
BNA

TOPICS

Vol. 5, No. 7

July-August, 1948

Whole No. 50

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ONTARIO

CANADA

BNA TOPICS*Official Journal of**The British North America Philatelic Society*

Published monthly at Lawrence, Kansas \$2.00 per year.

Vol. 5, No. 7

July-August, 1948

Whole No. 50

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THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

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The NEW YORK 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 St., Philadelphia, Pa.

The TWIN CITY GROUP meets the 2nd Tuesday of each month at 4932 Morgan Avenue, Minneapolis, Minn.

FROM the Editor

Dear Member:

The order changes this month and instead of the usual "Letters TO the Editor" appears a letter FROM the Editor. There is much that has to be explained, much that has to be told, so I'm presuming to use this page for those purposes.

After patiently and anxiously (I hope) waiting for this issue, it finally arrives. Just as you're ready to forgive the delay, you notice the front cover is dated July-August. You justly ask, "What's going on?" There is much to explain, much to tell. First let me tell and maybe that will help a lot to explain.

I'm just home after more than two weeks in the hospital. Ruptured appendix and peritonitis! That wouldn't have been too bad (I can very flippantly say that now) but what a time it picked to happen — June 12th-27th! Just when everything has to be done — copy should have been sent to the printer. Dan & Bill Meyerson (my steady visitors) "shot a wire" to the printer telling what had happened and asking what could be done. You can thank the printer for his swell cooperation and rearranging of his schedule to get the magazine to you even at this date. That's why TOPICS is late this month.

Our printer closes shop part of July and takes himself a well-deserved vacation. I must remark that I can readily understand his need of a vacation — he must work very hard to give the fine service he does. But, no printer — no magazine. So, we try to make it appear like we are missing nothing (again, I hope) and we date this issue July-August.

Vacation time. Many of us will be enjoying our well-deserved vacation. The best and nicest one to all of you. But, don't forget me completely! I've said it before and I'll say it again and again. If this magazine is a good one,

you and you are responsible and deserve the credit. There are many, many more issues of TOPICS to be published. Maybe on one of those occasional cool days which come to relieve our despair you'll sit down and dash off something for the magazine. It doesn't necessarily have to be a 12 page article—a 6 pager will be very welcome too. In fact, if your vacation mail produces an unusual cancellation, write me all about it—it will be very interesting information for the others to read. So, relax and enjoy yourselves, but please don't forget me completely.

There are other thoughts you might squeeze in during your relaxing moments. The Year Book will be published in October. Have you sent in your ad? Does the Secretary have your correct address and collecting interests? How about that letter to your favorite dealer asking for his ad? What about that friend who still has not sent in his application? Better remind him to do it now so that his name will be included in the Year Book.

Then there's the notice in this issue about nominations. Have you any one in mind for any particular office? Have you enlisted four other members to endorse your candidate? Better work on it and send your slate to the Secretary.

Do you still have any spare time? How about that letter you've been promising yourself you'd write answering that TOPICS ad? That's really very important. It will help TOPICS, please the dealer or advertiser and help you too, I'm sure. Please, will you remember that letter.

Well, dear member, I've explained, I've told, and, I've certainly asked. Please excuse me for trying to presume and impose on your spare time. I'm sure you appreciate and understand the reasons.

Sincerely,
The Editor.

NOTICE

BNA TOPICS will not be published during August!

The next issue of the magazine will be released for September 1st, 1948.

Copy for the September issue, especially ads, must be in the hands of the Editor by August 15th.

The Editor regrets that our advertisers were not previously advised of the change in publication schedule and refers them to the above letter for the explanation.

THE ROYAL TRAIN POST OFFICE (May 15, 1939 to June 15, 1939)

By R. A. JAMIESON

I have been maintaining for several years that the Royal Train Post Office offered collectors many desirable features not so readily found in many specialties. I admit I haven't had many "takers" but I've had lots of fun almost by myself. In this short article I want to present something about my collection of this type of material which is, in many respects, unique. However, I should first remark that 1939 is not too long ago and I'm sure that a great deal of this material is still in hands of collectors and dealers. Just what transpired leading up to this unique event is still of interest; the actual operation of the Post Office itself is absorbing, and that one month of history is a real prelude to many aspects of the recent War.

We know now that the visit of King George V and Queen Elizabeth of Great Britain to Canada and the United States was no chance event. It was designed to show the English speaking people on this side of the Atlantic that the British monarchy was not a cloistered institution, but rather a great rallying force for true Democracy. Not many months after the King and Queen left these shores did the War break out.

In order to make the one month's historic visit possible, it was necessary that the King and Queen make their home in a railway train. Many people travelled on this train; not the least important being representatives of the Press. Mail for the whole entourage was a primary consideration and the Travelling Post Office was the result.

In Canada the Royal Train Post Office was a real Post Office with postmaster and all postal facilities, including two distinctive postmarks. When the train crossed at Niagara Falls to the United States, it assumed the status of an R. P. O. passing through three postal jurisdictions, from each of which different officials were in charge.

In both Canada and the United States two distinctive cancellations were used—hand and machine. The same machine was used with different slugs. In Canada, hour markings appear on all cancellations, but not so in the United States. The marking history of the Royal Train P. O. covers thirty-one days. In Canada the various hour marks make interesting varieties for both the hand and machine postmarks.

The first goal of the collector is to get the thirty-one day markings. Then he may go into the hour marks; here the going really gets tough, but not too tough as some days had only one hour mark. Other days, like the First Day, show markings for almost every hour. May 17th, the day of the actual arrival at Quebec City, has the minute markings as well (10:30 A.M.). This is, as far as I know, the only instance of such a marking.

On one day only, June 11th, the Post Office operated in both Canada and U. S. Early in the morning of that day, the Royal Train crossed from the United States to Canada. Only thirty letters got the U. S. marking that day so this is mighty rare material.

It was intended that all Canadian letters be cancelled with purple ink. At 3 A.M. on May 15th purple ink was used but it was found that the composition of this ink was not suitable for cancellations and was almost immediately abandoned. Ordinary letters so cancelled were replaced with others cancelled in black but it was deemed unwise, for obvious reasons, to replace registered letters cancelled in purple. How many of these registered letters exist I do not know, probably less than fifty. They are unique rarities. However, I have a still greater rarity—an unregistered cover with purple marking which missed being replaced!

Special Royal Train stationery was designed for and used by those travelling on the Royal Train. These covers with Royal Train markings are desirable and scarce too. Covers with both hand and machine postmarks on the one cover are good property. In Canada, French markings were used for four days

(Continued on page 107)



Fig 1



Fig 2



Fig 3



Fig 4



Fig 5



Fig 6



Fig 7



Fig 8

NOT CALLED FOR

Fig 9



Fig 10



Fig 11



Fig 12



FIG 13

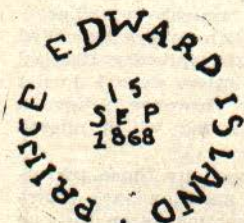


FIG 14

NOT CALLED FOR.

FIG 15



FIG 16

THE CENTS ISSUE OF PRINCE EDWARD ISLAND

By Mervyn V. Quarles, BNAPS, APS, CPS

1c stamp

1c orange	(Machine C	P. 11½ x 12
yellow-orange	(Machine E	P. 12½ x 13
brown-orange	(Compound C & E	

PLATE VARIETIES

#100—Defective number in the SE corner, very thin and indistinct when compared to others.

PROOFS

1c preliminary proof in black prior to final touching up of die with pencil instructions as to color of stamp.

Liechtenstein Collection

1c brown-orange die proof

1c black—plate proof

POSTMARKS

Fig. 1

Fig. 2

Fig. 3

Fig. 4

Fig. 5

2c stamp

2c blue

- a. bisected diagonally with 2c stamp for 3c rate
bisected vertically with 2c stamp for 3c rate

Machine D P. 12 x 12¼ large holes
Compound C & D

PLATE VARIETIES

- # 1 Large white dot just under Queen's ear.
#16 Period between PRINCE and EDWARD.
#46 Large white dot breaks the line of the label before the Queen's head immediately over the N of ISLAND
#66 Back line of letter E in CENTS broken by a dash of blue completely severing the letter in two.
#76 ditto
#86 ditto
#96 ditto

(Note: Two dies reported on this stamp. Die I (65 stamps) and Die II (35 stamps).

PLATE PROOFS

2c blue, imperforate

POST MARKS

Fig. 1

Fig. 2

Fig. 3

3c stamp

3c rose

- a. bisected diagonally
b. imperforate horiz.

(Machine C P. 11½ x 12
(Machine E P. 12½ x 13 small holes
(Compound C & E

PLATE VARIETIES

- # 7 Period between PRINCE and EDWARD.
#27 ditto
#47 ditto
#67 ditto
#87 ditto

POST MARKS

Fig. 1

Fig. 2

Fig. 3

Fig. 5

Fig. 7

Fig. 8

Fig. 9

Fig. 10

Fig. 11

Fig. 12

Fig. 13

PROOFS

3c rose—die proof

3c rose—plate proof
3c black—color proof

ESSAY

There is an essay known of a three-cent stamp on a thick soft-wove paper of poor quality, perforated 12. It depicts the Queen in her Widow's habit.

4c stamp

4c yellow-green (Machine D) P. 12 x 12¼ large holes
a. bisected diagonally for 2c rate.

PLATE VARIETIES

- #37 White spot where the letters A and N in ISLAND should be. Possibly caused by an injury to the plate.
#61 E in POSTAGE is missing, a white space showing instead.

POST MARKS

Fig. 1 Fig. 2 Fig. 3 Fig. 13

4c PROOFS

4c green—die proof
4c yellow-green—plate proof

The 4c bogus specimen was mentioned in the *Stamp Collector's Magazine* in September, 1872. The counterfeit was said to have been made by Allan Taylor of Boston and as it was denounced before many could have been marketed this specimen is now an extremely rare one. Below are the characteristics of the forged and the genuine:

GENUINE

1. The crown of the head of the portrait does not touch the frame. There is a plainly visible space between it and the frame along the whole length.
2. The square discs in the lower angles, containing the figure 4, are a trifle higher than the band running between them inscribed with the value.
3. There is a clear space between the letter O in the word POSTAGE in the first line of the inscription and the letter E of PRINCE in the second line.
4. There is a vertical line of dots outside the exterior row of fine horizontal lines which forms part of the ground on the right hand side. In other words, each of these horizontal lines is succeeded by a dot.

A cleverly designed bogus 4c stamp was circulated after the issue of the genuine stamps in 1872. The specimen was lithographed and the design was patterned after that of the three pence value of the previous issue. It exists in sheets of 100 and is frequently observed with a false postmark across the face to disarm suspicion.

FORGED

1. The crown of the head touches the frame along a certain distance and in a direct line under the letters DW of the word EDWARD in the inscription in upper margin.
2. The square discs in the lower angles, containing the figure 4 do not project above the intervening band inscribed with the value.
3. The letter O in the word POSTAGE in the first line of the inscription touches the letter E of PRINCE on the second line.
4. The line of dots referred to on other side is absent.

6c stamp

6c black (Machine D) P. 12 x 12¼ large holes
a. bisected diagonally (Machine E) P. 12½ x 13
b. bisected vertically
c. bisected horizontally
d. imperforate horizontally e. imperforate vertically

PLATE VARIETIES

- #2 Period between P and O in POSTAGE and another dot in the center of the O.

Fig. 1

POST MARKS

Fig. 2

Fig. 3

Fig. 16

PROOFS

6c black—die proof
6c black—plate proof

10c Specimen

In July, 1872, the *Stamp Collectors' Magazine* mentioned a 10c stamp in rosy mauve and illustrated the value. It was similar in design to the 3d value of the Pence Issue and was perforated 12. This specimen was issued at the same time as the Cents Issue and was supposedly to form a part of it. It was believed to be the handiwork of Allan Taylor of Boston.

12c stamp

12c reddish mauve (Machine D P. 12 x 12¼ large holes
a. bisected diagonally for 6c rate

This stamp has been reported in Dies I, II and III in the following proportions: Die I—72 stamps; Die II—21 stamps; Die III—7 stamps.

PLATE VARIETIES

#72 Broken S in ISLAND

#86 Large white dot above the numerals of value in NW corner.

POST MARKS

Fig. 1

Fig. 2

Fig. 3

Fig. 16

PROOFS

12c reddish mauve—plate proof

15c imperforate

There is a 15c blue imperforate which exists and is similar in design to the 9d stamp. No details of this specimen are known. Possibly it was the work of some unscrupulous dealer as were the bogus 4c and 10c varieties.

(to be concluded)

The Royal Train Post Office

(Continued from page 103)

only. These are an added variety. Hand and machine, in French and English, on the same cover exist and are very scarce.

A collection of all this material may be embellished with other rated material. Special Time Tables in purple were issued in Canada; travelling orders to trainmen; various official and unofficial releases to the Press; special programs of the various Cities and Towns where the Train stopped; special issues of newspapers of these various towns coinciding with the Train stops; special daily menus of the dining car for each day; all these and other items, almost *ad infinitum*, can dress up a collection. Cachets to no end were produced for the event; some are rare, too. But, the Grand-Daddy of them all, I believe, rests in my own treasure chest!

It is the red tag which was attached to the King's diplomatic pouch used during the visit. On the face, it is addressed THE KING and it has two Royal Train P. O. markings on the reverse. There's something that cannot be duplicated!! Just as rare as the celebrated British Guiana, and I have never had to buy and burn a second one to keep it unique—as Arthur Hind was said to have done.

So, check over your possessions and if you think you have something, let me hear from you. Just one last memo—all other dates are scarcer than "First Day." June 10th is the scarcest U. S. date except for the June 11th one mentioned previously.

Articles on the Royal Train Post Office by the writer have appeared in:

Weekly Philatelic Gossip, Sept. 14th, 1940.

Popular Stamps, March 1941.

Trail of the Caribou

Freres Meyerson

A recent letter from Stan Wood of Auckland, New Zealand, posed a question that sent us to our perforation gauge for the answer. Well, we found the perforation gauge without any trouble; it was the answer that really bothered us. Stan says, "When the postage due stamps first came out they were issued in the perf $10\frac{1}{2} \times 10$, and now they appear in a perf 11×9 . I have the 2c and 4c in the new perf; do you know if any of the other values have appeared in the 11×9 perf?"

We dragged out the set of blocks we bought years ago when the set first made its appearance and by assiduous use of our "Instanta" gauge we got the following results:

1c	$10\frac{1}{2} \times 10$
2c	10×10
3c	$10\frac{1}{2} \times 10$
4c	$10\frac{1}{2} \times 10$
5c	$10\frac{1}{2} \times 10$
10c	10×10

To get a basis for comparison we hotfooted it over to the Office of the Trade Commissioner of Newfoundland and picked up a new set of blocks.

That was our second mistake; the first was in trying to answer Stan at all. The 1c when examined was printed on a much thinner paper than the original printing, and the stamp measured 11×11 . The 2c, 3c and 4c values were all in the 11×9 mentioned by Wood. The 5c value was the one to really upset us. We started with an upper left hand corner block and found it to be perf 10 horizontally. When we checked the vertical perfs however, we ran into trouble. The left hand row was perf 10, the center row $10\frac{1}{2}$ and the right hand row back to 10 again. It was with relief that we checked the 10c and found it to be $10 \times 10\frac{1}{2}$.

So drag out our perf gauges, drag out your postage dues, and let's have your findings so that we can pass them on to the rest of the boys.

The 5c Cabot Commemorative was withdrawn from sale at the close of Business on June 23rd, 1948. Don't say we didn't warn you. It has been replaced by the 5c Caribou.

available with plate number. The exact number and first day of sale are unknown to us at present but will be reported in this column in the next issue.

* * *

The eventful day in Newfoundland, June 3rd, has come and gone and the fate of Newfoundland is still undecided.

A referendum was held to determine the future government of the colony. The citizens were offered the following choice:

1. Continuation of the current Commission Government.
2. Return to responsible government.
3. Confederation with Canada.

A majority vote was required for decision. The results of the voting were:

Responsible government:	67,670
Confederation with Canada:	61,930
Commission government:	21,661

Since no majority was achieved, another referendum will be held on July 22, 1948, for a decision between the two leaders. We have our fingers crossed, as our sympathies are definitely against Confederation. We would rather collect a stamp-issuing country.

CHOICE USED STAMPS

of the

British Commonwealth

Sent on five day approval

IVON GARCIA

214 West 6th Street
NORTH VANCOUVER
B. C., Canada

The current 24c stamp is now a-

Reviews and Reports

ED. WHITING

I have in hand an exhibition prospectus for the 54th Annual Convention of the **Society of Philatelic Americans** under the Sponsorship of the "Michigan Stamp Club" to be held at the Detroit-Leland Hotel, Detroit, Michigan, September 17-18-19, 1948. Of special interest to BNAPS'ers is the donation by the **Canadian Philatelic Club of Detroit** of the "A. STANLEY DEAVILLE AWARD" for the best B. N. A. Exhibit. If sufficient entries are received in the B. N. A. section, it might then be divided into separate Canada and Newfoundland Groups, with awards provided for each group and the "A. Stanley Deaville Award" given to the best of both. We regret that the photograph of the Deaville Award reached us too late to be included in this issue of BNA TOPICS but a reproduction of it will surely be offered in the next issue. It's a beaut! Well worth your sitting down and writing Henry Gates, BNAPS #114, 5300 West Outer Drive, Detroit 21, Mich., and getting your entry blank and prospectus. Forms must be in by September 5th, so don't lose any time!

I see in the latest issue of **Popular Stamps** that the newly elected officers of the **Canadian Philatelic Society** are driving forward energetically to make their Society one of greater service to its members. More power to you Bert Baulch and to those working with you. Best of luck! It was a great pleasure to us to find a fellow BNAPS'er achieving such a distinguished and influential position in BNA Philately as you have by virtue of your election to the Presidency of the C. P. S.

Mr. R. M. Angus, in the June 1948 issue of **Popular Stamps**, decries the use of "Scotch Tape" in connection with censored covers of the last war. My experience has been that carbon tetrachloride will dissolve the gum of scotch tape and so enable it to be removed without damage to the paper to which it was attached. It is sold in 5 & 10 cent stores under the trade name of "Carbona." The non-inflamable kind will not damage stamps and is an excellent watermark detector. As the scotch cellulose tapes used vary greatly in composition, I would not suggest to run any experiments on any particularly valuable cover as carbon-tetrachloride may react somewhat differently on the various types of tape.

The **London Philatelist** for June 1948 contains a very interesting and informative study of "The 1868 Issue of Canada" by R. W. T. Lees-Jones, BNAPS #493. Students of that issue must read this article which is "a paper accompanying a display of the 1868 issue of Canada given before the Royal Philatelic Society, London, on May 8, 1947." A copy of that issue may be obtained from the Library.

One of my jobs as Associate Editor is to report on the activities of the various Groups. I'd love to make these reports but unfortunately I can't visit each Group at their meetings to learn and see for myself what happens and then come back and write up a report for publication in the magazine. I **must** and do depend on each Group to forward a report of their meetings, etc., and from there on in I'll give them all the publicity I know how and make each member feel that he simply must attend your meeting if and when he's in your neighborhood. Another important reason for reporting on your meetings is to show other cities where groups are possible just what they're missing not forming their own group—the pleasure of meeting and talking to other members on your own pet subject, BNA; the chance to look over super circuits which the Sales Manager sends these group meetings; the new possibility of personal exchange of material and, better yet, information and advice; the opportunity to witness exhibitions of outstanding BNA collections; the endless other personal joys and privileges that only personal contact with fellow-members can provide. So, fellows, send me your reports and early, please, so I'll have them in time for publication.

NEW MEMBERS

- 511 Hyre, John E., 114 West 56th Street, Minneapolis 9, Minn.
 512 Marshall, W. N., 86 Regal Road, Toronto 10, Ont., Canada.
 513 McMorran, Gordon A., Souris, Man., Canada.
 514 Steele, Donald M., 430 Vernon Road, Jenkintown, Pa.

LIFE MEMBER

- L-510 Lowe, Robson, 50 Pall Mall, London S. W. 1, England.

APPLICATIONS FOR MEMBERSHIP

- Christensen, Allen H., 476 Mt. Pleasant Ave., Montreal 6, Que., Canada (C) CAN—Used postage and blocks, 19th & 20th cent. Pre-stamp & stampless covers. Coils. O.H.M.S. Precancels. Used airmails, R.R. cancellations. Proposed by Ed. Richardson, No. 168.
- Law, James, 20 Ranleigh Ave., Toronto, Ont., Canada (C) CAN, NFD—19th cent. mint & used postage. Used blocks. Cancellations—R.R., Territorial, 2 & 4 ring. Proposed by Geo. S. Wegg, No. 308. Seconded by J. Levine, No. 1.
- Patrick, Douglas A., 84 Runnymede Road, Toronto 3, Ont., Canada (C) CAN, NFD, N.B., N.S., P.E.I.—19th & 20th cent. mint & used postage and blocks. 1st day & 1st flight covers. Complete booklets and mint & used panes. Coils. Mint & used airmails. Literature. Cancellations—R.R., slogan, 2 & 4 ring. Specialty—World War II Censored Covers. Proposed by J. Levine, No. 1
- Peatman, Alfred N., P. O. Box 202, Fairville, N. B., Canada (C) NFD—19th & 20th cent. mint & used postage and blocks. Pre-stamp & stampless covers. Booklets. Revenues. Airmails. Stationery. Literature. Proofs & Essays. Cancellations. B.W.I. and Belgium & Colonies. Proposed by A. B. Milroy, No. 422.
- Worwood, W., 78 Poirier St., Charny, Que., Canada (C) CAN, NFD, PRE—19th & 20th cent. mint & used postage and blocks. Pre-stamp & stampless covers. 1st day & 1st flight. Complete booklets and mint & used panes. Coils. O.H.M.S. Airmails. Proofs & Essays. Proposed by Ed. Richardson, No. 168.

CHANGES OF ADDRESS

- Banyai, A., to Parkwood Manor B-302, Bywood, Pa. from Lancaster, Pa.
 McLaren, R., to Whamcliffe Cottage, Crawcombe, Somerset, England, from London, Eng.

RESIGNATIONS ACCEPTED

- 139 Andersen, P. I., 92 Hawthorne St., Brooklyn 25, N. Y.
 147 Leslie, Lloyd, 117 Catalan Blvd., Snell Isle, St. Petersburg, Fla.

RESIGNATIONS RECEIVED

- 180 Armstrong, J., 24 Montee Ste. Marie, Ste. Anne de Bellevue, Que., Canada
 325 Schober, J. E., 8 Miller Ave., Cambridge 40, Mass.
 467 Teale, Frank H., Forest P. O., Ont., Canada

OFFICIAL NOTICE

NOMINATIONS & ELECTIONS

Article IV, Section 3. The elective officers of the Society shall be so elected by ballot in the odd numbered years, during January.

Nominations may be filed with the Secretary by any five (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 (3) 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.

An official ballot shall be prepared by the Secretary containing all nominations, spaces for marking against each name, and space for the signature and number of the member casting the ballot. No ballots other than the Official Ballot shall be valid. Ballots shall be returned to the Committee on Elections which shall be appointed by the President at a time prior to the election. The Committee on Elections shall canvass the vote and report the results at the election meeting and refer a similar report to the Secretary for filing and notice in BNA TOPICS. A plurality of all votes cast shall be required for the election of a candidate. If no one candidate shall receive a plurality of the votes cast for such office, the Committee on Elections shall cause to be issued new ballots for the election to this office.

R. P. O. BUMPS and GRINDS

By WILSDON & WATMOUGH

THIS MAIL WAS CARRIED IN
TRAVELLING LETTER BOX TO TORONTO.

TYPE 1.

THIS MAIL WAS CARRIED BY
TRAVELLING LETTER BOX
TO TORONTO

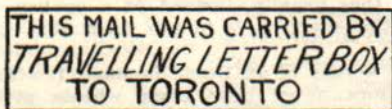
TYPE 2.

RECEIVED AT NORTH BAY, ONT.
IN TRAVELLING LETTER BOX.

TYPE 3.



TYPE 4.



TYPE 5.

As a boy, the advertisements of certain correspondence schools excited my imaginations and ambitions. "See the World from a Railway Mail Car," it challenged. The idea of travel at Government expense was convincing and although my name was never listed among the pupils, now, forty years later, I can still see the ad with its cut of a well paid clerk lolling in the open doorway of a mail car.

The picture is much clearer as the album pages turn. Town names can only bring forth the image of pseudo-Greek temples which serve as post offices in so many of our cities. Not a very pleasant picture, is it? And a heanty "boo!" for the dour individuals properly behind the bars at the stamp windows. They invariably consider the simple philatelist as an unprincipled fellow.

But what happens to the rare can-I-help-you-hail-fellow who is sometimes hired by the P. O. D.? The answer is easy, you'll find him in a R. P. O., cheerfully accepting your cover and carefully, cautiously postmarking it to your taste. Even the King and Queen owed much of their North American travel pleasure to his assistance.

Everything with this service is *tres-gai*, even to the wording of the postmarks. Doesn't the town name of Elmira snarl at you while HAM & SOUTH or TOR & HAM make you drool with Epicurean anticipation? And with ORANGE & TEES, the heady odors of dessert and beverage top off the philatelic meal. On the lighter side, the city of Moose Jaw always has had the pitifully strained sound of the Kilroy grade of humor when compared to the gentle and whimsical CHAT & WALK.

Surprises are never lacking for a R. P. O. markings collector. What would be your reaction to a letter posted in the home town of a friend but actually postmarked in another town several hundred miles to the south? Your consternation would be much greater if, when searching for explanations, you found the envelope to show a purple rubber stamp marking "Carried in Travelling Let-

ter Box to North Bay, Ont." This would have delighted Lewis Carroll. What a setting for his Alice!

An ordinary postal markings collector would be satisfied to leave it go at that but never a specialist in R. P. O.'s. The next day would see him in the office of Mr. J. P. Allen, District Superintendent of Mails at North Bay. After hearing that ten thousand philatelists awaited his explanation, Mr. Allen would forget hush-hush orders and tell all.

The T. & N. O., a Province of Ontario owned railway, strikes north from North Bay to Cochrane. At Swastika, the town which changed its name during the last war, it connects with a branch running east to Kirkland Lake, Rouyn, Noranda and other gold mining towns. There is no R. P. O. service on this line and the schedule is such that the afternoon trains leave the larger towns just before or just after business closing hours.

Fearing that normal post office routine would cause their important mail to miss the train, business firms got into the habit of handing their mail to the baggageman on the train, relying on his willingness to post it on the proper R. P. O.'s at the North Bay Station. The accommodating baggageman soon found that he was handling more mail than baggage.

The P. O. D. decided to do something about this and they hit upon the idea of having two boxes placed in the doorway of the baggage car, one marked "North Bay" and the other "Toronto." Anyone with mail for eastern or western Canada would put it into the first box while southern Ontario mail would be inserted into the second box.

When the train arrives at North Bay, the first box is removed by the driver of the mail truck and brought to the post office where it is postmarked and proper distribution made. The other box receives the same treatment in Toronto with the exception that usually, instead of a rubber stamp marking describing the journey of the letter, it is in the form of a slogan of a machine cancellation.

And that's the story, worthy of an Uncle Remus. It also helps explain why railway markings collectors never hear train wheels give the conventional clickity-clack. No, the imagination of these salt-of-the-earth philatelists hear RPO-MC-TPO, TPO-RPO-MC, MC-RPO-TPO which is what the wheels actually do sing.

INDEX TO CANADIAN PHILATELIC MAGAZINES

By R. J. DUNCAN

Canada Stamp & Coin Journal

Published at Halifax, Nova Scotia. Eleven numbers in one volume. Nos. 1 & 2 published by John R. Findlay. The balance by the Maritime Printing Company. 6 x 8 $\frac{3}{4}$. Nos. 4, 5, 6, 7 & 8 have colored paper wrappers.

Vol. I No. 1, July 1888. Nos. 2, 3, 4, 5, 6, 7 (Jan. 1889), 8, 9, 10, 11 (May 1889)

BNA CONTENTS

The Coinage of Nova Scotia. Vol. I, Nos. 1, 2.

Illustrations of Nova Scotia Tokens. Vol. I, No. 3.

Counterfeits of British Columbia Stamps (Wm. S. Hale) Vol. I, No. 7.

Philatelic Record

Published at Montreal, Que., by Arthur R. Magill. 5 $\frac{1}{2}$ x 7 $\frac{1}{2}$. Five numbers in two volumes. Colored paper wrappers.

Vol. I, No. 1. Jan. 1901. Nos. 2, 3, 4, 5, 6 (June).

Vol. II, No. 1. July 1901.

BNA CONTENTS

Nova Cents Series (Edgar Nelson) Vol. I, No. 1.

League of Canadian Philatelists. Vol. I, No. 1.

The Royal Series of Newfoundland. Vol. I, No. 4.

Through the Lachine Rapids. Vol. I, No. 6.

Report of Convention of D. D. A. and L. C. P. Vol. II, No. 1.

The Toronto Stamp

One number published by John H. Lowe at Toronto, Ont. Size 6 x 9 $\frac{3}{4}$.

Vol. I, No. 1. September 1894.

Contains only short notes.

Various & Sundry

GEO. E. FOSTER

I was very pleased to read the "Letter to the Editor" of J. C. Goodwin, Esq., in the June issue of TOPICS. Shows that somebody reads this column. These letters of comment are frequently valuable aids in solving some knotty problems and points. In my May notes (Vol. 5, No. 5, p. 78), the sentence to which Mr. Goodwin refers has not been properly punctuated. The address on the letter is somewhat tricky. Instead of being addressed to Buffalo, N. Y. it is addressed to Buffalo, U. S. So, if we remove the semicolon after Buffalo, inserting a comma instead, and place the semicolon after the abbreviation U. S., the sentence will read correctly. I shall try to have an illustration of this cover for an early issue of TOPICS.

Covers bearing the 17c black, New Brunswick, are seldom found, either alone or in combination with other stamps. In the last two years I have noticed only two offered in auctions. The first was a cover addressed to the deputy treasurer of the Province, at Harvey; backstamped St. John, Nov. 6, 1864, and Harvey, Nov. 8, 1864. This was evidently a heavy letter taking four times the single rate, as in addition to the 17 center, a one and a two cent stamp was added.

The second cover was a lot in the May sale of J. N. Sissons and was another four times single rate; the same combination of stamps as the first cover. A letter taking four times the single rate is not so remarkable, but what seems so peculiar to me is the combination of values to make the required rate. The use of two 10 cent stamps would appear to be more convenient and natural. Anybody have any ideas or data on the subject? This last cover was at one time in the Siebold collection, and fetched \$23 at that sale.

In this same sale another item worthy of a brief notice was a margin pair, imperforate between, of the 50c value, 7th issue, British Columbia Law Stamp. This choice bit was from the lower left hand corner of the sheet and realized \$12.

"Off the Cuff"

V. G. GREENE

An interesting circular was issued by the Post Office Department at Ottawa dated May 28, 1948, indicating certain changes in policy of the Philatelic Division which will be of interest to collectors.

"POSTAGE STAMPS FOR COLLECTION PURPOSES"

It has been decided that in all future general issues only sufficient stock will be retained in the Philatelic Section to cover a period of approximately two years after the final distribution by the Postage Stamp Section to Postmasters throughout the country. This should give the individual collector ample time to obtain his requirements.

FIRST DAY AND FIRST FLIGHT COVERS AND SPECIAL CACHET DESIGNS

(1) It is not now Departmental policy to provide First Day Cover Service on the occasion of new postage stamp issues in Canada. However, notices announcing new postage stamp issues will continue to be sent to all persons whose names appear on NEW ISSUES mailing list maintained by the Philatelic Section.

(2) It is not now Departmental policy to provide cachets or service First Flight Covers carried on inaugural air mail flights originating in Canada. Official announcements will no longer be issued and the FIRST FLIGHTS mailing list, maintained by the Philatelic Section of the Post Office Department, has been abolished.

(3) Cachets will no longer be used by the Post Office Department. An exception will be made in those cases where municipalities, chambers of commerce, etc., desire that a cachet be used and are willing to pay the cost of the cachet. Permission to use cachets under these circumstances must be obtained from the Post Office Dept.

POSTAGE STAMPS PERFORATED O.H.M.S.

The sale of postage stamps perforated O.H.M.S. has been discontinued. POSTAL STATIONERY

The sale of postal stationery, i.e., postcards, envelopes, etc., for collection purposes, through the Philatelic Section, has been discontinued.

L. J. MILLS

Bringing News About People & Stamps

By REV. JOHN S. BAIN

That long awaited vote is in from Newfoundland and the tally shows that self-government received 44% of the vote, confederation with Canada 40%, and commission government 16%. Since no type of government received a conclusive majority, a run-off referendum between responsible self-government and confederation with Canada will take place in about 6 weeks. Over 50% is required to win the election. The outcome is still very much in doubt and anything can happen. Who knows, but it may be that the great philatelic event of the year will be the news that Newfoundland joins Canada! That should call for a real issue of stamps!!

BNAPS

Speaking of new issues...in Vince Greene's column, "Off the Cuff" in that first sentence under heading, POSTAGE STAMPS FOR COLLECTION PURPOSE, do you read what I read — "...in all future general issues..." — could that portend a new issue in mind?? Could it? It could.

BNAPS

BNAPS'er Charles deVolpi, #266, sends in a "Quebec District Emergency February 22nd 1941" cancellation for inspection in response to our query in our May column. Two interesting things are noted; first, that the cancellation is in English and not in French as one might expect; second, that there is no district number.

BNAPS

Cancellation experts have something new in Canadian postmarks. In the future, the month of the year in Post Office date stamps will be indicated by Roman numerals; e.g., "21 V 48." As the present type of date stamps become exhausted they will be replaced by the new style. Some offices in the Province of Quebec are already using the new type. It is believed that Tingwick, Quebec, is one of the number. here is another question for Canadian philatelists to answer. When was first day of use? My guess is that it is sometime in April. Am I right or wrong?

BNAPS

Here is an answer I got from my paging of Walter Bayley the "Fearless

Philatelist" in the May column. "Did you know that there is only one Walter Bayley in existence. We've booed him, chewed him, and phooed him for years, nevertheless he remains the same Walter, and there will never be another. He is the life line of the Toronto Stamp Club, and the most lovable duck that ever was, and that's why we all stand it." There it is with no perfs!!!

BNAPS

What the P. M. G. of Canada stated at a Postmaster's convention about two years ago has become a reality. It is a fact that all first class mail in Canada now goes by air at the 4c rate. This new rule will only apply to one main air line between main cities. The airmail rate of 7c will apply to the "feeder" air lines. One step closer to the day when all first class mail will go by air at regular rates.

BNAPS

From now till August 15th I can cover my trusty typewriter and relax. Many times I've sat before it and wondered what I could write to fill a column for the magazine. Many times I've almost despaired but my trusty typewriter "came through" and tapped out a column. So I say, relax. But not so for you; you ust still think up newsy items to send me. After all, how long can I depend on my typewriter. Oh well, you can relax a bit too and enjoy yourself a pleasant vacation time. But don't forget me completely.

Robson Lowe Inc., Philadelphia
Vacation July 5th to 31st

The Philadelphia Branch of Robson Lowe Ltd. will be closed for personal interviews during the period mentioned, but all mail and posted communications will be taken care of.

600

Copies of BNA TOPICS are distributed each month to B. N. A. collectors. Take advantage of this opportunity to reach the collectors who are especially interested in what you have to sell or want to buy.

ANNOUNCEMENT

THE BRITISH NORTH AMERICA PHILATELIC SOCIETY YEARBOOK
FOR 1948

We wish to announce the 1948 Edition of the Yearbook. This Yearbook will contain all the pertinent data about the Society—membership listing, By-Laws, Rules of the Sales Department and Library, etc.

This Yearbook will be combined with the October issue of BNA TOPICS. This means that, in addition to the other features named, the Yearbook will contain the regular features of BNA TOPICS; articles by eminent BNA collectors, newsy and informative columns by-lined by authors already known to BNAPS'ers, reports, reviews, etc.

The cost of the Yearbook is financed by member and dealer ads. The more income so realized, the larger the size of the Yearbook. We therefore urge you to reserve some size space and to solicit your friends and favorite dealers to do likewise. You will surely want to support this venture and also realize the advantages of placing your offerings or wants before such a prospective audience.

Date of Issue: October 1st. Deadline for Copy: September 15th.

SCHEDULE OF RATES

Full page \$17.50 — Half page \$10.00 — Quarter page \$6.00 — Eighth page \$3.50
Column inch \$1.75

Sales Topics

Since the inauguration of the small sales book system we have had a total of 441 books entered in the circuit and a total of 242 retired. During the first half of 1948, fifty-seven of the 242 have been retired, and 25 checks for the proceeds have been sent to the owners totaling \$481.89. This leaves 199 books in circulation which contain some very fine material for YOU. While there were a total of 145 original applicants for the circuits, there are now only 25 active buyers (excluding those who see the books at the group meetings). If you are in the market to buy for your collection, for investment or accumulation, drop me a line; I'll send you a trial circuit. Tell me your preferences.

Finances: There is \$119.84 in the Insurance Account, after deducting about \$12 for minor losses for the last two years. I have on hand \$368.11 undistributed purchases from books still in the circuit, while the cash on hand account shows a minus of \$22.44. This will of course be made up when the commission is deducted from the sales from books on hand.

Don't forget to WRITE ME FOR THE CIRCUITS.

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FINE NEWFOUNDLAND

No.		Mint		Used	
		Block	Single	Block	Single
1935 SILVER JUBILEE					
226	4c bright rose .....	.32	.08	.30	.05
227	5c violet .....	.55	.14	.55	.12
228	7c dark blue .....	.90	.22	....	.30
229	24c olive green	2.40	.60	....	.70
226-29	4c to 24c, 4 var. complete ..	4.00	1.00	....	1.15
1937 CORONATION					
230	2c deep green .....	.20	.05	.20	.04
231	4c carmine rose .....	.36	.09	....	.03
232	5c dark violet .....	.60	.15	.60	.13
230-32	2c to 5c, 3 var. complete	1.00	.25	....	.20

1937 CORONATION LONG SET

Designed same as regular 1931-37 issue with King's Head added.

3c die I, fine impression, no dots on ridge of King's nose.

3c die II, coarse impression, dots on ridge of King's nose.

233	1c gray black .....	.20	.05	.20	.03
233A	1c hook in fish's mouth	1.00	.75	1.00	.75
234	3c orange brown die I	1.20	.30	.50	.07
234A	3c die II	1.00	.25	.60	.09
235	7c blue .....	.80	.20	1.00	.25
235A	7c oval doubled	3.50	2.75	....	....
236	8c orange red	1.00	.25	1.00	.23
237	10c olive gray	1.20	.30	1.20	.22
238	14c black	1.40	.35	1.40	.35
239	15c rose lake	3.00	.75	....	.60
240	20c green	1.60	.40	....	.45
241	24c turquoise blue	3.00	.75	....	.70
242	25c Gray	2.00	.50	....	.50
243	48c dark violet	4.00	1.00	....	1.25
233-43	1c to 48c, 11 var. complete ..	16.00	4.00	....	4.25

1938 ROYAL FAMILY PERF. 13½

245	2c green	1.40	.35	.20	.02
246	3c dark carmine	1.40	.35	.20	.02
247	4c light blue .....	.60	.15	.15	.02
248	7c dark ultramarine80	.2020
245-48	2c-7c, 4 var. complete	4.00	1.0025

1939 ROYAL VISIT

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249	5 violet blue	1.00	.25	1.00	.25
249	complete sheet (100)	22.50

1939 ROYAL VISIT WAR PROVISIONALS

250	2 on 5c	1.00	.25	1.00	.25
250	complete sheet (100)	22.50	....	....	....
251	4 on 5c .....	.60	.15	.60	.15
251	complete sheet (100)	12.50	....	....	....
251A	4c var. broken "s"	3.50	3.00	....	3.00

1941 SIR WILFRED GRENFELL

252	5c dull blue (plate block .75) ..	.60	.15	.50	.12
252	complete sheet (100)	12.50

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