

APRIL  
1950

B \* N \* A

# Topics

Official Publication of the  
British North America Philatelic Society

**Postal History of Red River**

**Fortunate Flaws**

Feature Columns by

Allison, Bain, Chadbourne, Greene, Levine, Meyersons

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**BNA**

# Topics

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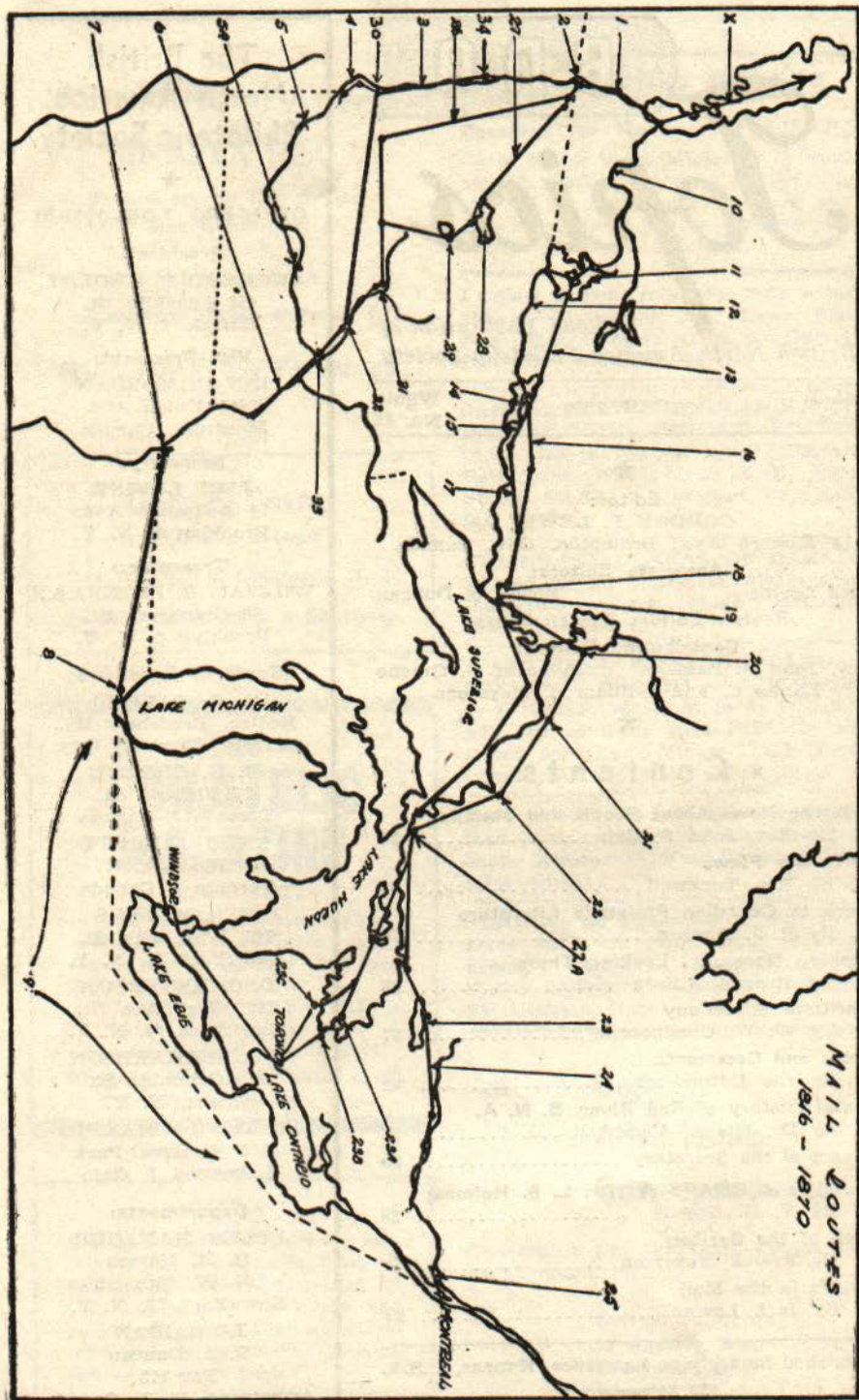
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## POSTAL HISTORY OF RED RIVER, BRITISH NORTH AMERICA

By DR. MURRAY CAMPBELL

The following is the substance of a talk given by the author to the Manitoba Historical Society on November 22, 1949. Dr. Campbell is a member of the Canadian Philatelic Society and the Winnipeg Philatelic Society.

The following information is based largely on contemporary documents, other sources being used only when necessary for the sake of coherence or continuity.

On April 4, 1816, Miles McDonnell, Governor of Red River, then at Montreal, advised Bishop Plessis at Quebec: "On reaching this place I found an express had arrived two days before me, direct from Red River." Father Provencher, newly arrived at Red River, writes on August 15, 1818: "Every year the Hudson's Bay Company engages men who come and go from Red River and some from even greater distance." On Jan. 1, 1819, Lady Selkirk advised Bishop Plessis that "a winter express is to leave here Janu-

Note: The author is indebted to Mr. Frank Campbell of Detroit for much valuable advice.

ary 10." (i.e.—from Montreal for Red River). In a letter dated St. Boniface, Jan. 31, 1819, Father Provencher stated: "A few days ago an express left for Montreal," and on February 14 of the same year Father Dumoulin at Pembina wrote: "The Vicar General and I wrote you by two express canoes (winter time?) sent by the Hudson's Bay Company, and I am now taking advantage of the North-West Company's express, thinking that perhaps it will arrive before the others even though they are ten and twenty days ahead of it."

The North West had regular expresses which came and went from the Far West to Grand Portage and later Fort Williams via the upper Red River (the Assiniboine) long before the settlers came to the Red River. (Note—See map for locations of towns, rivers, routes, etc.)

### MAP LEGEND

Note:—For the purposes of clarity this map is diagrammatic and not geographically accurate.

- |   |   |
|---|---|
| X. Route to York Factory                              | 20. Lake Nipigon                                      |
| 1. Red River Settlement                               | 21. Pic   |
| 2. Pembina  | 22. Michipicton                                       |
| 3. Red River  | 22a. Sault Ste. Mary (Marie)                          |
| 4. Bois de Sloux                                      | 23. Lake Nipissing                                    |
| 5. St. Peters River (Minnesota R.)                    | 23a. Collingwood and Collingwood Harbor               |
| 5a. St. Peters Settlement.                            | 23b. Penetanguishene                                  |
| 6. Mississippi River                                  | 23c. Barrie   |
| 7. Prairie du Chiens                                  | 24. Ottawa River                                      |
| 8. Chicago  | 25. Lachine   |
| 9. Possible Chicago-Montreal route, 1819 letters      | 26. "Cart Route" or "Wood Route"—Pembina to Crow Wing |
| 10. Winnipeg River                                    | 27. "Winter Route" to Crow Wing via #28 & #29         |
| 11. Lake of the Woods                                 | 28. Red Lake  |
| 12. Rainy River—southern summer route—between 11 & 14 | 29. Leech Lake  |
| 13. Northern winter route—between 11 & 14             | 30. Fort Abercrombie                                  |
| 14. Rainy Lake (Lac la Pluie)                         | 31. Crow Wing Village—Fort Ripley (few miles south)   |
| 15. Hudson's Bay Post                                 | 32. Sauk Rapids—St. Cloud (few miles south)           |
| 16. Seine River                                       | 33. Fort Snelling (St. Paul)                          |
| 17. Sturgeon River                                    | 34. Georgetown  |
| 18. Kaministiquia River (Dog River)                   |   |
| 19. Fort William                                      |   |



In addition to the annual brigades from York Factory, Father Provencher's letter of 1818 indicates that the Hudson's Bay Company had regular expresses to the Red River before that date. However, the fact that these first expresses were not officially recognized is apparent from the following remarks in a letter written by Bishop Plessis, Québec, April 8, 1822: "I wrote in February to Montreal to know whether any canoes of the Hudson's Bay were to be sent next spring to Red River, hoping that the Reverend Mr. Provencher could find a passage through them. Their answer of February 28 was that they expected orders from home. But I heard none of them since." But at Hudson's Bay House, London, Feb. 27, 1822, the Governor and Committee to Simpson: "It will always be proper to send one light canoe from Montreal to Norway House every spring to take in the dispatches and return as quickly as possible with the general information of the proceedings during the past winter." Such canoes, which travelled via the Lake of the Woods, Fort William, Sault Ste. Marie and Ottawa River, carried letters to and from Red River and were the forerunners of the Montreal Brigades.

#### 46 Days in Transit

On July 29, 1819, Provencher acknowledged a letter from Lady Selkirk: "On June 13 I had the honor of receiving your letter dated from Montreal on April 28." (46 days in transit). In winter it took much longer and in the season of 1818-1819 "the winter express was obliged to stop at Sault Ste. Marie because of the ice in Lake Superior" and Lady Selkirk's letter dated in January did not arrive "until one day after that written on April 28. The courier from Red River who left for Montreal at almost the same time passed the winter at Point Meuron." (near Fort William). Another route was used at least twice. In November 1819, Provencher says: "One of these days an express is to leave for Prairie du Chiene (Wisconsin Terr.)—it is this conveyance that will carry the messages for Canada, England, etc., and since this will be crossing almost the entire extent of the United States, I am writing only to Your Lordship to save postage." The

United States postage for distances over 400 miles was 25 cents for one sheet. This particular express was sent to Prairie du Chiene, the nearest settlement to Red River, to purchase seed grain for the ensuing year, the 1819 crops having been totally destroyed by locusts. Although the route to Prairie du Chiene is not known, the return was made via the Mississippi River, St. Peters River, Bois de Sioux and the Red River. Hudson's Bay mails of the 1830's and early 1840's were sent via this river route from Red River to the village of St. Peters (see map).

Beside the regular expresses, no opportunities were missed to send letters by other means. "My Lord, here is an opportunity for Montreal I was not expecting—it is Captain Franklin of the Royal Marine, who came up last spring to try to discover a passage between the new world and the old, who has sent an express from the Far North to carry his dispatches to England. This man named Fagoran, after being on his way since the middle of August has only come thus far. He will reach Montreal I think before the departure of the canoes for the Red River" (Feb. 2, 1826).

Practically all mail was sent to Fort William and in summer the expresses probably took the North-West Company route via Lake Winnipeg, Winnipeg River, Lake of the Woods, Rainy River, Rainy Lake (Lac la Pluie, Seine River or Sturgeon River, to Mille Îles, Dog Lake and Dog River (Kaministiquia) to Fort William, and then skirted the northern shore of Lake Superior to Sault Ste. Marie (see map). A contemporary map of the long expedition, dated 1823, shows this route in detail and says between "Lake Winnipeg and Superior there are no less than seventy-two portages."

The winter route was the same except that a northerly cross-country route was used between the Lake of the Woods and Rainy Lake. However, in January 1834, a special letter from Hudson's Bay House, addressed to Captain Black at Ft. Feliance, was sent from Sault Ste. Marie via Michipicton, Pic, Long Lake, Lake Nipigon to Fort William. This packet though forwarded "with the utmost expedition from post to post" took forty-two days from Sault Ste. Marie to Red River, as



compared with forty-six days for the spring express of 1819 from Montreal to Red River.

#### Discontinue Use of Envelopes

At the meeting of the Council of the Northern Department of the Hudson's Bay Company at Norway House, June 1836, it was moved "That the Gentleman in charge of the Lake Superior Department be instructed to forward a packet from Sault Ste. Marie to Red River on the 1st of February with all letters and papers that may be collected at the Sault or elsewhere within his charge previous to that date, and that no other express be forwarded unless rendered necessary by very important circumstances . . . That a packet to England from Red River be sent on 1st November via St. Peters (near present-day St. Paul) and that a duplicate dispatch together with any subsequent information that may occur be forwarded by Lac la Pluie (Rainy Lake) on the 1st of December." In the Council meeting of 1839, the same instructions were given and also "much loss in postage and other inconveniences being incurred from the practice of unnecessarily covering public and private letters with envelopes it is resolved that all Gentlemen in the Country be instructed to discontinue this practice, except in such cases where such may be absolutely necessary."

In the 1841 meeting it was resolved that the "usual winter packet between Moose and York Factory be discontinued," the dispatches from York to go to Sault Ste. Marie via Lake Winnipeg and to be at Michipicton on February 1; and the same instructions regarding St. Peters. In 1843, papers from Moose Factory were to be sent to York via the "Montreal Spring Express Canoe," and those from York to "be forwarded in sufficient time to reach Fort Garry before the despatch of the Red River winter packet for Sault Ste. Marie about the 20th of January." The growing importance of Fort Garry and the Red River area generally is reflected in these changes in the route traversed by the mail.

Until this time, and indeed for another few years, all the letters of the people of Red River (except those carried privately) went in the Com-

pany expresses or brigades. In December 1844, the following proclamation was made at Red River: "Winter Express—All letters which are intended to be sent by this conveyance must be left at this office on or before the 1st of January; every letter must have the writer's name written in the left-hand corner below, and if the writer is not one of those who have lodged a declaration against trafficking in furs, his letter must be brought open, its enclosure, if any, being open also, to this office and here closed.—(Signed) Alexander Christie, Governor of Assiniboia, Upper Fort Garry, 20th December, 1844."

This not only thoroughly aroused the settlers, but provoked interesting discussions at the time of the Enquiry into the Affairs of the Hudson's Bay Company in 1857. The questions asked by Members of the Committee were answered by Sir George Simpson, some of the questions and answers being as follows:

1895—"I have a letter in my hand which is to the following effects: 'My Dear Sir, As by the new regulation regarding the posting of letters, it will be necessary that Mr. McLaughlin should send up his letters open for my perusal, a thing which cannot be agreeable to him. Will you have the goodness to tell him that in his case I shall consider it quite sufficient his sealing the letters in my presence without any perusal on my part, and for that purpose I shall call in at your house tomorrow evening. Believe me &c., R. Lane.' That is dated 29th December, 1844."—"It was quite unauthorized."

1896—"Who was Mr. Lane?"—"Mr. Lane was a clerk then in the service of the Company."

1897—"What does he mean by the new regulation? He says 'as by the new regulation regarding the posting of letters'?"—"It was no regulation of the Company."

#### May Have Been Local Regulation

1898—"Do you mean to say that there was no regulation?"—"There was no regulation within my recollection; there may have been a local regulation."

1899—"Do you mean to say that you, being the Governor of the Territory, if that was a regulation you are ignorant of it?"—"Yes. There was no



regulation to that effect that I recollect. I was Governor of that country but there was a local Governor who conducted the affairs of the District of Assiniboia."

1906—"The letter there is written by a clerk of the Hudson's Bay Company to a person whom you know to have resided in that part of the world?"—"Yes."

1908—"The letter speaks of new regulations, of which regulations you know nothing?"—"Very likely. I do not know unless my memory be refreshed on the subject. I was very likely not in the settlement at the time."

1909—"That is not an answer. I ask you, do you know anything of those regulations?"—"No, I do not. At least I cannot call them to mind."

1912—"Supposing there was such a regulation as is here mentioned by Mr. Lane; by whom would that regulation be made?"—"Very likely by the Council or by the Company's principal representative for the time being at Red River, but it would be disallowed forthwith."

1913—"Could such a regulation, that is to say, a regulation to the effect that the letters of residents must be perused by the authorities of the Company, be made by any local officer of the Company upon his own responsibility?"—"I think not."

1914—"Then you are at a loss to conceive how such a regulation as this could have been made at all?"—"I am quite at a loss; I am not aware of the regulation."

1915—"Could such a regulation be made by the Governor and Council?"—"Of Assiniboia it might; but it is not likely to have been continued. It would not have been continued."

1916—"Would the Governor and Council of the colony have been competent to make such a regulation?"—"Yes, but I think it would have been disallowed by the Company forthwith."

1917—"Disallowed where?"—"At home."

1918—"How long would it take to send from there home?"—"A very few months."

At a later stage of the Enquiry the Rev. G. O. Corbett, a strong opponent of the Company, was questioned:—  
2883—"Are you able to adduce any evidence to substantiate the grave

charge which you have made in your previous answer?"—"The charge has not been brought forward by me, but rests entirely on the evidence to which the Honourable Member's question refers (a) I could mention the names of the parties, but I should prefer not doing so, because they would say at once that they should have no market for their goods in the country. They would not be tolerated in freedom in the country if their names were known. There was one settler in particular who wished me to bring a letter to England to represent his case, but he said, 'If I allow you to take that letter I shall not be able to sell my bushels of wheat, and I shall not be able to get clothing for my poor children.' So that is the reason I could not mention the names."

#### Produces Copy of Proclamation

Mr. Corbett, in support of his allegation, produced one of the original copies of the proclamation of December 20, 1844, bearing Governor Christie's signature, and stated that all the settlers took exception to the regulation and refused to submit to it. Mr. Corbett was at Red River from 1852 to 1855.

In order to circumvent this restriction of their liberties the free traders (but apparently not the settlers in general) began, in 1847, to send their mail via the Kittson Express which had been established several years earlier to transport furs from Pembina to Fort Snelling. Kittson was the general manager of the American Fur Company in Northern Minnesota, and Joseph Rolette his chief representative. At later dates both were postmasters at Pembina. On July 8, 1850, an attempt was made to put these mails on an official basis for all settlers.

"The Queen having been pleased to erect Rupert's Land into a Bishopric and Diocese, and other improvements, has brought the settlement of Red River into nearer connection with Her Majesty's Government, and created a corresponding interest in the minds of the British public for the advancement and prosperity of this colony; it appears desirable, therefore, to keep alive the feeling by a more frequent communication with our Fatherland."  
... "And whereas the private trad-



ers specially, and the settlers generally, would be benefitted thereby, it is, therefore, proposed that a sufficient sum from the public funds be appropriated for sending an express from hence with letters for England, via St. Peters, or the nearest post town, the bearer to bring back all letters and newspapers for the settlement."

On September 5, 1850, "the President then referred to the motion that passed at the last Council, concerns extra communication between this place and Europe, on which the Pres-

ident observed that in his conversation with Sir G. Simpson, he (Sir George Simpson) had informed him that 200 Pounds would be requisite for the intended communication, and, if the Council of Assiniboia would deposit that sum, he would ensure them six opportunities of correspondence with Europe. After some conversation the motion was cancelled." In all probability it was cancelled because the mail would still be under the control of the Company.

(To be continued in May issue)

## INDEX TO CANADIAN PHILATELIC LITERATURE

By R. J. DUNCAN

An Index to the Catalogues, Handbooks, etc., compiled and published by L. Seale Holmes, M.D.

### FIRST EDITION, 1935

HOLMES' CATALOGUE OF CANADA AND BRITISH NORTH AMERICA, by Dr. L. S. Holmes; published by Victoria Stamp Co., London, Ontario; 67 pages 4x7 in., paper bound.

#### Contents

Canada Postage Stamps (32 pages).  
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Canadian Stationery (4 pages).  
British Columbia, Vancouver Island ( $\frac{1}{2}$  page).  
New Brunswick ( $\frac{1}{2}$  page).  
Newfoundland (9 pages).  
Nova Scotia ( $\frac{1}{2}$  page).  
Prince Edward Island ( $\frac{1}{2}$  page).

### SECOND EDITION, 1937

HOLMES' CATALOGUE OF CANADA AND BRITISH NORTH AMERICA, by Dr. L. S. Holmes; published by Victoria Stamp Co.; 70 pages 4x7 in., paper bound.

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Canada Postage Stamps (36 pages).  
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### THIRD EDITION, 1939

HOLMES' CATALOGUE OF CANADA AND B. N. A., by L. Seale Holmes, M.D.; published by Victoria Stamp Co.; 134 pages 4x7 in., leatherette cover. Some of this edition had interleaving throughout for notes.

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#### FIFTH EDITION, 1943

HOLMES' CATALOGUE AND HANDBOOK OF CANADA AND B. N. A., edited and published by L. Seale Holmes, M. D., London, Ontario; 443 pages and index, 5x8 in., cloth cover.

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 Proofs of N. S., N. B. and P. E. I. (1 page).

#### SIXTH EDITION, 1945

The contents of the Sixth Edition of the Holmes' Catalogue and Handbook followed fairly closely the contents of the Fifth Edition. However, several parts were entirely re-written and re-set and the prices were revised as the Fifth Edition had been over a year in the process of being printed. Several errors which occurred in the original volume were also corrected. There were the same number of pages as previously, size 6¼x9¼ in., and this volume also comes in a deluxe leather bound cover.

#### SEVENTH EDITION, 1949

HOLMES' CATALOGUE OF CANADA AND B. N. A., edited and published by L. Seale Holmes, M. D., London, Ontario; 266 pages 5¼x8¼ in., cloth bound.

#### Contents

Essays and Proofs (9 pages).  
 Canadian Postage Stamps (80 pages).  
 Numeral Cancellations (3 pages).  
 Summary of Stamps Issued (2 pages).  
 Pioneer Air Stamps of Canada and Government Flights (13½ pages).  
 British Columbia and Vancouver Island (1½ pages).  
 New Brunswick (2½ pages).  
 Newfoundland (32 pages).  
 Nova Scotia (2 pages).  
 Prince Edward Island (4 pages).  
 Newfoundland Stationery (6½ pages).  
 Canadian Revenues:  
 Federal Issues (33 pages).  
 Provincial Issues (30 pages).  
 Franks (11 pages).  
 Index (3 pages).  
 Vol. V, No. 5 to Vol. V, No. 8, of "Canadian Stamp Sheet" (1904) were published by Dr. Holmes. See Index Canada Stamp Sheet (& Energy), BNA TOPICS, Vol. V No. 8, Sept. 1948.



# Trail of the Caribou

By Freres Meyerson



Most of this month's TRAIL will be devoted to a summary of the prices realized by the Newfoundland lots that were sold from the Reford Collection on March 3rd, through the medium of Harmer, Rooke & Co. On the whole moderate prices were realized, but what has been true in the past held true during this sale—the classic items in excellent condition still brought excellent prices. A plate proof block of 4 of #1 in black on cardboard realized \$56, the 2d in the same state with one stamp slightly rubbed sold for \$55, the 3d also in block form on cardboard brought \$50, the 4d as above was knocked down for \$55, the 5d for \$50, the 6d for \$55, the 6½d for \$54, the 8d for \$55 and the 1/ for \$50. A superb used full margined copy of the 4d scarlet went for the very reasonable sum of \$170. A superb mint copy of #5 sold at \$18, only slightly more than half of catalog value. A very fine copy of the 8d scarlet in used condition was knocked down for \$42.50, while a superb mint copy of the 2d orange sold at \$27.

A very fine o.g. pair of the 5d violet brown, #12A realized \$10.25, a bargain price indeed, while a bottom sheet margin block of 4 of the same stamp in o.g. condition sold for \$23. A grand copy of the 6d orange sold for the bargain price of \$42. The gem of the show, the 1d reddish brown with nice margins and in o.g. condition was started off at \$250 and not sold until the bid reached \$520, probably a record for this stamp. A very fine o.g. block of 4 of the 6½d rose sold for \$29, while a margin block of 4 of the 8d rose brought a dollar more. In the cents issue, a superb left sheet margin of the 5c black Seal, #26, in o.g. condition brought \$23 in comparison to a \$25 catalog valuation. A top sheet margin copy of the same stamp with part of the imprint did better than full catalog when it sold for \$30. A very fine o.g. block of 4 of the 13c, #30, brought a very tidy \$26. Catalog

value went by the boards when an o.g. block of 4 with bottom sheet margin and imprint of the 1c violet, #32 sold for \$41, slightly more than twice catalog. A pair and a single of the 3c, #34, used in conjunction with a pair and a single of Canada 3c, #37, on a cover from St. Pierre & Miquelon to Harbor Grace sold for the munificent sum of \$52.50.

In the roulettes, a very fine o.g. block of the 2c, #38, brought \$60, or almost twice catalog. An o.g. block of 6 of the 5c Seal, #40, sold for \$52.50, while a block of 15 in the same condition realized close to full catalog when it sold for \$130. An o.g. block of 4 of the 1c yellow green, imperforate horizontally, #80b, went to the highest bidder at \$45. A horizontal pair of the 1c Guy, imperforate between, sold for \$29, while a horizontal strip of 4, center pair imperforate between sold nicely at \$65. The 3c on 15c, Type 1, inverted surcharge, #128a, started modestly at \$60 but was not sold until the bidding reached \$135. A set of the Labrador Airmails in blocks of 4 brought \$58, and a Balbo on flown cover closed out the sale at \$30.

Our old friend W. E. Fyndem, who writes the "Philatelic Finance" column in "Stamp Collecting," touts two Newfoundland stamps. The first is the 15c Seal, #195, and the second the 3c Queen Elizabeth, #246. Mr. Fyndem recommends them both in the perf 14 instead of the common perf 13½. We have seen the first on several occasions and it is most easily recognized by the fact that the rare perf 14 is line perf whereas the perf 13½ is comb perf. I can give no information concerning the latter as we were unaware of its existence and had never looked for it. Do any of our readers have an example? Is it line perf or comb perf in the perf 14?

Further notes from the "1939 Newfoundland" (continued on page 84)





# Fortunate Flaws

by Ronald Tuckwell

THE CANADIAN MAGAZINE, AUGUST, 1938



All sketches by the Author.





If you purchased a luscious-looking red apple that harboured a fat worm you would—(if, happily, you learned of it prior to taking a lusty bite)—toss it away with a snort of disgust. If a dealer offered in sale a picture, a piece of furniture—any article at all—that was defective in any way, you would decline to buy. If you saw gem, jewelry, ornament or handwork in which you detected a flaw, you would know, at once, that its value was far less than if it were perfect.

Hold on a minute! The rule does apply to most things, I'll readily admit. But when it comes to stamps—and that's just what we are coming to—the rule by no means holds good. Actually, the reverse is much nearer the truth!

Certain flaws or defects sometimes enhance present and potential value of postage-stamps to an amazing degree.

Assuming that you may not be of the great army of Philatelists—therefore not to be expected to grasp at first tiling the significance of that statement—I assume, further, that at any rate you are interested in discovering that among the mill run of common stamps used every day in Canada there may bob up in your mail the odd specimen or two holding for you unexpected fortune.

I'll tell you of a number of "flaws" in Canadian stamps still currently sold at Post Offices throughout the Dominion. Stamps which you might buy, any day, stick on an envelope or parcel and toss into the mail-chute. Stamps which—if you only knew the signs—would well repay your respectful interest, instead of being subjected to such cavalier treatment.

### Anyone Can Spot Them

Not "old" stamps, remember, but stamps now currently in use; the last regular Canada issue during the reign of George V. And you need not necessarily be a "stamp collector" to be able to spot them. Anyone with fairly keen eyesight, once possessed of the information I am about to disclose, can profit to no little extent by turning to less orthodox use any specimens here listed which may come into their possession.

Instead of discussing these several picture-stamps in their proper value-sequence, suppose we start in the Mar-



times, work along the Atlantic coast-line, and follow the Trail of Fortune from East to West.

Starting at Charlottetown, P. E. I., we drop in on a large group of Delegates there assembled—(back in 1864 they gathered, but, really, dates need not matter as they don't figure in this discussion)—met together to talk over preliminary outlines of Confederation's plan. The stamp is the big pale purple thirteen cents, and a handsome one withal. Plenty of quality in that distinguished company—and the production of that fine stamp, with its mass of detail, gave the Variety Hunter to hope for much Treasure. He was far from disappointed!

When you pay 13c for that stamp at a Post Office, a careful scrutiny may reveal gold-dust that will repay you many-fold for the small outlay. Scan it carefully with a glass—do likewise with any "used" copies you might get hold of—and you may be lucky enough to find any one of the following "error" marks:

- 1—The top of the G in Postage throws a shadow on to the E.
- 2—Extra-heavy shading in front of E of Postage.
- 3—Doubling of the lines of border frame at top, left.
- 4—Row of dots on N of Canada.
- 5—Line between N and C forms hyphen between words Confederation and Charlottetown beneath portrait group.
- 5a—Shading lines in ornament scroll extend.
- 6—Mark below E of Charlottetown cuts into top of S of Cents.
- 6a—The E of Postes is broken at end of top bar.
- 7—Line across top of C of Canada.
- 8—Dashes on top of C of Canada.
- 9—Shading lines in ornament extend.



- 10—Dash on top of E of Postes.
- 11—Line across middle of AG of Postage.
- 12—Marks on Fig. 1 of left 13.
- 13—Mark on N of Canada.

### "Golf Ball" Error

Two more good ones in this stamp are: the "Golf Ball" error—which shows a ball of colour in the grass above "C" of "Confederation"; and one showing a heavy dot of colour on brick wall immediately below second "A" of "Canada."

If you refer to the accompanying drawing of this stamp, you will see that all these error marks are shown, exactly as they occur. A stamp having any of these error marks is well worth your interest—its value (used or unused) is many times its purchase cost; any stamp collector (or any dealer) will probably be only too pleased to make you an offer for as many copies as you can find.

Now we'll head for the Falls of Niagara. You can't beat it anywhere for scenic grandeur—and you'll never see a stamp more beautiful than the twenty cents, olive green, of this issue, which pictures the great Horseshoe Falls.

See what has been found to date:

- 1—A hairline runs from below the N of Canada through the centre of the Falls, and through the E of Cents below; with another hairline in N of Cents of this same stamp.
- 2—A heavy mark of colour just beneath the oval between points of the two big leaves at left top, above the word Postage.
- 3—A perpendicular hairline outside border frame in right margin near Postes.
- 4—A broken line in top outside of border above N of Canada which passes through frame and oval and ends in clot of colour on top of N of Canada.
- 5—A long circular hairline runs from top frame-line above last A of Canada right through stamp, passing through 0 of 20 at bottom left.
- 6—Diagonal line through body of D of Canada.
- 7—Long hairline runs from top of cluster of leaves at right, through tip of leaf next to C of Canada, right into the Falls.

- 8—Semi-circular hairline through left value panel and figures of 20.
- 9—Mark in white scroll near T of Postes.
- 10—Diagonal line through bottom of 0 of left 20.
- 11—Diagonal line starts in margin outside border above panel containing word Postes, passes thru the letter T of Postes, and emerges in value tablet after crossing 0 of right 20.
- 12—Four dots in left arm of letter T of Cents.

### Good Fishing!

Another discovery since these drawings were made shows a heavy colour line above "G" of "Niagara"; and recently found a strip of four, one below the other, shows, in order, these errors: (1)—Dots in first "A" and diagonal lines in last "A" of "Canada," left frameline doubled opposite "sta3" of "Postage"; (2)—Diagonal line in border above "AN" of "Canada," dots on "N," and left frameline doubled; (3)—Horizontal lines extend under and between points of leaf at right, near top; (4)—Same as above, but also with "P" of "Postes" strongly doubled and inner frameline to left of "Postes" doubled. Catch any one of these, and you'll have mighty good fishing in the Falls!

Now straight for Manitoba, Saskatchewan and Alberta we head—to call in passing on that glamorous figure known the world over as Canada's guardian of the law who "always gets his man." The Royal Canadian Mounted Police, right in his most popular stamping-ground, the plains of Western Canada. The "Scarlet Rider" they call him—and our Postal authorities obligingly so depict him on the fine ten cents, red, of this issue.

But we have more to do on this trip than rave about figures or scenery. Let's see what the Variety Hunter discovered in this fine stamp:

- 1—What a find this was! A grand error specimen, on which the Mountie still sits bravely astride his horse although he has suffered a grave accident in which his left leg has been **completely severed** at the knee. And if you see a stamp, used or unused, that shows this remarkable and glaringly plain error, you're fortunate in-



deed! It is quite likely to be the outstanding "plum" of the entire issue—already more than one single copy of it has been sold to covetous collectors for as high as five dollars!

- 2—Less spectacular, but good, is the "Broken Rock" error—which shows a tiny spot near the foothill fronting the horse's nose.
- 3—A dot in end of D of Canada.
- 4—A dot in foot of N of Canada.
- 5—Here's another gem! It shows a peculiar circular mark on the horse's back just behind the Rider. It looks something like a bird-cage—and certainly is a rare bird.
- 6—A dot on top of 0 of right 10.
- 7—A dot on the last A of Canada.
- 8—A dot on G of Postage.
- 9—A mark crosses border into margin near A of Postage, left.
- 10—A diagonal mark at foot of 1 of left 10.
- 11—A circular mark in S of Cents.
- 12—A dot on foot of 0 of right 10.
- 13—A dot on foot of 1 of right 10.
- 14—Dotted marks on side of 1 of right 10.
- 15—A diagonal line runs from near A of Postage across white border into border of adjoining stamp to left, emerging near corner of this adjoining stamp. (This one is not illustrated, as it will be found only when the two stamps are seen together.)

Still another find shows a thin line cutting through the tiny "1935" panel and across foot of figure "1" of left "10."

That's a mighty fine showing for our Mountie! Any of these error varieties will well repay your search—and some of them (particularly the "Broken Leg") will bring you real Good Fortune—always providing you are lucky in your searching.

#### Search Rewarded

A very fine picture of the British Columbia Government Buildings adorns the fifty cents, blue violet, of this series. And our Variety Hunter was not so steeped in scenic beauty as to neglect his job, either—five very fine error items rewarded his keen-eyed search. You will be well repaid if you are able to turn up any or all of them among your used stamps, or on any you may purchase at the Post Office.

- 1—Here's a hard one to spot—you'll probably need the glass—but a good one to find. It shows the N of Parliament broken off at top next to the T, in panel below picture.
- 2—This is a beauty. It shows two lines (one horizontal, one diagonal) on the wide body of the N of Cents.
- 3—Diagonal hairline runs through 0 of left 50 and extends to corner of stamp below border.
- 4—Semi-circular hairline in top of 0 of left 50.
- 5—A mark of colour in white vertical frame line above 0 of left 50.

Another discovery made since these drawings were finished shows one of the most notable errors in the entire series—came to light with the finding of a major re-entry, with doubling in several places. This beauty shows heavy lines across the foot of large white letters "ANAD" of "Canada," doubling of oval line above these same letters—and doubling of line beneath letters "ament Buildings, Victo" in panel below picture of stately Parliament House. And another late find shows a heavy curved mark on the "S" of "Cents."

While we're at it, let's look over the situation in the six cents Air Mail stamp of this series:

What a beauty it is! Rich red-brown in colour, picturing the mythical "Daedalus" high-flying close to the sun. Right behind him in the background is pictured the Strait of Georgia as seen from a high point at Oak Bay, Victoria.

But there's no treasure in perfect pictures — "flaws" is our text — and when our Hunter drew a bead on "Daedalus" he found him fairly productive. Any of the following varieties will pay your expenses for this trip several times over:

- 1—A diagonal line runs through the right figure 6.
- 2—Vertical line runs through N of Cents.
- 3—A hairline runs from beneath C of Canada into wing, and emerges strongly through letter A of Air.
- 4—The "Moulting Wing" variety; this shows one heavy and one light line on wing, close to left leg, looking much like two falling feathers.



### Head for Quebec

Now we're headed for Quebec—to look over the statue of Champlain; a picture of which is reproduced on the beautiful one dollar, royal blue stamp of the series.

And our Variety Hunter did not allow admiration for that striking monument to blind him to the work in hand. Five fine error varieties he has found:

- 1—A strong line runs from top of perforation above first A of Canada, and emerges beneath oval to run through "Champlain" into clouds.
- 2—A line from perforation above passes through border, through C of Canada, passes through "Champlain" at L down through clouds and into hills below cornice of monument.
- 3—Two dashes on top of C of Canada.
- 4—Three faint lines of colour on D of Canada.
- 5—A short diagonal line on body of right figure 1.

There is still one more item in this

series—the twenty cents, red, Special Delivery, with its striking setting in allegory. The Hunter fixed his eye on it—and found a flaw. If you can find it, you're lucky—it will jump in value without a doubt.

- 1—Line across middle leg in N of Canada.
- 2—Line in oval beneath PR of "Express."
- 3—Dot beneath figure 2 in right value panel.

Two added errors have recently been discovered: (1)—a diagonal line cutting through letters "PRES" of "Express"; (2)—a diagonal line crossing "D" of "Canada" into "Y" of "Delivery" below, strong diagonal lines in "D" of "Delivery", and a dot outside border at top right.

The lower values of the George VI issue appeared last year, and the new high values of the series have just been released. But for a while at least the stamps here mentioned will be available. So now is the last chance to discover these flaws, for the issue will shortly be withdrawn from circulation.

### Here and There

**The Stamp Lover** (London, England) has inaugurated a new service to members of the Junior Philatelic Society, whose official organ it is, and to all English speaking philatelists throughout the world—"Index to Current Philatelic Periodicals." It is their aim that the Index should embrace contributions of importance in every current philatelic magazine printed in English. It is expected that this service will be of real service to librarians, students and others. BNA TOPICS will be sent to the publishers so that material from this magazine may appear in the Index in the future.

As a booster for the stamps of BNA there are few magazines published to equal Weekly Philatelic Gossip. The subject is covered regularly, but few recent numbers will top that of the week of March 18, in which there were no less than four articles on Canada. Quite a record for a non-specialist type of magazine!

BNAPSer T. B. Higginson, of Finch, Ont., complains that no interest seems

to be taken in Canadian plate blocks among our members. He says there is not even a space for indicating this specialty on the application forms for new members! In order to stir up a little interest in this material, Mr. Higginson has written an article about them and this will appear in an early issue. We will see what we can do about correcting the application form when our present supply runs out. A good suggestion!

### Trail of the Caribou

(continued from page 79)

foundland Post Office Circular\*:

4. The circular of June 8, advises that certain officials are in the habit of cancelling postage stamps with colored inks. This practise is to be discontinued as the stamps are spoiled from the collector's point of view. A black ink pad is supplied to remedy this situation. (We know though, that this evil took at least 10 more years to run its course as we saw colored cancellations from St. John's as late as 1948.)



# Bringing News About People and Stamps

By Rev. John S. Bain

A book in the German language has made its appearance under the title of "Wie alte marken kunstvoll repariert und gefälscht werden" (How old stamps are artfully repaired and forged), by Ton. A few paragraphs are devoted to Canada, and I am giving a free translation of them, believing it will be of interest to our readers. "The 1851 and 1858 issues are seldom seen in German collections in pairs. Values in various pictures (heads and pictures) of ½ penny, 3 pence to 12 pence are mostly in repaired condition. The 1859 issue are in most collections as they were in use 12 years and because of the great resemblance of the imperforates. Also the values of the 1859 issue for the best copies are mostly in repaired condition in the collections. The later stamps are scarcer and higher priced than most European stamps of the same period." Looks like all early Canadian items according to the above are repaired! In another column I will write up Newfoundland.

## BNAPS

BNAPSer Alden C. Johnson, well-known dealer and philatelic writer, and W. J. Major have purchased the Three Crown Stamp Shop, 165 Church St., Toronto 1, Canada. They will continue to run the counter auctions, and have added an approval and new issue service. Best wishes for philatelic business.

## BNAPS

The Prince Edward Island Study Group continues to do a wonderful piece of work. Surely this could be duplicated to some extent by other specialist groups within BNAPS. Copious reference material is listed, and BNAPSer Nelson S. Bond is writing a series on "Prince Edward Island—A Resurvey." The dueling pistols are out again! Philatelic shots are being fired!! If you are interested in Prince Edward Island drop a line to Mervyn V. Quarles, 8200 S. Ellis Avenue, Chicago 19, Illinois, and you will learn

more about this section of BNA than you ever dreamed possible.

## BNAPS

I must pay tribute to our outgoing editor Jack Levine. Believe me, when I say that I have never worked with a more congenial editor than Jack. The road has not been easy, but he has plugged at it, and spared neither energy, time or money to put TOPICS across. From an unknown magazine to one of authority has been the stride in seven years! We are sorry to see you lay the burden down (it is a burden) Jack, but believe that you earned the rest. On behalf of all BNAPSers I congratulate you for the great record made, and express our deepest appreciation for all that you have done for the society. May God bless you. You are truly BNAPSer #1!

## BNAPS

Now we have Gordon P. Lewis as editor of ENA TOPICS. I do not know BNAPSer Lewis personally, but if the BNAPS 1949 Yearbook is a sample of his editorship then we will look forward to some good issues of TOPICS. This can be accomplished if all BNAPSers will do their part. The best to you, Mr. Editor.

## STAMP CLUB OF THE AIR

The "NBC Stamp Club of the Air" has recently been made available (Sat. morning, 11:15 EST) to NBC affiliated stations from coast to coast in the U. S. This club is doing an excellent job in promoting interest in stamp collecting. Since actual evidence of public interest is needed to insure its becoming a permanent network feature, listeners are urged to drop a line to their local station expressing interest in the program and their hope that it will continue.

TOPICS Ads Get Results





# LOOKING HERE ... LOOKING THERE

*with Russell Allison*

I received quite a surprise when I learned that our editor, Jack Levine, was retiring. However, this surprise was partially lessened when I learned that our new editor will be Gordon Lewis. Among the outstanding works of Gordon, one stands out to me above all others—the designing of the masthead for my column and those of the other writers.

The retiring of Jack prompts me to do a little reminiscing. First of all, Jack was the originator of BNAPS. An organization meeting was held in the Collectors Club of New York on October 23, 1943. In March (1944) the first issue of BNA TOPICS, under the editorship of Harold Meyers, was distributed.

Jack stepped in as editor when Mr. Meyers resigned in March 1945. Commencing with issue number thirteen, Jack has edited fifty-five consecutive issues of the "BNA Topics." During these seven years, Jack has been the Secretary, and played a leading role in making BNAPS what it is today. He sure can use a rest.

It was a great pleasure to work with Jack; and I have to thank him for the many helpful hints, which I am sure, have improved the readability of my column.

To Gordon Lewis I pledge my full support and co-operation in producing the best BNA TOPICS possible.

- Gordon needs your support in:
- Your contributions and articles;
  - Your advertising support;
  - Your ideas for a better journal.

Although I admit I am not one to encourage speculation, I think that anyone who has well centered copies of the one and three cent coils of the rejected design has about the best investment in Canadian stamps today. I have seen several hundred copies of each, and I have noticed that about ten percent are well centered copies.

According to a notice sent out from Ottawa, there were few copies well centered to meet the demand; so they are sending out everything they have in stock. The three cent is notoriously off center, both perforations and margins. In one batch of a hundred copies, I saw only three good pairs.

Another good investment might be the dollar value of the 1946 Pictorial Issue overprinted O. H. M. S. The eight cent value perforated O. H. M. S. of the same year is also off.

\* \* \*

The March 4th issue of the Canadian "Post Office Weekly Bulletin" contains a paragraph on cancellation of postage stamps, part of which I quote.... "In many instances the ink is applied so generously that the cancellations are too heavy, or the stamps are smeared with ink, by means of the back of the handle of a hand dating stamp. This mutilates and disfigures the stamps so as to render them unfit for philatelic purposes.

"While the Department wishes its revenues to be safeguarded beyond doubt at all times, yet it is not desired that the stamps be utterly defaced."

Thank you, Mr. Postmaster General. A month or two ago, the Post Office Department reversed its policy of not letting stamp collectors purchase special stamps for their collections at any post office. Now a collector can approach any postal clerk and purchase stamps for philatelic usage.

\* \* \*

**New Post Offices:**  
Nineveh, Nova Scotia, reopened Feb. 15  
Smoky Burn, Sask., Feb. 16.

\* \* \*

Dr. Armand Gelinas, a Three Cent Small Queen enthusiast, has suggested that a Study Group be formed for this stamp. I know that several collectors have done a tremendous amount of



study on this stamp and would like to organize. Please send me your comments.

\* \* \*

Mr. Wilfred Sprung has published his study on the Pence Issue of 1851-59. I was very impressed with the introduction which discussed the postal history from the Biblical period to 1851. The art of papermaking, types of papers, watermarks, perforations, proofs and essays, and cancellations of the three stamps were discussed in detail. A digest of early Canadian Postal Regulations and markings was unique.

\* \* \*

Can anyone substantiate the existence of the 12½ cent Large Queen of 1868 perforated 11¾x12. The ½ cent, five cent, and fifteen cent are known with this perforation.

\* \* \*

BNAPSer Bert Stewart, of Wellington, New Zealand, who is also a Small Queens enthusiast, reported to me in his latest letter, that he discovered a perforate 12½x12½ Three Cent Small Queen that has not been reported before.

\* \* \*

An article on page 28 of "The Essay Proof Journal," which was reprinted by permission of "Chambers Stamp Journal" caught my eye. The last paragraph clearly summed up what I have tried to stress in my column and to the stamp collectors in my neck of the woods:

"Many collectors, especially beginners, regard philatelic literature as a luxury, or as an added expense, feeling that their money is better spent on the stamps themselves. However, experienced collectors have found that the knowledge gained from reference material has very often enabled them to stretch their stamp budget considerably. It has not only minimized the initial expense of the literature, but in many cases has returned a nice profit. Good philatelic literature is not expensive, but the lack of it may be!"

\* \* \*

Just a reminder that our librarian, Mr. Robert Duncan, Box 118, Armstrong, B. C., has about the most complete library available to you on Canadian and British North American stamps. All it takes to bring this li-

brary to you is a letter telling him what books you would like to read.

## Maritime Miscellany

by W. W. CHADBOURNE

A complete history of the Colonial Express Mail would make very interesting reading. I believe that the late Alfred F. Lichtenstein was exceedingly well informed on the subject. I do not know whether he ever wrote up the results of his studies. A cover in the recent Reford sale addressed to Vergennes, Vermont, was franked by a New Brunswick six pence, tied with a red "PAID" marking and showing on its front in red circle, about 34mm. "COLONIAL EXPRESS MAIL ST. JOHN, N. B. DEC 8." This is Jarrett's marking number 1616.

On the back of the cover was the handstamp, also in red circle about 32mm, "FAVOR'S EXPRESS, DEC. 1856, STEAMER ADMIRAL." It is well known that Favor operated express service from Boston and Portland to Eastport and St. John. Sterling Dow, in his "Maine Postal History and Postmarks," pp. 85-87, quotes numerous contemporary newspaper notices of the late 1840's and 1850's showing that Favor, Winslow, and the U. S. Express mail were using the steamers Admiral, Adelaide, and possibly others.

The Colonial Express evidently was established in St. John and may have been owned by Favor or at least may have had operating arrangements with him on mail coming to the States. Ordinarily, letters from maritime post-offices coming into St. John would be routed by regular post to St. Andrews, and from there exchanged to the United States mails at Robbinston, Maine. From thence they would go by stage to Bangor and so on west. There must have been times in the winter because of heavy snows and in the spring because of the mud when this overland route was impassable for days. I surmise that under such conditions the New Brunswick postal authorities had an arrangement with the Colonial Express to handle mail by steamer and that out of such situations we could get these interesting express markings.



## Sketches of BNAPers

By V. G. Green



**DR. L. SEALE HOLMES**

Dr. L. Seale Holmes, the eminent Canadian philatelist, was born and educated in London, Ontario. He graduated in medicine from the University of Western Ontario and during the first World War was Medical Officer, Military District No. 1. He served on the London City Council in 1918 and for many years through to 1940. He was Chairman of Finance for the London City Council for several years in the 1930's and was presented, along with his wife, to their Majesties the King and Queen on their visit to Canada in 1939. Dr. Holmes is a past President of the London Academy of Medicine and is a specialist in skin diseases and X-Ray and holds a specialist certificate of the Royal College of Physicians and Surgeons of Canada. He was a member of the Senate of his alma mater for many years and later became a Governor of the same University.

Dr. Holmes has been a life-long phi-

latelist and in the field of Canadian postal stationery he is considered the foremost authority as well as having perhaps the most extensive collection in existence of this interesting branch of Canadian philately. For many years he has been making an intensive study of Canadian revenue stamps and has an outstanding collection which he used as a basis for the revenue section of his B. N. A. Catalogue.

In 1935 he began publishing the Holmes Catalogue of Canada which ran through several editions until 1943 and in that year he purchased the copyright to Jarrett's book on B. N. A. and brought out the combined Holmes Handbook and Catalogue which was sold out completely in three days after publication. In 1945 this book was re-issued with slight changes and was sold out in a few weeks. The seventh edition of the specialized catalogue of Canada and B. N. A., which has been entirely re-written, is now available in Canada and the United States and is a "must" for all B. N. A. collectors.

Dr. Holmes is a member of the Canadian Philatelic Society, British Philatelic Association and American Philatelic Society, etc., and is a director of CAPEX, the international stamp Exhibition to be held in Toronto from Sept. 21st to 29th, 1951.

(ED.—A list of Dr. Holmes' publications as compiled by our Librarian, R. J. Duncan, will be found on page 77.)

## To the Editor . . .

### Curling of Stamps

Dear Editor:

For the past two years it has been necessary for me to store many of my stamps. As later mint issues of British Colonials arrived they joined those already in storage. Recently I was much chagrined to note that many stamps have curled—penny values as well as pounds.

I keep potatoes in the same storage bin for humidifying purposes but all to no avail. Perhaps some of your readers have had the same inconvenience but have discovered a means of combatting it. Can you help me?

ALFRED N. PEATMAN,  
Fairville, N. B.



# What's in the Mail

By JACK LEVINE

First, let's read from a letter to myself. I write that now I could try to write a column for TOPICS but what subjects could I "cover," what purpose could the column serve? I remember a very nice comment about the warmth and friendliness of BNAPS—there I have my reason, there I have my subject. So, let's talk about just us BNAPSers—is there a warmer or friendlier or more interesting conversation? NO!

Here's a letter from Alex MacMaster—what's this? This is the most unusual and nicest style of typed lettering I've ever seen. You just gotta drop Alex a line so he can type back an answer (sorry, but they just have to see it for themselves, Alex)—1022 Davie St., Vancouver. More! Yup, on the flap in bold green and red letters, "BNAPS—The Stamp Society for B. N. A. Collectors'—JOIN NOW!" What a BNAPSer!

Alex didn't have much of importance to tell except that something big may soon happen out his way; that one of his new enrollments already had received a circuit and was very pleased to get some plate blocks that he needed badly; and that he was very sorry he couldn't include a new application with this letter. Nothing important!

Don't your ears perk up when you hear a contestant on a quiz program say he's a stamp collector? Do I know him? Howard Parke? WOW—a BNAPSer!! #586, and he answered the \$64 question too.

Charlie McDouough tells us some thrilling news. The Pottstown Stamp Club invites BNAPS to exhibit at their coming show and is reserving 50 frames for our exhibits. If interested, drop Charlie a note at 3213 N. Howard St., Phila. 40, for details.

While we're in Philly, let me spill the beans a little and tell you I've seen the photo of the cachet and seal for

BNAPEX 1950 and it's a beaut! Wait'll you see it.

Speaking of cachets and seals brings to mind Bob Duncan's letter and the enclosed samples of the cacheted envelope for the 32nd Philatelic Congress of Great Britain and the postcard illustrating a "View of Tunbridge Wells...1827," locale for this Congress. If you are interested in securing copies of these and to have them specially cancelled, write to J. C. Cartwright, 53 Madeira Park, Tunbridge Wells, Kent. Some of our Winnipeg members may remember Mr. Cartwright as a past president of the Winnipeg Philatelic Society.

Here's an interesting letter. BNAPSer George Wegg advertises elsewhere in this issue "A Canadian Discovery." A couple of years ago, a Canadian oddity came to his attention in the form of a pane of 120 of Canada #252. When separating into panes of 100, the sheet had been folded between rows 8 and 9, and the gullotine had made the separation into panes between rows 12 and 13, leaving a straight edge in this position. This pane of 120 was bought by a Toronto collector at a local Post Office. It is possible that there was a second pane of 120 which came out at the same time to complete the original full sheet, but if so, this has not been recorded and may likely have been used postally and separated. George promises a print and we'll show it when we have it.

Welcome home to our Variety Catalog Editor, Bill Kemp. Bill heeded doctor's advice and spent a few weeks in Bermuda. He's back with us again and ready to pick up on the catalog.

Space is running out and I still haven't said it. If you like talking about us BNAPSers, drop me a line and we'll tell it to the others.



# REPORT OF THE SECRETARY

MARCH 15, 1950

## NEW MEMBERS

- 631 Banks, Leon W., Bethlehem, Conn.  
 632 Beaven, Melville H. C., 4204 Pleasant Valley Rd., P. O. Box 1056, Vernon, B. C., Canada.  
 633 Chapman, Major George A. E., D.S.O., 387 Mariposa Ave., Ottawa, Canada  
 634 Charkow, Abe, 5730 Willingdon Place, Vancouver, B. C., Canada  
 635 Fairbanks, A. G., 54 Oakland Ave., Westmount, Que., Canada  
 636 Lee, Douglas C., 850 West Hastings, Vancouver, B. C., Canada  
 637 Lett, W. Ralph, 141 Coldstream Ave., Toronto, Ont., Canada  
 638 Macaskie, James P., 7 Wellington St., Oakes, Huddersfield, Yorks., Engl'd  
 639 Stephens, W.V., P. O. Box 1426, Stockton, Calif.

## APPLICATIONS FOR MEMBERSHIP

- Fontaine, Peter H., Cross Street, Harwich Port, Mass. (DCX) CAN, NFD, PRE—19th & 20th century mint and used postage and blocks. Pre-stamp & stampless covers. Mint booklet panes. Coils. Federal & provincial revenues. Mint & used airmails and on cover. Literature. Proposed by J. Levine, No. 1.  
 Marsales, B. R., West Flamboro, Ont., Canada (C) CAN, NFD, PRE—19th & 20th century mint & used postage and blocks. Mint booklet panes. Proposed by H. G. Bertram, No. 523.  
 Sadler, A., 2060 Metcalfe St., Montreal 2, Que., Canada. Proposed by C. G. Kemp, No. 85.  
 Speler, Albert K., 143-50 Hoover Ave., Jamaica, N. Y. (CX) CAN—19th & 20th century used postage and covers. Proposed by J. Levine, No. 1.  
 Tuckwell, Ronald W., Ste. B, 287 Flora Ave., Winnipeg, Man. (C) CAN, PROV—19th and 20th century mint and used postage and blocks; Locals; error varieties in Canada. Proposed by R. J. Duncan, No. 37. Seconded by G. P. Lewis No. 506.

## CHANGES OF ADDRESS

- Fletcher, E. D., 5989 Granville St., Vancouver, B. C., Canada  
 Hurst, Peter J., 95 Alexandra Blvd., Toronto 12, Ont., Canada  
 Jarrett, Fred, Box 375, Terminal A., Toronto, Ont., Canada  
 Rowe, H. H., 31 DeGaulle Blvd., Ottawa, Ont., Canada

## RESIGNATIONS ACCEPTED

- Balch, Clifford J., 3131 Grand Ave., Kansas City 2, Mo.  
 Hassan, William J., 406 N. Tloga, Ithaca, N. Y.  
 Kelly, Robert L., 2494 Linwood Ave., Niagara Falls, N. Y.  
 Miller, M., 164 Water St., St. John's, Nfld.  
 McCallum, John A., Gander Airport, Gander, Nfld.  
 Seed, A. H., Jr., 932 N. W. Bank Bldg., Minneapolis 2, Minn.  
 Smith, Frank A., 2508 W. 21st St., Minneapolis 5, Minn.  
 Wyatt, H. E., Heart's Content, Trinity Bay, Nfld.

## RESIGNATION RECEIVED

- 502 Sonne, C. C., Box 193, Rouleau, Sask., Canada

## NO! I AM NOT CRAZY!

... because I am advertising EUROPEAN and BRITISH COLONIAL STAMPS besides NEW ISSUES, ALBUMS and ACCESSORIES in the "BNA Topics." The truth of the matter is that I don't believe that all you collect is Canada and B. N. A.!

I don't have any B. N. A. stamps to sell. All I buy go into the Sales Circuit because they sell faster there.

However, I do have a nice selection of European, British Colonials and New Issues. More about Albums in another ad. Receipt of a postal card by me will result in a selection of approvals by return mail. Just name what you want to see.

References? Never heard of them—wouldn't check them anyway!

712-17th Street

### Russell Allison

Niagara Falls, N. Y.



## A CANADIAN DISCOVERY

Offered to the public for the first time are the hitherto unrecorded GUTTER BLOCKS of

### Canada No. 252

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As only five of these blocks have been found, it's "first come, first served." Only one block to a customer, at

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15 Richmond St. E.

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# BNA TOPICS

Official Journal of  
The British North America Philatelic Society

Vol. 7 — No. 4

APRIL, 1950

Whole No. 68

## 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

## NOTES and COMMENTS

By The Editor

### The New Editor

With this issue of BNA TOPICS a new editor assumes the duties and responsibilities of an office so capably filled by Mr. Jack Levine for many years. Over the past 12 months the writer has been associated with Jack in his efforts to provide a better magazine for the members of BNAPS. We hope to continue this work of improvement, but are not unaware of the task we have taken upon ourselves in maintaining the standard set by our predecessor. Jack will continue to aid in the publication as an Associate Editor, and all the regular features which have made this magazine so distinctive will, of course, be continued. We would ask and hope that we will receive the same fine cooperation shown Jack in the matter of supplying material for BNA TOPICS. This magazine can only succeed in its purpose if it maintains its high

standard of subject material, so articles of interest to the BNA specialist will be welcomed at all times.

### Many Thanks

The Editor thanks all those members who sent him their good wishes on his appointment to the editorial chair. He deeply appreciates the sentiments they expressed and trusts that the confidence reposed in him will be borne out in subsequent issues of TOPICS.

### Early Copy Please

Because of the distances involved, it is important that copy for TOPICS reaches the editor not later than the 15th of the previous month. In that way the printer will get the magazine in the mail by the 1st of the month, which is our aim at the moment.

## B. N. A. P. S. GROUPS

The NEW YORK GROUP meets the 3rd Thursday 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.

The NIAGARA FRONTIER GROUP meets the 2nd Wednesday of each month at 2403 Weston Ave., Niagara Falls, N. Y.





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