX) Canada, all phases mint & used, also Nfld. used. Proposed by E. Richardson, No. 168. Seconded by J. Levine, No. 1.
 Stewart, Cuthbert S., P. O. Box 1322, Wellington, New Zealand (C) B. N. A., N. Z., So. Africa, Australia. By R. J. Duncan, No. 37.
 Stripp, George, Box 471, Vancouver, B. C., Canada (C) CAN—used postage 19th & 20th, pre-stamp & stampless covers, stationery. Proposed by R. W. Franklin, No. 483. Seconded by B. C. Binks, No. 74.

CHANGES OF ADDRESS

- Lea, William O., 2326 Airport Way, Seattle 4, Wash.
 Llewellyn, George B., 3318 Friendship St., Philadelphia, Pa.

RESIGNATIONS ACCEPTED

- 451 Carr, Grant C., Port Robinson, Ont., Canada
 369 DeGroat, Robert W., 73 Howe St., New Haven 11, Conn.
 185 Gordon, W. C., 4825 Connaught Dr., Vancouver, B. C., Canada
 153 Jones, Daniel P., Bedford, Que., Canada
 88 Nichols, C. H., Box 168, Wilmington, Ohio
 335 Openshaw, E., Box 311, Vernon, B. C., Canada
 297 Phillips, S. E., 12 Myrtle St., Rochester, N. H.
 178 Vincent, A. H., 40 Douchastel Ave., Outremont, Que., Canada
 455 Kuhn, W. S., 1727 Ivy St., San Mateo, Calif.
 358 Willets, Gbson V., 1424 26th Ave., S. Francisco 22, Calif.

RESIGNATIONS RECEIVED

- 49 Bellis, Royal E., 3 Sturges St., Binghamton 4, N. Y.
 376 Harris, H. A., 512 E. Broad St., Westfield, N. J.
 236 Kent, David, Willow Road, Grove Park, Roanoke 17, Va.
 350 Ley, Robert, Box 697, Vernon, B. C., Canada
 296 Newberry, Roger, 837 Fort St., Victoria, B. C., Canada
 424 Stanford, Eldsel C., E. M. J. C., Scooba Miss.
 400 Steiner, W., 1450 West 38th St., Vancouver, B. C., Canada
 356 Thomas, Jesse B., 31 North St., Georgetown, Mass.

AWARD OF THE "VINCENT G. GREENE TROPHY" FOR 1947

In accordance with the ruling of the Board of Governors (BNA TOPICS March 1948, p. 35), the four elected officers, the seven members of the incumbent Board, and the Donor have each been canvassed for his selection of the best, second and third best article or series of articles authored by a member or members of BNAPS and published in BNA TOPICS during 1947. Based on a point system of 3 for first selection, 2 for second, and 1 for third, the votes have been tabulated and the following results noted:

William S. & Daniel C. Meyerson	23	C. B. D. Garrett	5
Ian C. Morgan	18	Rev. John S. Bain	5
Nelson S. Bond	8	R. J. Duncan	2
		M. W. Cryderman	2

As a result of the above noted balloting, the "Vincent G. Greene Trophy" is hereby awarded for the year 1947 to **William S. and Daniel C. Meyerson**

Trail of the Caribou

Freres Meyerson

Our good friend, Bert Tait, asked us to remind you birds (Newfoundland Collectors only) that the Newfoundland Trade Commissioner's Office at 620 Fifth Avenue, New York, N. Y., sells the current Newfoundland stamps in sheets at face. Why send to St. John's?

Did you know that parcel post to Great Britain is sent direct to Liverpool from St. John's by the RMS Newfoundland or the RMS Nova Scotia?

The registration fee of 5c for inland registration must be paid on all O. H. M. S. mail presented by Government officials for registration with the exception of mail posted by Post Office Officials on official business.

Yes, our faces are a bright crimson! The Newfoundland Inland Rate of Postage for letters, town delivery, is 3c for the first ounce and 2c for each ounce thereafter.

Clarence W. Brazer, BNAPS #149, takes us to task for our choice of words in our article on page 52 of the April 1948 issue of BNA TOPICS. Mr. Brazer says that they should be described as color samples. We bow to Clarence on the condition that we be permitted to add the words "for the trade."

Harry A. Mac Master, BNAPS #484, has written to ask for information concerning the Newfoundland cancellation "235" between bars. Boggs mentions that the cancellation may be a registry mark, but such is definitely not the case as we find the cancellation on a cover posted at Fogo on June 11, 1873, addressed to England franked with the 6c dull rose (Scott's #35). There are no registry marks on the cover and the rate to England at that time was 6c per 1/2 ounce. We also have the same cancellation on a cover posted at St. John's on July 3, 1886, and addressed to Harbor Grace. This cover is franked with the 3c blue

(Scott's #49). As in the previous case, there are no registry markings on the cover and since the rate for inland mail at that time was 3c, no registry surcharge was paid. We would appreciate any light than any member can throw on this subject and we would also like to hear of any cover with this cancellation used prior to June 11, 1873.

F. Walter Pollock, BNAPS #7, wants us to give a more detailed reason for stating that the 1930 Postal Card die was reengraved. Well, Walter, in addition to the differences listed on page 39 of the March '48 TOPICS, the words "One Cent" in the 1930 die are much heavier than those in the 1912 die and can be distinguished with the naked eye.

Newfoundland Revenue Essay

By BILL & DAN MEYERSON



We recently had occasion to purchase the item illustrated from a dealer in London. We had never seen it before and thought that our fellow-collectors of Newfoundland might be interested in seeing a photograph of the item. It is also of paramount interest to BNA Revenue collectors.

The piece in question is undoubtedly an Essay of an Inland Revenue Stamp probably prepared for use but never issued. It is printed on stamp paper in a lake shade and is imperforate. Nothing else is known about the Essay and any information will be greatly appreciated, particularly since Newfoundland has never had occasion to issue a 2c Inland Revenue Stamp.

1859.

1859.

GREAT WESTERN



RAILWAY

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NIAGARA FALLS

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SUSPENSION BRIDGE

TO HAMILTON, TORONTO AND DETROIT,

CONNECTING AT DETROIT WITH

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DETROIT AND MILWAUKEE RAILWAYS

TO

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EARLY CANADIAN RAILROADS

(and their interest with regards to the development of Canadian Postal History)

by

Richard P. Hedley, B.N.A.P.S., A.P.S., C.C.N.Y.

CHAPTER I

The Great Western Railway

The Great Western Railway is important to collectors of railroad cancellations and postal history because it was completed from Hamilton to Windsor in 1854 and thereupon began carrying mail....just at the time when philatelic history was being made.

To review its history a bit, the G. W. R. had its beginning in 1834 when it was granted a charter under the title of London & Gore Railroad. However, there was no action in building and later, in 1845, the charter was renewed under the name of Great Western Railway and actual construction began in 1849. The rail connections between Niagara Falls (Ont.), Hamilton and Windsor were completed in 1854. In 1855, it was extended over the Suspension Bridge and made connection with the New York Central Railroad. Also this year, the line was built to Toronto. Later acquisitions by the G. W. R. included London & Port Stanley Rwy., Welland Rwy., Wellington-Grey & Bruce R. R., London Rwy., Huron & Bruce R. R., Brantford-Norfolk & Port Burwell.

The Company continued operating independently in Ontario until it was absorbed by the Grand Trunk System in 1882. Today this road is known as the Michigan Central Railroad, a part of the New York Central System.

Its Part In The Postal Development

Due to the success of the St. Lawrence & Atlantic R. R. in carrying the mails in 1852, Postmaster Morris was instructed to enquire into the possibilities of further expansion as the railroads of Canada were completed...with the result that the Postmaster Reports showed increased railway mail facilities in 1853, 1854, etc. The Great Western was included and their first contract was November 14, 1853; running until December 21, 1853. It was renewed however, and in his Report of 1854, the Postmaster-General related how the mails given to G. W. R. had passed the whole route from Niagara to Windsor, 229 miles, since January 25th, 1854. There were two mails a day each way, with the trip requiring only 8 to 10 hours instead of four days. It was also stated that the United States Post Office had been permitted to forward a closed mail over the line between Detroit and Niagara without postage charge....affording a like privilege to the Canada Post Office for transmission of mails between Montreal and Canada West over the "Ogdensburg Road."

The Railway Post Office came into being in 1855. It was stated, "Moreover on all railway lines of importance, the proper management and distribution of the mails indispensably necessitates the employment of Post Office clerks or conductors to travel with the mails in a railway car or portion of a car, appropriated as a Post Office and attend to the duties required to be performed whilst the mails are in transit." The early railway post office was a space set off in a coach with compartments for sorting mails and newspapers. The mail clerks in the early days travelled singly taking care of the several duties of sorting, etc. The length of the run was not long, and each travelled the line from end to end. The conductors were few, 32 permanent and 12 temporaries, and by September 30, 1857, the staff had increased to 59.

The Great Western Railway covered the following points, as listed in the year 1876.

Suspension Bridge to Windsor	229 miles
Hamilton to Toronto	39½
Harrisburg to Brantford	8
Harrisburg to Southampton	129
Palmerston to Kincardine	66½
London to Wingham, London, Huron, and Bruce Branch	74
London to Port Stanley	23½
Komoka to Sarnia (Sarnia Branch)	51
Wyoming to Petrolia (Petrolia Branch)	5½

Glencoe to Black Rock, International Bridge, Air Line ..	146½
Welland Rwy and Allanburg Branch	17½
Allanburg Jct. to Merriton Junction	6½

Postal Markings

The handstruck stamps applied by the Great Western were of the single line circle type, with G. W. R. set at the top. This is shown below, and is Jarrett's #1606.



These cancellations are not rare, as you will find them struck on many of the Large and Small Queens covers. However, like all handstruck stamps, they are scarce in superb strikes. The Sarnia Branch of the G. W. R. used a similar strike except that "Sarnia Branch" was added around the bottom of the circle, Jarrett #1605. The London Railway also had its own cancellation, same type as above, Jarrett #1606X.

GREAT NORTH WESTERN TELEGRAPH COVERS

By C. B. D. GARRETT

At a recent auction I bid on 1300 covers with the 2c red of the 1912 issue, Scott #106. I was in search of postal slogans and my other sidelines, like railroad cancellations, hotel covers, etc., and I also wanted to make a study of the 2c itself. But now, from this lot, starts another sideline as among them were 14 telegraph covers, all of the type shown for this company on the last page of the Marks 1945 catalog. We find some new types from details noted on these covers. The Marks catalog lists only one form, which we use as the No. 1 on the following listing.

- No. 1 Form 51 appears over the insignia on the face of the envelope. Nothing else on the face except the insignia. The paper is orange yellow, of good quality, and the side seams are inside. From Quebec to Napierville, dated 20 Nov. 1912.
- No. 2 Form 51a over the insignia which, like No. 1, is printed in black. Also printed on the front is "Manager/ Great North Western Telegraph Company" and below are two lines for the address. The color of the paper is the same as No. 1 but thinner. The side seams are outside and the flap has squared shoulders for half an inch which, when the flap is closed, lay along the edge of the sides. Six covers, all to the manager at Napierville, Que. One from Montreal, Oct. 18; four from Toronto, Mar. 21, Apr. 16, Sep. 11 (2); one from Ottawa, Ju 8; all 1912.
- No. 3 As No. 2 except the end seams are on the inside and there are no square shoulders on the flap. Addressed as No. 2, Toronto 25 Nov. 1912.
- No. 4 The insignia is embossed in bright blue on white (cream) wove paper of good quality bond, watermarked College Bond. End seams are inside. To same address from Montreal, Apr. 30; and Toronto, Nov. 6, 1912. No form No. on face.
- No. 5 Similar to No. 4 but no watermark. All addressed to agent at Napierville from Toronto, Aug. 1, Oct. 16, Nov 6 (2).

From these notes, one will observe that they were not used only for local use.

I have had reprinted in booklet form my eight page article on the "Northern Ontario Post Offices to 1895" with some new information and data added to the original article.

I believe this history of post offices, covering an area as large as Great Britain and which were previously known merely as a name, should be added to every one's library and to every club or society library.

\$1 each — 3 for \$2

This is not a personal venture and all proceeds will be donated to BNAPS.

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Bringing News About People & Stamps

By REV. JOHN S. BAIN

BNAPS'er Arthur L. Guess, #322, writes to this column that he has found the current 10c Canada, perforated "O.H.M.S.", doubled inverted, and the 1942, Canada, corvette 20c, double on one stamp only of a pair. There is considerable interest in the stamps of Canada perforated "O.H.M.S." and some items are very scarce. Mr. Guess says he has collected Canada perforated initials other than "O.H.M.S." and has some 62 types, and about 300 stamps, including inverts, reversed doubles, etc. He is now trying to secure some of these on covers to identify the user.

BNAPS

Have you read in Bileski's new book, 'Philatelic Pathways,' that BNA TOPICS is mentioned as a MUST for the specialist! We appreciate those kind words, Mr. Bileski, and shall endeavor to live up to that standard. Also of interest to BNAPS'ers is the fact that Mr. Bileski gave as a premium to his title page subscribers, a copy of the beautiful CANADA page.

BNAPS

I told you I'd tell you, so I'm telling you. The proud possessor of the copy of Canada's Revenue Classic, the "Inverted Head," advertised in the March '38 BNA TOPICS is—Mr. Raymond A. Menendon, BNAPS #16. That's a nice item to have too, Ray!

BNAPS

Some information has been received to the query concerning the emergency cancellation stamps of Canada. If any of the readers have such stamps, please report them for reference for a future article.

(Continued from page 69)

will often be found stamped with a small circular dated stamp in red "PAID COL PACKET DERRY" whilst mail reaching Glasgow (Allan's Glasgow Line was formed in 1861) received a marking in black "Glasgow COL PACKET" in two lines, and at Liverpool a similar red stamp to that used at Londonderry was employed. It would appear then that the British acknowledged the Mail from Canada as "Colonial" (assuming the abbreviation COL to denote 'colonial') and applied the American designation to the Allan Ships on mail destined to a U. S. Port.

Other postmarks associated with the Allan Line are numeral obliterators which were issued to some of the Mail Packets. These are very rare, especially when found on entire covers. Among those definitely known to have been used on Allan Line Mail are B.17. B.18. B.27. B.28. and B.29.

As a sideline to a Canadian Postage stamp collection, an arrangement of covers illustrating the points described in this article will be found to have very great interest and appeal.

I think I shall start a new sideline in the way of covers created by BNAPS'er Walter S. Bayley, #141, the 'Fearless Philatelist.' The latest to come to my attention is a cover with a hand-drawn scene of a tree and hill. A sign hanging on the tree reads, "B Day January 1st." To the uninitiated this means "Bayley Day." The puzzle to me is how does the Toronto Stamp Club stand it? Snow me under with the answers, boys.

BNAPS

Have just received the latest price list of Clarence W. Brazer for British North America essays and proofs. New listings and price changes are given in the current brochure which can be obtained for 10c from 415 Lexington Ave., N. Y. 17.

BNAPS

A news item from Ottawa informs us that the air letter sheets will come out in a larger size. There was a slight reduction in the size of the air letter sheet printed last year with postage. They will now be the size of forms before the postage was imprinted.

BNAPS

BNAPS'ers Henry Gates, #114, and J. Alex. Park, #45, are in line for our congratulations and best wishes. At the 755th meeting of the Michigan Stamp Club, Mr. Gates, also General Chairman of the S. P. A.'s 54th Annual Convention, was elected President without opposition. Mr. Park was elected Treasurer at the same meeting to add to his other duty as Finance Chairman of the S. P. A. Convention Committee.

Various & Sundry

GEO. E. FOSTER

During the first week-end of April, Robson Lowe of Philadelphia, held a three session auction sale of U. S., B. N. A., and general foreign. At the first session, 136 lots of the regular issues and proofs of Canada and the Provinces were offered.

Newfoundland was represented by a choice lot of regular issues, proofs and airmails. Proofs of the 10c, 1866, in six colors brought \$50. Plate proofs on colored paper, perforated and gummed, various colors, of the 2c, 5c, 10c and 13c 1866 issue, ten items in all, sold for \$60. In the regular issues, a fine mint copy of #1 realized \$5.50. An exceedingly fine mint copy of #4 with wide and even margins, fetched \$50. A complete sheet of 20 of the One Pence rose, #23, with a portion of the w'mark, *****cey Wise, was knocked down for \$46. A block of 8 of the 1c on 3c, 1897 provisional, showing four of Type I, two of Type II and two of Type III, was sold to order for \$76. In the Airmails, a superb block of four, with no comma and no stop varieties, brought \$80.

The grand item in Canada was a horizontal strip of four of the 3 pence beaver, #1, on cover to Buffalo; U. S. arc type exchange mark; Montreal date stamp, AP 25 1851. The fourth stamp has a reentry. This delectable item was sold to order for \$475. A magnificent copy of the 6d reddish purple, 1857, on thick, soft wove paper sold for \$165. Three lots of proofs of Bill stamps, Receipt stamps and a Gas Inspection stamp were eagerly taken at an advance over catalogue valuation.

In New Brunswick, five lots of proofs and four lots of regular issues were offered. A lot of 12½c proofs, 2 shades of green, 2 of black and 1 brown, on white paper, perforated and gummed, brought \$20. A die proof on India on card in green of the 5c Connell fetched \$27.50. In the regular issues, #1's sold for \$10, a copy of #2 got \$22.50 and a thin, but fine looking, lightly cancelled copy of the one shilling, dull violet, produced \$77.

In Nova Scotia, just three lots of regular issues were offered, while the proofs numbered ten lots. A fine, four

margined copy of the 3d blue, tied to cover to Halifax, sold for \$18. Plate proofs of the 1c and 8½c on white paper, perforated and gummed, four colors of each value, sold for \$40. Plate proofs of the 8½c green and the 5c blue, 8½c vermilion and 10c black on proof paper, the last three overprinted "Specimen," brought \$8.25. A block of four of the 10c plate proof in black, overprinted "Specimen" in gold, realized \$14.

The late A. Stanley Deaville had been working on a book on Canadian stamps for a number of years and was looking forward to completing this when he retired this year. As we all know and regret, "Fate" decreed otherwise. Just what will be the final disposition of the book, no one knows as yet. It is not likely that Mrs. Deaville will publish it, and while there is a chance that the Canadian Government might, yet it is a rather remote chance. In the absence of any concrete plan, I believe it would be appropriate for the B.N.A.P.S. to act. While the Society may not be able to directly publish it, from my conversation with some of the members, it is feasible to form a syndicate to underwrite the venture.

Nothing of a definite nature has yet been made public as to the book or other philatelic property of Mr. Deaville, but thanks to Robson Lowe, on his recent trip to Ottawa, he was kind enough to arrange contacts for me to secure information of the intentions and desires of the family respecting the book.

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#63	Used, Fine	30.00
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#64	Used, Fine	30.00
#65	Mint, Very Fine	48.00
#90b	Full O. G. Very Fine for this. Rare	90.00
#95	Mint, SUPERB	25.00
#274	Complete sheet, Very Fine	3.50
#275	Complete sheet, Very Fine	2.50
#C9	Complete sheet, Very Fine	3.35

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O16	5c green "F. F." Rouletted	7.50
O32	10c green "L. S." Rouletted	7.50
O46-65	Set 5c-\$50 less #'s 59, 60. Cancelled 'C' on Gum	35.00
S21-32	Mint set (\$5 used) 5c-\$20. Very scarce	125.00

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Canadian Revenue Catalogue—Price	1.00
Canadian Precancel Catalogue—Price	1.50

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FINE NEWFOUNDLAND

These three Publicity sets were on sale for a very short time and some values are scarce, particularly the watermarked set.

1928 Publicity Un-Watermarked

First Issue on thin, hard, pebbly paper

No.		Mint		Used	
		Block	Single	Block	Single
145	1c Deep Green	\$.60	\$.15	\$.40	\$.03
146	2c Deep Carmine .....	.60	.15	....	.03
147	3c Brown .....	.60	.15	....	.03
148	4c Rose Purple	1.40	.35	....	.15
148a	4c Mauve	4.50	1.00	....	.40
149	5c Slate Green	1.80	.45	....	.15
150	6c Ultramarine	1.40	.35	1.80	.45
151	8c Light red brown	2.00	.50	2.00	.50
152	9c Myrtle Green	4.00	1.00	4.80	1.20
153	10c Dark Violet	4.00	1.00	....	.25
154	12c Brown Carmine	3.00	.75	3.20	.80
155	14c Red Brown	3.00	.75	....	.75
156	15c Dark Blue	2.40	.60	3.00	.75
157	20c Grey Black	3.20	.80	....	.30
158	28c Grey Green	12.00	3.00	....	3.00
159	30c Olive Brown	4.00	1.00	4.40	1.10
145-59	1-30c, 15 Vars. Complete	40.00	10.00	....	9.00

1929 Provisional

160	3 on 6c, 1920	1.20	.30	....	.40
160	Complete sheet (25)	7.50	....	....	....

1929 Publicity, Re-Engraved, Unwatermarked

On thick, soft paper. Many small changes in engraving.

The general impression is coarser.

163	1c Green .....	.28	.07	.25	.02
164	2c Deep Carmine .....	.32	.08	.20	.02
165	3c Deep Red Brown .....	.48	.12	.20	.02
166	4c Magenta	1.00	.25	.40	.06
167	5c Slate Green	1.20	.30	.40	.06
168	6c Ultramarine	7.00	1.75	....	1.75
169	10c Dark Violet	3.20	.80	1.00	.10
170	15c Deep Blue	10.00	2.50	....	2.00
171	20c Grey Black	20.00	5.00	....	1.00
163-71	1-20c, 9 Vars. complete	40.00	10.00	....	5.00

1931 Publicity Watermarked

Thinner soft paper

172	1c green .....	.60	.15	....	.04
173	2c red	1.20	.30	....	.04
174	3c red brown	1.60	.40	....	.02
175	4c rose	3.00	.75	.60	.06
176	5c greenish gray	4.00	1.00	....	1.00
177	6c ultramarine	12.00	3.00	....	3.50
178	8c red brown	11.00	2.75	12.00	3.00
179	10c dark violet	5.00	1.25	4.00	1.00
180	15c deep blue	19.00	4.75	16.00	4.00
181	20c gray black	40.00	10.00	....	1.00
182	30c olive brown	14.00	3.50	3.25
172-182	1c to 30c, 11 var. complete ..	100.00	25.00	16.50

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